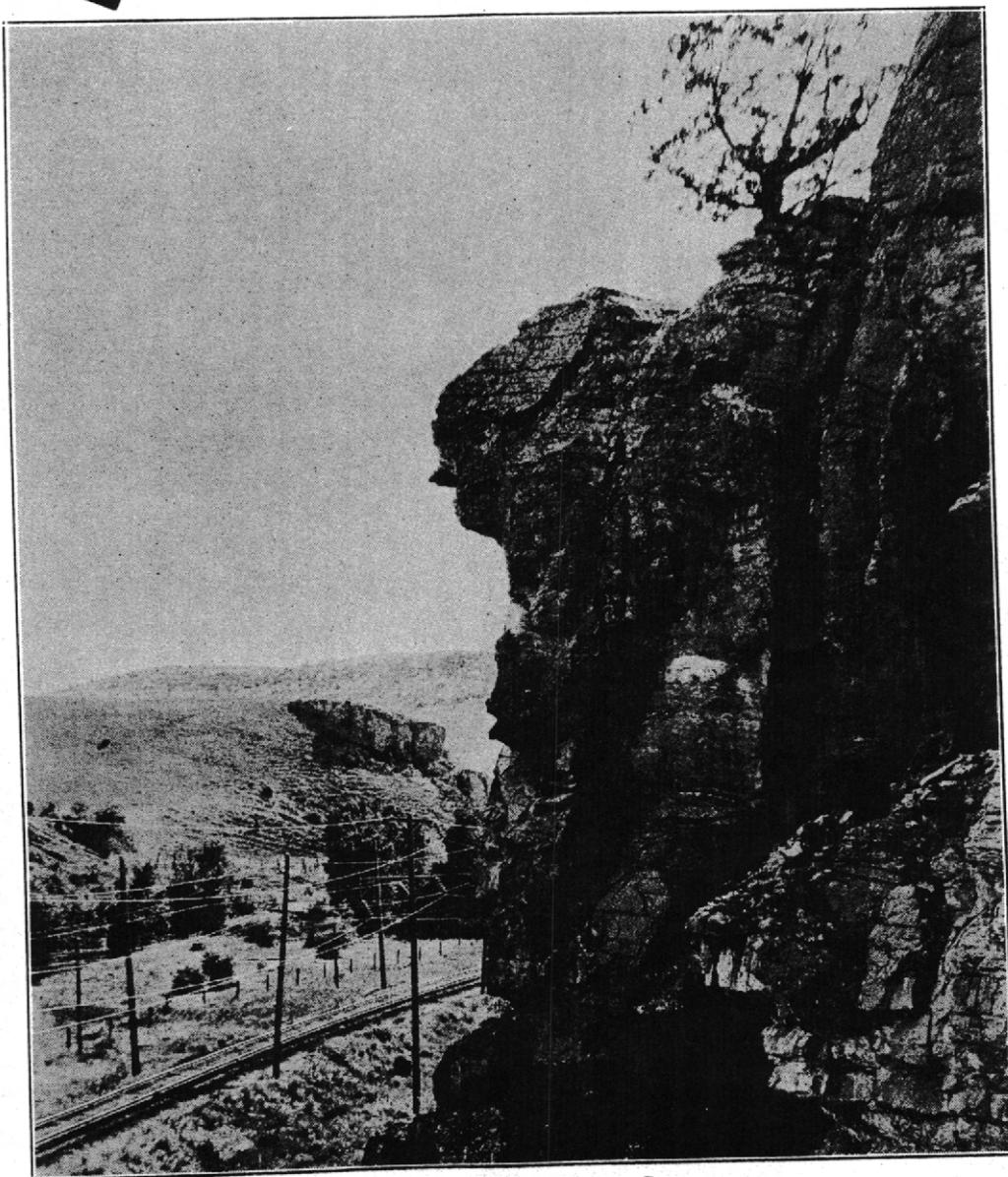


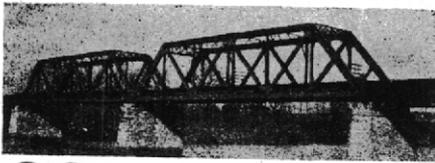
The MILWAUKEE
MAGAZINE

CHICAGO
MILWAUKEE
ST. PAUL
AND PACIFIC

FEBRUARY, 1935



"The Old Maid" of Montana Canyon



**60% More Maintenance
Work with Same Budget**

A Bridge Engineer who has many bridges treated with NO-OX-ID informs us that through the NO-OX-ID method he has accomplished 60% more work than formerly with the same amount of money.

The method: Without preliminary cleaning, brush or spray a coat of NO-OX-ID "A Special." It will soak into the seat of the pits, penetrating old rust scale. At next periodic reconditioning the old rust scale can be removed easily with very little expense.

Structural steel may be completely protected by this method or, when rust is killed, a coating of NO-OX-ID Gloss Filler, Red or Black, is recommended, over which your standard bridge paint should be applied.

Consult Dearborn regarding this great saving.

DEARBORN CHEMICAL COMPANY

310 South Michigan Avenue, CHICAGO
205 East 42nd Street, NEW YORK

NO-OX-ID
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TRADE MARK
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ANYTHING AND EVERYTHING

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GAS OR ARC WELDING

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**HAND OR MACHINE GAS
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AIRCO - OXYGEN - ACETYLENE - HYDROGEN
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*Journal Bearings and
Bronze Engine Castings*

NEW YORK

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CHICAGO

The Christmas Work of the Women's Club

Dispensed Good Cheer to Thousands

MANY Milwaukee Road families who have been finding the going hard, have discovered at Christmas time that there really is a Santa Claus,—and his name is "The Milwaukee Road Women's Club,"—as their homes and hearts were gladdened by the remembrances of the loyal club women who sent baskets, coal, gifts, cards, flowers, gave parties for the children and for the grownups as well, and held open house at their club rooms to any and all of the personnel who wished to respond to the general invitation to come to the Christmas cheer. More than fourteen hundred families were the recipients of these remembrances, the actual number of people benefited running, of course into thousands more, for it was the children first, because Christmas is the children's holiday, and not a tot among them was forgotten. All who came to the parties received bags of candy, and other goodies from the hands of a real Santa Claus; and in many instances, a toy or other gift was included.

To the elders, there went Christmas dinner baskets, gifts of fruit, of coal, of flowers and growing plants to the sick in hospitals or home. To the aged, and to those in sorrow, went kindly greetings with gifts of fruit, and flowers. No effort was spared to find all who were in need, whether that need was a substantial gift, or a word of cheer; and the grateful acknowledgments of those thus remembered is the ample reward to those earnest Milwaukee Road women who gave their time and their services to the benevolent cause of seeing to it that their friends and neighbors of the Milwaukee Road, all over the System who have been feeling the pinch of the times should feel and know that they were not left out.

Reports received at the Governing Board Office in Chicago of the Christmas activities show that almost without exception, Christmas parties were held, by the chapters, with gayly decorated Christmas trees, a Santa Claus arriving with well filled pack, and thousands of bags of candy, nuts, pop corn balls and fruit distributed by the "good St. Nick." A feature of the arrival of Santa Claus, made use of by many of the chapters, was his coming in on a Milwaukee locomotive, whose clanging bell, hissing steam and welcome whistle told the eager youngsters that the big moment had arrived. Little breaths were held and eyes were app until with much stamping of feet and hearty greetings, the bewhiskered, red-clad old gentleman actually stood in their midst. In front of the tree, pack was loosened and the gifts began to go around.

The countless bags to hold the goodies were all made by the club women,

filled and made ready for distribution, and it is doubtful if any other Christmas service brought more happiness and satisfaction than the hours spent in getting the Club celebrations ready.

A few concrete examples of what the wonderful Milwaukee Road club women accomplished and how widespread the happiness they bestowed, will show the benefits of their good Samaritan deeds:

At Tomah, Wisconsin, the Chapter there works under certain handicaps because there is no club house or club room for the women. This seems to make little difference to Tomah Chapter, for the women there never weary of well-doing and no job is too formidable for them to tackle. They have for several years sponsored Christmas parties for the railroad folk of Tomah and the immediate Division; but this year's party was planned to eclipse all the others, which it did. The party began with a dinner to the contributing members and the veterans. It was also a surprise event to Mr. John Reinehr, general foreman of the local shops at Tomah, who celebrated his seventeenth year at Tomah Shops. The affair was given at the armory, the largest hall in Tomah, and it was filled with a capacity crowd. A railroad orchestra furnished music for dancing and there was a further program. Tomah Chapter has become a distinct community asset and the people of the city generally aided the Women's Club to make the party a success. This chapter also furnished many baskets, fruit and flowers to the shut-ins and to several widows of former employes. No one was forgotten,



Genevieve Louise, Daughter of R. E. Dove, Engineering Department, Chicago

from the juniors and the small children, who had a tree and a Santa Claus, to the oldest members who not only received gifts, but were given the honor of a special table at the dinner, presided over by Mr. Reinehr.

In Milwaukee, the annual Christmas party for the children was held, with about two hundred and fifty youngsters and two hundred of their elders in attendance. They gathered at Union Station to greet Santa Claus who came in a "special" and after making the acquaintance of all the children, adjournment was taken to the club rooms where gifts, candy, etc. were distributed. The Chapter also erected and decorated a large and beautiful Christmas tree in the lobby of the Station, where it received much admiration from patrons of the railroad, passing through.

At Channing, Mich. a Christmas party for the elders and a special one for the children occupied the members of that active and earnest group of women. The members, voting and contributing, all contributed a small gift each, with three other organizations, joining, and so the children were made happy when Santa arrived with his pack containing candy bags, nuts, etc. A special Christmas program with carols sung by the juniors, and by the older people, later was a part of an entertainment program. A lighted tree was erected on the railroad station grounds, and one in the Community Center also.

At Sanborn, the party was held for both the children and their elders, with gifts, candy bags, fruit, etc.; and a program. The Sanborn Commercial Club joined with Sanborn Chapter in furnishing baskets to all the needy,—about thirty-eight in all.

Christmas was celebrated in Aberdeen Chapter by sending wonderful Christmas dinner baskets, with "turkey and fixin's" and a gift in each for each child in the family thus remembered. The chapter erected a large Christmas tree, brilliantly lighted, in front of the station, and close beside the passenger tracks, where it brightened the scene for passengers on through trains. Candy was distributed to about three thousand children, for all who came were welcome. The sick were remembered with flowers and fruit. There are several former members of the Milwaukee family of the H. & D. Division, now at the Old Peoples' Home at Aberdeen, and they received boxes of fruit and other dainties.

At Miles City Chapter, the holiday was a grand occasion, with a crowded clubhouse at their party. A program rendered entirely by the children, who shared with the aged, the distinction of being honor guests. Santa Claus was present and distributed some five hundred boxes of candy. Besides the party, twenty-one baskets were sent out, each containing turkey and other good things for the Christmas dinner, with something left over for another day. The day before Christmas, the ladies themselves distributed the baskets and other gifts, paying personal calls on the reci-

(Continued on page 6)

The Picture Writings of the Columbia

Hieroglyphics Found on the River Rocks Claimed to Be of Norse Origin

IN the prehistoric ages on this continent there were a people, or peoples, of whose coming and going there is left no positive or legendary record. Who they were, whence they came, whither bound and when,—only fragmentary relics tell the story of their having been here.

They seem not to have stopped long in any one place, and when they went on, they left little or nothing behind to reveal their identity. No record, save rude implements of stone and metal found in many places; strange mounds that dot the land all the way from the far northeastern boundaries, into the south and west; and the curious, mysterious picture writings which have been traced on rocky hillsides in various parts of the Columbia River country.

Are these all the strange and considerable relics of one vanished race, or may they be pieced together to form a story of enemy invasions, with consequent flights of a vanished people before the conquering hordes of a savage foe; and these in turn, perhaps, themselves fleeing as more powerful hordes threatened them? The question has never been answered, though archaeology has delved into the mysteries, advanced theories and formulated conjectures.

In relation to the hieroglyphic writings found in the west, comes now a Norwegian investigator who has passed many years in the Columbia River country, with his theory that the remarkable picture carvings which have hitherto been attributed to an aboriginal stock of the North American Indians, were put there instead, by roving bands of Norsemen hundreds of years before Columbus sailed on his first voyage of discovery.

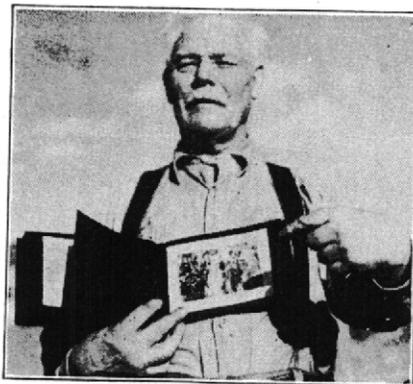
This Norwegian enthusiast, Professor Opsjon by name, lives at Dishman, Washington. He relates that he has spent a long life in the study of hieroglyphics, pictographic and runic, in his native land as well as other countries where these curious relics are found. His studies have brought him what he regards as a well founded belief that the pictographs of the Columbia were placed there by adventuring Norsemen of the Viking Age who penetrated to the interior of the continent from their first landfalls on the Atlantic Coast, and crossing the plains and mountains, made their way finally to Pacific shores, there to take ship for the purpose of continuing their free-booting expeditions in other lands, far beyond.

The Norse professor was visited by Mr. Lon Cook, of the Milwaukee Road publicity service, to whom he unfolded his remarkable theory, which is in part,

as follows:

The glyphs of the Columbia, the professor maintains, clearly tell the story of the wanderings of Viking parties, as much as five hundred years before Christopher Columbus. According to his theory, and claiming to have discovered the secret of reading these pictures he is able to determine the exact dates when the nomadic Norsemen made their camps and their picture writings on the rocks, departing thence without signing their names or giving any clue to their identity. Professor Opsjon says he is the sole possessor of the key to these writings—has, as it were their "rosetta stone." He has developed his thesis from a life time spent in research of this nature, beginning with a study of early Scandinavian runic writing, and going back to the earlier pictographs of prehistoric peoples.

According to his interpretation of the picture writings of the Columbia—some interesting examples of these appearing on the rocks not many miles from the Beverly crossing of the Milwaukee Road—here is a story of a daring and adventuring people setting out with hardy oarsmen, and sometimes in sail-rigged craft, to cross the Atlantic and



Professor Olaf Opsjon

to reach around into Pacific waters, leaving their imprint not only on the Americas, but upon lands of the South Pacific and the Orient.

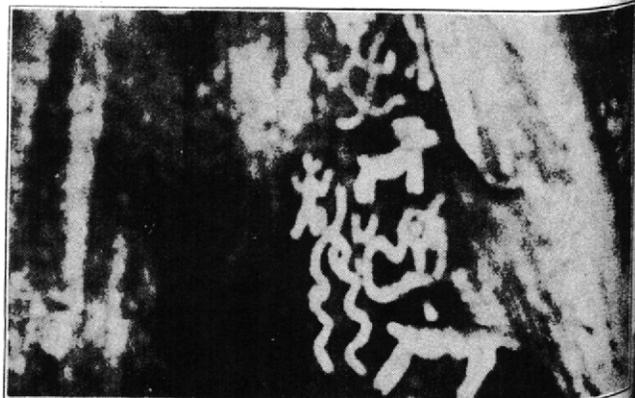
When southern Europe was a land of bearded savages, the Norsemen, he says, were holding regular commerce with the natives of the western continents as well as of Australia and Asia.

Some of the expeditions, he explains, that crossed the Americas, passed through to the south, but in the main, the chosen course of these Vikings was down the St. Lawrence River to the Great Lakes, across these to the northern country of Minnesota, the great plains and up the various streams to the Great Divide, dropping down thence to the Pacific Coast, where they were met by ships that had made the perilous passage of "The Horn." Embarking at the mouth of the Columbia or on Puget Sound they sailed away on further conquest.

This is the story which this descendant of the Vikings has read in the pictured writings he has studied on the western continent. More specifically, he has found on the Columbia River, for its entire length, he says, a rich field of what he considers real Norse hieroglyphic writings, telling of expeditions which passed down the river from the year 500 A. D. up to as late a date as the year 1300. Many of these stories have sufficient detail he says, to indicate exactly the date of the visit, how many men and women (for the Vikings took their women along) were of the different parties. Also there are occasional accounts of encounters with natives, of deaths and other events incident to their long trek. On some of the cliffs he finds reports of as many as six or more expeditions, placed there side by side, but with perhaps scores of years or even centuries intervening between the times they were written. On one cliff not far from the point called Vantage Ferry, the professor says there are the complete records of five different expeditions of Norsemen who stopped there.

In the oldest of these is the story of a group coming down the Columbia in the year 100. Seven years later, another came through, leaving its picture record; and the last expedition thus recorded, he says is in the year 1362, at which time they were on their way to the mouth of the Columbia where a fleet of ships awaited them.

Though a man well past seventy years, Mr. Cook says the professor has all the fire of youth when engaged on his favorite thesis, and in the summer time, he may yet be found, camera apack, clambering about on the cliffs.



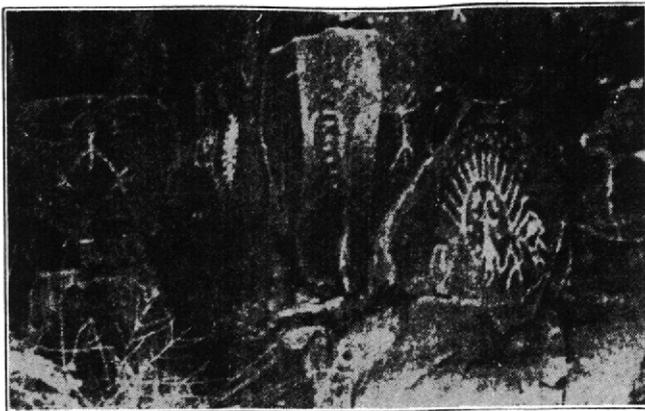
Showing Goats and People on the Columbia Hundreds of Years Before Columbus

...es alert and mind
wake to the pos-
sibilities of further
evidences of the
ages long gone by
when he believes
his ancestors, per-
haps, roamed the
Columbian hills
seeking conquest.

The story is in-
teresting and ro-
mantic, and the
Professor's pictures
form a valuable col-
lection. Following
are a few facts of
historical value in
connection with the
Scandinavian explorers:

Scandinavian civilization of record,
and Scandinavian archaeology begins
with the earliest human habitation of
Europe, and scattered throughout Nor-
way, Sweden and Denmark are many
evidences of these early races. They
built mounds for their dead, their im-
plements began with the Stone Age and
they wrote in pictures until the forma-
tion of their Runic alphabetic charac-
ters. To this earliest race are attrib-
uted a few rock carvings and other
sculptured representations of animals
similar to the paleolithic carvings of
the French cave-men.

But this Scandinavian race ante-
dated the Vikings, who flourished after
the migration into Iceland, and these
latter are given a period that is desig-



Petroglyphs Incised on Columbia River Cliffs in State of Wash-
ington

nated as the Viking Age, lasting from
about 800 A. D. into the 11th century.
Norse historians have characterized the
voyaging Vikings as a piratical horde
who "brought themselves into the no-
tice of all Christian peoples of western
Europe." Many of the Vikings origi-
nated in Iceland, and "almost every
young Icelander of sufficient means and
position, and a very large number of
young Norsemen as well, made one or
more viking expeditions," and in the
sagas we read of such and such a one
"who had gone a-viking, which pro-
cedure was almost a part of their edu-
cation."

In the 11th century is recorded the
discovery of "Vinland" on the eastern
coast of North America, and the loca-
tion of this Vinland was for some time

a matter of argument, some maintain-
ing it included the New England coast.
There is even now a statue to Leif
Ericson, standing "looking seaward," in
Boston. Incidentally, another one looks
lakeward, from the hills overlooking
Lake Michigan in Milwaukee, one in a
Chicago park, and a lake shore boule-
vard in Chicago has received the name:
Leif Ericson Drive. The accepted loca-
tion of Vinland, has now, however,
come to be in New Foundland or Nova
Scotia.

This was the Saga Age, and the Vik-
ings who then were at sea, or a-roving
in foreign lands, were in all probability
acquainted with real runic writings,
which do not at all resemble the crude
pictured writings of the Columbia rocks.
There is, to be sure some resemblance
to the ancient picture writings of the
Scandinavians in a much more distant
time. There may also be some doubt
as to the possibility of the roving Vik-
ings being able to get their light boats
around the perilous voyage of Cape
Horn, after they had brought them to
Atlantic shores; and if Norsemen of the
Columbia took ship on the Pacific coast,
they might have had to build them
from timbers of the dense forests that
covered the North Pacific country.

The theories of Professor Opsjon add
another link to the conjecture and mys-
tery attached to the strange relics found
in widely separated parts of this coun-
try, showing that there were in prehis-
toric times, a race of people inhabiting
the continent, finally disappearing into
the unknown.

Has Full Faith in the Future of the Railroads

An Open Letter from a "Shareholder"

Dear Mr. Scandrett:

AS a shareholder in many of our rail-
roads including "The Milwaukee,"
may I extend to you and your worthy
associates the season's greetings and
*thank you sincerely for the efforts that
have been made to conserve our re-
sources and improve our business in the
face of great odds.*

*You are indeed to be congratulated
on the showing made considering the
loss of business in recent years through
drouth, unfair competition and over-
regulation. I feel certain, however, that
the worst is over and that 1935 will
mark the start of better times for our
greatest of servants, the railroads. We
as security holders have full faith in
their future.*

*With sound thinking slowly returning
and economic experimentation on the
way out business should show consider-
able improvement in 1935. Economic
laws will not be blocked long. This de-
pression will pass not because of politics
but in spite of them.*

Congress, I feel sure, will pass the
necessary legislation to regulate and
equally tax motor transportation and
confine its activities to short haul and

*terminal distribution where it rightfully
belongs. The taxpayer will not be the
goat in highway upkeep for long, of this
you may be certain.*

*By no stretch of imagination can the
truck carry long haul loads economi-
cally or the bus carry people long dis-
tances comfortably.*

In tribute to the railroad industry
may I say that it has been and is now
the greatest single factor in our na-
tional development as well as the most
important factor in our social and eco-
nomic well being.

*No act of congress in this late day
and age can adequately compensate the
railroads for the part they have taken
in the upbuilding of our great land and
the economic wealth it has helped create
as well as its service to her people.*

Each and every railroad man may
well be proud of his calling to be an in-
tegral part of the railroad whose tradi-
tions of service to mankind are un-
matched by any other institution.

The public in general and the security
holders in particular are sympathetic
with your problems—we have every con-
fidence in the future of the industry and
are back of you 1,000 per cent.

*Thank you again also your associates
and the hundreds of loyal Milwaukee
employees for your efforts. They will
eventually be rewarded.*

Very sincerely yours,

HAROLD S. LUDLOW.

2220 Grandview Road,
Cleveland Heights, Ohio.

Only Today Is Ours

SOME one once said, "Don't put off till
tomorrow
The tasks which are given for today";
From some future time we cannot borrow,
Life has not been planned that way.

There's no way to know what tomorrow
may bring,

It is better that we cannot see;
To useless things of the past we should not
cling,

There's only today for you and me.

The moments of the present are ours to
fill

With treasures for time and eternity;
Unkind words cannot be recalled at will,
The thoughts and words of today are
but tomorrow's key!

The road we've trod cannot be retraced,
Yesterday's pages of Life are closed;
Results of wrong-doing, some time, must be
faced,
The works of a lifetime exposed.

These golden hours could be made so glad,
So worthwhile each step of the way,
If in all we did we gave the best to be had,
And measured the span of life by deeds
of today!

—By Bernice R. Boland.

Among things most unappreciated are 8
a. m. radio comedians.

Michael Sol Collection

Five

What Shall We Name Her?

NAME it and you may have it. Not the engine and cars, of course, for perhaps you wouldn't know just what to do with them after you got them but you may have the distinction of suggesting the name of the world's first streamlined steam-propelled speed train.

Readers of the Milwaukee Magazine are invited to suggest a name for a new train that will go into daily service on the Milwaukee Road between Chicago and St. Paul-Minneapolis the coming Spring. Send in suggestions promptly to Mr. W. B. Dixon, General Passenger Agent, 708 Union Station, Chicago.

What is preferred is a short, suggestive name, that above everything else, will be readily accepted by the traveling public because it is easily pronounced and remembered.

Like OLYMPIAN or ARROW, a one-word name seemingly is better than two words and two words are much better than three. More than three words are out of the question for suitable use.

Not until later will the exact schedule of the new train be announced but if it will be of any help in deciding upon

names to suggest it is definite that departure from both the Twin Cities and Chicago will be during the daylight hours. Consist of the train will include cafe car, parlor car and new type day coaches. The cars, and possibly the oil-burning streamlined steam locomotives, will be painted the conventional Milwaukee Road color. They will be operated via Milwaukee.

Send in one or send in several names, by train-mail, and the sooner the better, as the name must be decided upon shortly. Following is a partial list of the vast number of names already submitted:

Whippet, Violet, Phantom, Dart, Adventurer, Conqueror, The Flash, The Fawn, The Pioneer, Jr., The Junior Pioneer, The Ace, Mercury, New Deal, The Rocket, The Yellow Bullet, The Mercury, Rocket, The Comet, The Minnehaha, The Meteor, The Thunderbolt, Skipper, Reindeer, Yellow Streak, The Bullet, The Wayogo, The Deer, Canary, Elite, Elk, Glider, Golden Flash, Grand Slam, Hurricane, Javelin, Whirlwind, Whizz, The Commander, The Whirlwind, A-1.

ington apples were distributed by all the chapters, to those in need. These apples were procured by the general secretary, Miss Lindskog, at a low price, and were distributed according to the orders for them received from the various chapters. This fruit was eagerly accepted by the recipients, who in many cases, got a full box,—others in amounts according to the size of the family.

The foregoing, picked at random from the reports of the Chapter presidents on the Christmas activities, illustrate the extent and scope of the Christmas cheer dispensed by the women of The Milwaukee Railroad Women's Club. And the Christmas work, be it known, was merely incidental to the regular benevolent work of the Club, whose principal object and labors are devoted to the alleviation of the sufferings of Milwaukee Road families who are in need.

Thanks are, furthermore, due to the support of the men employees, who are contributing members to the Women's Club. They, not only give financial aid in the way of annual dues, but are ever on hand to drive the nails, climb the ladders, trim the trees, play Santa Claus, paint and decorate, do carpentering, attend to the lighting, and to the many other details incident to the Christmas celebrations. Nor do they lack in giving their help and support at other times. The men members of the Club are indispensable, all gratitude to them in their splendid efforts to help the women to carry on.

Activities of the other Chapters are told in the Women's Club section of this issue.



Mile a Minute—and Even Faster

Milwaukee is now located practically in the Chicago metropolitan area—at least insofar as the time required to travel between the Wisconsin Metropolis and the Chicago Loop District is concerned for in January the Milwaukee Road further reduced the running time of two trains and now makes the 85-mile run in 80 minutes. Other trains make the trip in 85 and 90 minutes. This is the fastest regular train schedule between metropolitan centers in America.

February first the road introduced a reduced rate "commuters ticket" good for 10 rides between the two cities and equipped all Chicago-Milwaukee trains with the new de luxe day coaches.

In the accompanying picture F. J. O'Donnell, Depot Passenger Agent for the Milwaukee Road in Chicago, is shown as he congratulated Engineer James J. Murphy and Conductor William H. King on arrival of the first train on the new schedule. Others in the crew included Fireman Wm. Luetke, Brakemen Walter Howe and Fred Warner. Asst. Supt. Ray D. Miller, Road Foreman of Engines J. Bodenberger, and Asst. Master Mechanic Walter W. Bates were on board on the first trip.

The Christmas Work of the Women's Club

(Continued from page 3)

patients. They also went to the hospital to call and take remembrances to Milwaukee folk confined there. Also, the county farm was not forgotten, apples and other gifts being provided for everyone of the inmates. This courtesy was greatly appreciated.

Union Station Chapter of Chicago followed their usual custom of holding "open house" the day before Christmas to Chicago employes serving lunch between 11:30 a. m. and 2 p. m. Over five hundred responded to the invitation. A beautiful Christmas tree the gift of Conductor Elmer Latham adorned the club room. The children received candy, fruit, cookies, etc.

Spokane and Seattle Chapters also held "open house," the former serving a turkey dinner and a Santa Claus who distributed gifts to the children.

At Portage, a theatre party was given to about two hundred children, and at the theater, they were met by Santa Claus who gave each child candy bags, fruit, etc.

At Tacoma, in addition to the annual Christmas party for elders and children, baskets of fruit were sent to the sick and the aged both at home and in hospitals. The women also bought clothing and a Christmas treat for a little girl whose father and mother were both killed during an electrical storm last fall. The child was also badly burned and may lose one hand. The father was a Milwaukee fireman, working part time, so Tacoma Chapter has undertaken to do what it can for the child.

Over fifteen hundred boxes of Wash-

Revenge

A parson was summoned for driving his car dangerously.

"Now," said the magistrate, "you say you were going at only eighteen miles an hour, but the constable declares you were proceeding at forty. I don't like to doubt either of you. Can you think why he declares you were going at that rate? Is there any grudge he owes you?"

"No," replied the clergyman. "I can't think of anything—unless it is that I married him three years ago."

A Close-Up

First Dumb Hunter: "How do you detect an elephant?"

Guide: "You smell a faint odor of peanuts on his breath."

Effective Discipline

He was talking vigorously against corporal punishment for boys, which he declared never did any good.

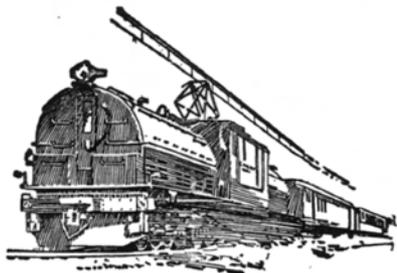
"Take my own case," he said, "I was never caned but once in my life and that was for speaking the truth."

"Well," came a voice from the rear, "it certainly cured you."

Bang the Tea-Tray

Hey diddle, diddle,
The sax and the fiddle,
The drummer discovered a tune;
The orchestra laughed
To see such sport
When Michael's collection with a spoon
—Harvard Lampoon.

Chicago, Milwaukee, St. Paul and Pacific Railroad Co.



RESOLUTIONS

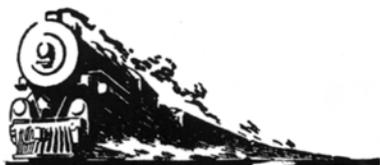
During the past few years we have, through the medium of the Milwaukee Magazine, emphasized the importance of Courtesy, Co-operation, Good Will, Service, Safety and other related subjects, the object being, of course, to instill in the minds of employes some of the things a railroad must recognize in the competing field of transportation.

The reading of such matter, without at the same time giving it serious thought and deliberation, can only result in a small measure of personal satisfaction with corresponding benefit to the railroad.

LET US RESOLVE, therefore, that in the year 1935 we will, in our daily activity and conduct, put into practice the principles expounded, stimulating friendships and business for the railroad, and by observing the Safety and Operating Rules avoid injury to ourselves and fellow employes as well as suffering and deprivation to their families.

A handwritten signature in cursive script that reads "J. D. Finck". The signature is written in black ink and is positioned above the title "Vice-President".

Vice-President



THE MILWAUKEE MAGAZINE

UNION STATION BUILDING, CHICAGO

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No. 11

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

CARPENTER KENDALL, *Editor*

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

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U. S. Postage on This Magazine Is Three Cents

The Better Housing Program

IN OUR magazine for October we published an article about the plan sponsored by the government under which local financing now is available for home repairs and improvements.

Those of our readers who may wish to take advantage of the plan can get full details by application to their local bank. In case the local bank to which such application is made is not

cooperating with the government on this plan any information desired in connection with the plan may be had by application to Mr. F. H. Johnson, Executive Assistant, Union Station, Chicago, who has been chosen by the Federal Housing Administration to supervise this activity on The Milwaukee Road.

Lack of space prevents the Magazine from publishing the full list of cooperating financial institutions.

A NECESSITY OF THE RAILROADS

Under Present Competitive Conditions

THE necessity that the railroads, under present competitive conditions, be relieved from regulations that do not apply to their competitors, and which interfere with prompt action in adjustment of rates to meet new conditions under which traffic will move over other transport in the absence of such adjustments, was recently pointed out by Joseph B. Eastman, Federal Co-ordinator of Transportation, in an address before the Boston Chamber of Commerce. He said: "Under present conditions no more important task confronts the railroads than the pricing of their service, passenger and freight. It can no longer be left to rate clerks of whatever title and however experienced in tariff technicalities. Nor can it be hogtied by blind adherence to past precedents or sacrosanct rate structures. It calls for railroad statesmen, if that term can be used in connection with railroads—men with comprehensive knowledge of the nation's travel and commerce and their flows; men who have explored the transportation markets; men whose interest centers on customer requirements and demands and how they can best be met and satisfied; men who have measured the ceilings which the ability of the customer to use an alternative mode of transport has superimposed upon railroad price ranges." The Co-ordinator might have added that "it can no longer be left" so largely, as it is under present regulatory policies, to representatives of public authority who do not likewise measure up to the standards he has set for railroad representatives. The situation cannot be improved with railroads under regulation that does not apply to their rivals, and which disregards "the ability of the cus-

tomers to use an alternative mode of transport." In this fact lies an outstanding reason for modification of present "long and short haul" policies which "hogtie" the railroads to "sacrosanct rate structures," prescribed by Commission authority with respect to traffic unaffected by competition, in their efforts to establish rates that will in some measure meet the competition of unregulated transport agencies.

Charles Lapham

ON THE morning of January 8th the sad message was sent out to employes of the Milwaukee Road that Charles Lapham, Assistant Engineer at Milwaukee, had passed away, thus bringing to a close a long record of faithful and efficient service.

He selected engineering as his life work and received the degree of Civil Engineer from the University of Wisconsin. He entered the service on March 23, 1879, and was first employed as a rodman on the construction of the

Sparta-Viroqua line, and during the years 1880 and 1881 was assistant engineer on the Mississippi River bridge between Savanna and Sabula. In 1899 he was promoted to division engineer and in 1910 was appointed district engineer at Milwaukee, holding this position until 1919, when he was assigned to special work.

He held a splendid record for effective work and always kept the railroad's interests foremost in his mind. His outstanding characteristic was that of friendliness and he was usually called "Charlie Lapham" by all who knew him well. This spirit of friendliness, courtesy and straightforwardness enabled him to negotiate business matters successfully with those with whom he came in contact. In addition to being well known by his fellow employes he had an unusually wide acquaintance with state, county, city and town officials.

Because of his familiarity with the railroad in Wisconsin, he collected much interesting material for the Milwaukee Road Museum and in recognition of this service his framed picture bearing a statement to that effect is to be displayed on the wall.

The funeral service was held on January 10th and was attended by a large number of friends and fellow workers. He is survived by his daughter, Mrs. Laura Lapham Lindow, in Milwaukee and a brother, Henry Lapham, living in Pasadena, Calif. There are also two grandchildren, the son and daughter of Mrs. Lindow, to whom he was very devoted.

His fellow workers in the Engineering Department take this occasion to express their sincere sympathy to his family.

Our Passenger Service

From the Patron's Point of View

THE letters herewith express the pleasure and satisfaction of travelers on the Milwaukee Road, because of good and courteous service rendered by Milwaukee employes on the trains and in the ticket offices of the system.

If by any chance a patron completes his trip dissatisfied with the service given him by any one or any group of employes, that one or that group do not fail to hear of the occasion and the event which brought about a complaint, which is, of course, the way to bring improvement. It is not always the case,

however, when a satisfied patron expresses his pleasure, that the person or persons directly connected with the business of making his trip enjoyable, receive the benefit of the praise; and therefore, believing that bouquets to the living produce more good than flowers laid on the bier, the following letters culled from the file are offered because they indicate satisfaction with the service and with the efforts of the personnel, and they also give promise of "a return to those places where they have been well treated."

Thomas Thayer

AT RED WING, Minn. on December 27th, occurred the death of Thomas Thayer, agent at Red Wing, for this company, for forty years, after an illness of several weeks duration.

No man on the River Division enjoyed a wider acquaintance, or was more generally esteemed; and in the community in which he lived, he was one of the best known and beloved citizens.

He was in the seventy-sixth year of his age, and had planned upon retirement the first of this year.

Mr. Thayer began his railroad career at the age of seventeen, as news agent on the Illinois Central R. R. At eighteen, he secured a job at Hastings, Minn. as a coal shoveler, and being ambitious, occupied his spare time learning telegraphy. He was an apt pupil and shortly was sent to Winona as night operator, going thence to Lake City in similar capacity. For eight years he served as agent at Shakopee, became a freight solicitor at Minneapolis, and then agent at Stillwater.

Nearly forty years ago he was appointed agent at Red Wing, and served in that capacity there until his passing. Mr. Thayer was a member of the Veterans' organization and had served this company longer than any other man on the River Division; as well as being one of the oldest employes in point of service on the system.

The editorial in the Red Wing Republican pays him tribute in the following:

Faithful Tom Thayer

"Tom Thayer, agent of The Milwaukee Road for almost a life time loved his work, loved his friends, loved his city, loved everything that was good and true. Cheerful under all circumstances, he was an inspiration to many who had less to worry about than Tom Thayer. He came in contact with the whole community whose passenger and freight business had come to his Road very largely through his efforts to please his public.

"Mr. Thayer was of all and to all, a servant. He lived for his profession and lent dignity and honor thereto. He made no pretensions, was a home man, an ideal citizen and recognized by railroad men as a person of superior class."

This tribute, Mr. Thayer's friends of The Milwaukee family acknowledge with gratitude, and join with his home community in sincere regret at his loss. He is survived by his widow and two sons, to whom the sympathy of the countless friends of The Milwaukee Road is tendered in their bereavement.

Mrs. Emma L. Finegan

Mrs. Emma L. Finegan, mother of Eugene B. Finegan, freight traffic manager of the Milwaukee Road, died early Thursday (Dec. 27) at the residence of her son, 1135 North Kenilworth, Oak Park. She is survived also by a daughter, Mrs. C. A. Cross of Chicago. Funeral services were held from the residence on December 29th. Burial in Oak Park. Sympathy is tendered the surviving family.

they fell easy prey to such members of the crew as owned shot guns.

At the conclusion of Allieto's explanation, Lake was convinced that owl meat was causing the epidemic and issued instructions that roast or boiled owl would no longer be tolerated on the camp bill of fare.

But instead of decreasing, the sickness continued to grow until it reached the proportions of a genuine epidemic and came to the attention of the State Board of Health. A physician was started for the camp, posthaste, with instructions to remain there until the cause was determined.

It was a serious situation that confronted the health officer upon his arrival. While no deaths had been recorded, more than half the men in camp were unable to work. The sufferers complained of being seized with violent abdominal cramps, followed by dysentery. Dr. X did everything he could do to relieve the distress and began making inquiries.

He was engaged in inspecting the food and its preparation for the table when he chanced across two sacks of large beans.

"Where did you get these?" he asked of the cook.

The latter seemed reluctant to answer, but finally admitted they had been salvaged from a car that had been side-swiped in the camp a month previous.

"A big hole was gouged in the side of the car, and when the beans spilled out on the ground, we gathered them up to prevent their being wasted," he explained.

The mystery was solved.

"Have determined the cause of the Sixteen Mile Canyon epidemic," Dr. X wired Division Engineer Blick that evening. "Your men have been dining on beans that were consigned to an eastern manufacturer of castor oil."

"My boy," said the magnate to his son, "there are two things that are vitally necessary if you are to succeed in business."

"What are they, dad?"

"Honesty and sagacity."

"What is honesty?"

"Always—no matter what happens or how adversely it may affect you—always keep your word once you have given it."

"And sagacity?"

"Never give it."

Solving the Mystery of Sixteen Mile Canyon

By SI STODDARD

A SHADE of annoyance marked the features of Division Engineer Blick as he scanned the contents of a letter picked from his morning's mail.

"What the devil is wrong at Sixteen Mile Canyon?" he inquired testily of Roadmaster Lake, as the latter stepped into the office. "Nine more men on the sick list, according to this letter from Foreman Allieto. There's something haywire down there. Lake, you take the first train down there and find out what is causing so much sickness in that camp."

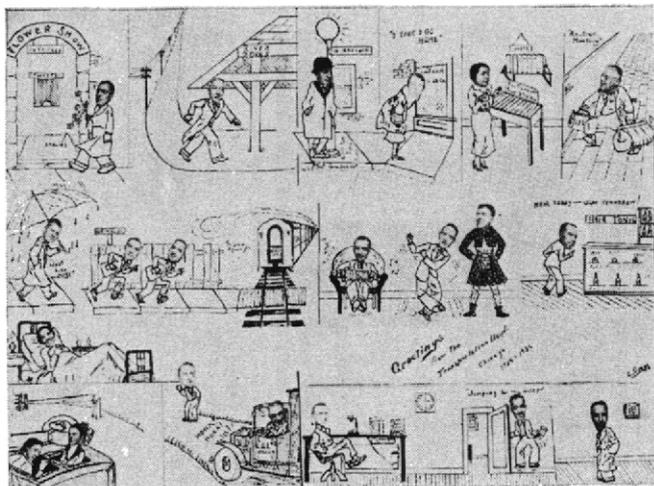
Lake arrived at Sixteen Mile that afternoon. His first move was to confer with Foreman Allieto, who had charge of the large extra gang crew engaged in maintenance of way work.

"What's causing so many of your men to be sick?" he asked. "Must be something screwy with the grub your cook is dishing out."

"No, the cook is all right. He has been with me for five years," Allieto replied. Then he became confidential. "Know what I think, Mr. Lake! This sickness is caused by the big-eyed chicks."

"Big-eyed chicks?" Lake was all attention. "What do you mean by that?"

Allieto explained. Sixteen Mile Canyon was a favorite habitat for a small species of owl, apparently attracted there by field mice. As the birds were partial to roosting on the yardarms of the telegraph poles during the daytime,



Christmas Greetings of the Transportation Department, Chicago Drawing by E. Gregg

The Agricultural and Colonization Department

LAMB FEEDERS MEETINGS Business Growing in Southern Minnesota

FURTHER evidence indicating the growing interest in lamb feeding was brought out at two lamb feeders' meetings held in southern Minnesota early in January. At Fairmont, 48 feeders attended the meeting, while at Lakefield 65 feeders followed the program for the day.

At each place about one-third of those in attendance were feeding lambs for the first time. They and others were keenly interested in the discussions regarding proper feeding equipment and the most economical rations, especially those rations that used one or more of the emergency forage crops grown during the past drouth season.

A showing of hands indicated that a large majority of those present expected to feed as many or more lambs this next year and several knew of neighbors who would feed for the first time in the fall of 1935.

Southern Minnesota and Northern Iowa are expanding lamb feeding areas. The numbers fed have increased without interruption during each of the past several years. If interest in the business is an omen then there will be a growth in feeding for many more years.

MORE MALTING BARLEY To Be Grown in Southern Minnesota

MINNESOTA farmers intend to grow more malting barley in 1935. Their interest was well demonstrated at five barley improvement meetings held in the southern part of the state. Each one of the meetings was held in a Milwaukee served town. Each was organized by local elevator managers, farmers, the county agent, and a representative of this department. All of the meetings were conducted by the State Extension Service, Federal Grain Inspection Bureau, Northwest Crop Improvement Association, and an Agricultural Agent from our Road.

The five meetings were attended by 697 farmers, who brought 345 samples of barley for examination. The samples were from seed stock that the farmers intend to sow this coming spring. These samples were each examined for disease, mixture, noxious weeds, mechanical injury and variety. If the samples were unsuitable for malting, the farmers were told why and advised where suitable seed might be obtained. Speakers told how the crop

could well be handled from the preparation of the seed bed to sale of the harvested crop so that it would meet with the approval of malsters and command the premiums offered on the market.

Southern Minnesota is generally recognized as being an area where very good malting barley can be grown and by concerted effort the farmers and elevator managers believe they can produce a greatly increased number of carloads of choice barley. They expect to do their part.

WATER CONSERVATION An Inventory of Projects Assisted

WATER conservation and reclamation by irrigation has been one of the major activities of this Department since its organization. This project has been centered in our territory in the Dakotas, Montana, Washington, and Idaho, where the need for irrigation and stock water had been proven to be a necessity so that ranching and farming might be carried on with a minimum of risks and to the full capacity of the area involved.

A recent inventory of the individual projects that have received attention, during the past two years, served to illustrate the extent of the work carried on as well as the vast territory to be benefitted. The list of projects showed that 31 irrigation and flood control districts served by our Road had received attention.

The attention given varied with each project. Some of them were completely organized. Others required such attention as refinancing, soil surveys, repairing of physical properties, organization of water users, development of repayment methods of the costs incurred in construction, and many other details.

Surveys of the projects show that there will be thousands of acres of land directly affected by the control of sur-

plus or flood waters, but probably most important is the fact that these projects make the use of vast adjacent range areas possible to the extent that they can and should support a uniform livestock population. Stabilizing the business for which the country affected is best suited, and putting local citizens on a permanently self-supporting basis are fundamental reasons for each of the conservation and reclamation projects.

FEED YARD PLANS For Use in Fattening Lambs

OUT of the experiences of hundreds of lamb feeders covering many years, has come a type of feed yard and yard equipment that seems to meet most farm conditions in a most satisfactory way. It is economical, durable, easily installed, can be used in conjunction with various buildings now located on many farms, and cuts down the cost of labor necessary for handling a given number of fattening lambs.

Plans of these yards and their equipment have been drawn and reproduced in numbers so that farmers in our lamb feeding areas may have a set. They may be used in whole or in part. They have simple instructions accompanying the plans so that anyone who can handle a saw and hammer may build the yards.

A copy will be sent to anyone interested in feeding lambs.

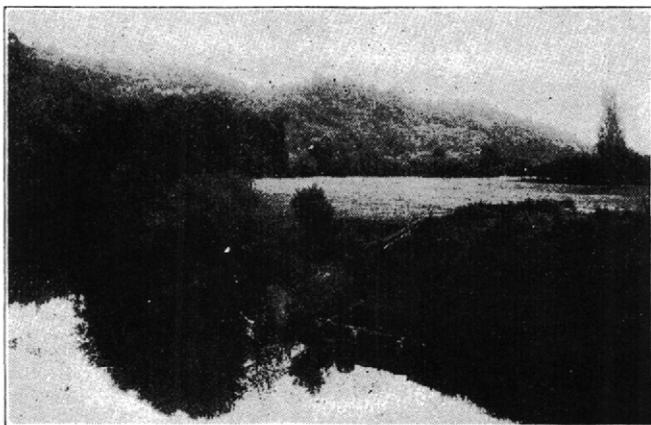
STILL MOVING TO LAND Many Families Select New Homes

DEFINITE records of farm families moving to or from a given area are always hard to secure. There are many who come and go more or less unnoticed and uncounted. But every now and then some family will write and tell us how much they have appreciated our assistance in directing them to farm home opportunities, which have met their demands and needs.

Chambers of Commerce, real estate dealers, and others inform us that 2,164 new families have located on farms in Milwaukee served territory. These families have moved to their new homes during the past two seasons of land purchases.

Statistics show that married men are the best drivers but their wives don't believe it.

Every time we get on our ears somebody steps on our toes.



Farms are in growing demand in territories like this, having good soil, scenic beauty, enjoyable climate, available markets, good roads and schools

Favorite Recipes

Braised Steak.—Heat three tablespoons butter or melted beef suet. Place in a two pound slice of beef round, about two inches thick and sear on all sides. Arrange in a casserole, or in the thrift cooker of electric range. Cover with one cup of thinly sliced onions; one and one-half cups diced carrots, one-half cup thinly sliced turnips, one pint can tomatoes; salt and pepper. Cover tightly if cooked in oven. If in thrift cooker, turn switch to high heat until steam appears from the vent, then to medium and let cook from two to two and one-half hours. If placed in oven, heat should be about 350 degrees for the entire time. Remove from cooker and thicken the gravy. Potatoes halved may be added to this if desired, making a complete dinner course.

Vegetable Souffle.—Beat three egg yolks and over this pour one pint of rather thin white sauce, stirring constantly. Add a little chopped onion, and one cup of pureed vegetables—peas, asparagus, carrots or spinach. To this mixture add the stiffly beaten egg whites. Turn into a greased casserole and bake in moderate oven one hour. A moderate oven is about 350 degrees.

Lamb and Bacon Cakes.—One and one-half pounds chopped lean lamb, one teaspoon finely ground onion, two teaspoons salt, ¼ teaspoon pepper. Form into patties and wrap each one with a strip of sliced bacon and fasten with a toothpick. Broil about eight minutes, or pan broil in hot pan.

Noodles and Liver.—Cook one package of noodles until tender. Sprinkle one pound of sliced beef liver with seasoned flour and brown in hot fat. Add one stalk of celery, one large onion, one green pepper and one pint of canned tomatoes. Bake in a moderate oven one hour, or in the thrift cooker, on medium heat. Remove and stir in one cup of grated cheese, and salt and pepper to taste. Arrange the cooked noodles in center of serving dish and the liver mixture around them.

Chop Suey.—We have been asked to give a recipe for chop suey, and this one is taken from "Good Housekeeping." Three cups diced lean pork, veal or chicken, raw. Saute in one tablespoon of fat until brown. Add one cup of sliced onions, three cups water and one teaspoon Chinese brown sauce. Cook until meat and vegetables are tender. Add one No. 2 can bean sprouts, and heat two minutes. Mix one tablespoon cornstarch with four tablespoons soy sauce and add to the hot mixture, stirring constantly, and cook until slightly thickened. Serve with cooked rice.

THE PATTERNS Book of Fashions 1935 NOW READY

THE YOUNGER SET, the third in the series of specialized pattern booklets for specific groups of your readers.

Offering a complete assortment of stunning designs in sizes 1 to 16 years. THE YOUNGER SET will make an instant hit with the children and mothers who read your publication. For the booklet also includes an interesting assortment of house frocks for mothers.

Nothing of the sort has ever been offered before. Make full use of its promotional possibilities as an exclusive feature for your readers.

First, THE CO-ED. Second, THE SMART MATRON. Now, THE YOUNGER SET.

The price of THE YOUNGER SET, the same as all others in the series, 10c.

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

8385. Slim Princess Silhouette. Designed in Sizes: 11, 13, 15, 17 and 19. Size 17 requires 3¼ yards of 54 inch fabric for the jumper and 1½ yard of 35 inch fabric for blouse with short sleeves. Blouse with long sleeves requires 2¼ yards. Price 15c.

8389. Slenderizing House Frock. Designed in Sizes: 36, 38, 40, 42, 44, 46,

48, 50 and 52. Size 44 requires 4½ yards of 35 inch fabric plus ¾ yard contrast. Price 15c.

8360. Charming Evening Frock. Designed in Sizes: 14, 16, 18, 20; 32, 34, 36, 38, 40 and 42. Size 18 requires 4½ yards of 39 inch material. Price 15c.

8391. Make a Tunic or Blouse. Designed in Sizes: 14, 16, 18, 20; 32, 34, 36, 38, 40 and 42. Size 18 requires 3¾ yards of 35 inch fabric for full length and 2½ yards for shorter length. Plus ¾ yard contrast. Price 15c.

8403. Sleeping Pajamas. Designed in Sizes: 4, 6, 8, 10, 12, 14 and 16 years, and 34, 36, 38, 40 and 42 bust. Size 10 requires 3 yards of 35 inch fabric for long sleeves, short sleeves 2¾ yards and without sleeves 2¼ yards, and ½ yard contrasting. Price 15c.

8220. House Frock. Designed in Sizes: 36, 38, 40, 42, 44, 46, 48, 50 and 52. Size 46 requires 3¾ yards of 35 inch material. Price 15c.

8402. Adorable Frock. Designed in Sizes: 2, 3, 4, 5 and 6 years. Size 4 requires 1¼ yard of 35 inch fabric and ¾ yard contrasting. Price 15c.

LaCrosse Chapter

Mrs. Chas. J. Wethe, Historian

THIS chapter held its last meeting of the year on December 7, with the president presiding. The ways and means chairman

reported on the pound card party held November 23. There were 23 tables and the food donated was estimated to amount to \$26. The chapter supplied money to buy meat and other food to properly equip the baskets which were sent out to cheer the fourteen families who received them.

The welfare chairman, Mrs. Ed Merrill, reported \$15.60 spent for coal during November.

Good cheer chairman, Mrs. George Morrell, reported six personal calls and six cards sent during the month.

The meeting closed with a nice lunch. The January meeting was held on the 4th, all of the old officers remaining in office except the corresponding secretary, Mrs. Gibson, who resigned on account of ill health. Mrs. Roy Kidd was elected to fill her place.

Welfare chairman reported that many toys had been sent to children at Christmas, besides fifteen boxes of apples to as many families. Twenty tons of coal at a cost of \$39 had been given where needed. Her annual report showed \$214.25 spent for food, clothes and coal.

Good cheer chairman reported 129 families reached during the year 1934. Mrs. Con Harrington and Mrs. A. F. Alexander, son and daughter of the Twin City Chapter, were guests.

Bridge and 500 were played, after which refreshments were served by Mrs. M. F. Skewes, hostess for the day.



THE MILWAUKEE RAILROAD WOMEN'S CLUB

Terra Haute Chapter

Mrs. C. E. Elliott, Historian

AT THE November meeting the following officers were elected for 1935: President, Mrs. C. W. Wilson; first vice, Mrs. T. I. Colwell; second vice, Mrs. V. E. Engman; recording secretary, Mrs. H. Paten; corresponding secretary, Mrs. Roberta Baer; treasurer, Miss Eleanor Faris; historian, Mrs. C. E. Elliott.

At the December meeting about seventy sat down to a fine turkey dinner bought with funds raised at a bingo party in November. Before leaving the table, Mrs. Wilson, the president-elect, presented the outgoing president, on behalf of the club, with a lovely table, lamp and scarf.

There was a short Christmas program and then all joined in the singing of carols. The clubhouse was beautifully decorated and there was a tree and toys and candy for the children.

Trainmaster George Passar was a welcome guest and turned auctioneer for a few minutes and raffled off a clock, making the treasury richer by over five dollars.

Relief chairman reported helping with the hospital bill for an old employe. Also about fifty dollars spent for groceries and several tons of coal sent. It was voted to give a dozen Christmas baskets along with thirty boxes of apples bought through the general chapter.

President reported that about \$1,000 worth of food and coal were given our needy last year.

Terre Haute Chapter extends New Year greetings to all the Milwaukee family.

Othello Chapter

Mrs. Chas. Morgan, Historian

OUR chapter met November 20th and the election of officers took place. Mrs. John Guest was re-elected president; Mrs. R. J. Burke, 1st vice president; Mrs. T. W. Barnes, second vice president; Mrs. C. J. Bogardus, recording secretary; Mrs. J. A. Frazier, treasurer; Mrs. A. M. Anderson, corresponding secretary; Mrs. G. Morgan, assistant secretary; Mrs. W. O. Zypf, historian.

On November 16th an oyster supper was held at the Milwaukee lunch room for all men members by the chapter. About 50 men were present and 22 new members were enrolled at the supper. Our chapter is just one year old and now has 133 members, which we are very proud to announce.

A Thanksgiving dance was given November 28th, \$32.50 being cleared.

We have paid out \$47 for relief within the last month. The chapter was very fortunate during the past few weeks in securing a clubhouse through the courtesy of Mr. Devlin. This is a recently vacated section house, which was built three years ago and is in fine condition, with a large yard plentifully supplied with lawn, trees and flowers. The partitions are being removed and the building wired so as to be in fine shape for the January meeting.

The hostesses at the last meeting were Mrs. E. F. Waterstrat, Mrs. C. E. Gordon and Mrs. Bennie Madison.

Miles City Chapter

Lois C. Webb, Historian

MILES CITY Chapter held the final meeting of the year December 3rd. An enjoyable program, consisting of two vocal selections by Miss Evelyn Rehn, accompanied by Miss Ellenor Smith, and a piano solo by Miss Smith followed. The club sang a few numbers.

Our welfare chairman, Mrs. Nummerdor, reported a busy month. Mrs. James, the sunshine chairman, reached forty-eight families during the month, 335 personal

calls and 110 telephone messages. Mrs. Gillmore reported substantial returns from the card party given in November and rent from the clubhouse. Mrs. Moss, safety chairman, warned us to be careful in trimming the Christmas tree.

Mrs. Pitner, our president, thanked the club for its splendid co-operation and was told "You're welcome" by a rising vote of thanks to her for her untiring efforts the past two years.

Mrs. Spear and Mrs. Farr served refreshments and a social hour of cards followed.

Late in November, as planned, the ladies were hostesses to the men of the club and served a delicious dinner to 100 members. Following the dinner a program under the direction of Mrs. Thomas Brown was presented. Two vocal duets were rendered by Miss Dorothy Wickersham and Miss Harriet Brown. They were accompanied on the piano by Mrs. Thomas Brown. Mrs. Beddon Rehn gave two readings. The young people's string ensemble under the direction of Mrs. H. F. Lee, consisting of all Milwaukee children, gave two numbers. The members of the orchestra are as follows: Charles Kirk, Thomas Webb, Grace Dane, Lucy Ann Scott, Thomas Tarmo, Hilmer Nelson, Clara Lynam, Vernon Griggs, Robert Loehr and Albert Hervin. Following the program nine tables of bridge were in play. Mrs. Barry Glenn won high score for the ladies and Mr. Jacobson for the men.

Our Christmas party was held at the clubhouse on Saturday evening, December 22nd, with about 200 present. The program was under the direction of Mrs. Thomas Brown and was very well rendered. It was as follows:

Piano solo, by Mary Helen Fullis; song, by four girls; reading, by Paul Capron; violin duet, by Vincent Norskog and Junior Nelson; song, by eight girls; piano solo, Norma Fulks; reading, Dolores Helm; reading, Merrill Riccius; reading, Bobbie Cain; reading, Robert Heim and Richard Fulks.

The following "old folks" were presented with gifts by Santa Claus:

Grandma Gregory, Mr. Cameron, Mrs. Andre, Mrs. Chappell, Mrs. Whitbeck, Mrs. Walpole, Mrs. Whitford, Grandma Keener, Grandma Peden, Grandma Oatman, Mrs. Hart, Aunt Mary Biggers, Mrs. Ben Snyder, Mrs. O. Williams, Uncle Ned Reardon and Mrs. Gallaher.

Santa Claus also presented each child present with a box of candy.

All pronounced the party a decided success. However, this evening was but a small part of the club's Christmas activities.

The welfare and sunshine committees have been very busy for weeks. Twenty-three baskets were piled high with good things and taken to shut-in members of the club. Fifty-three tons of coal were delivered where needed and glasses, clothing, rubbers, milk and apples were given. Mrs. James and her committee dispensed cheer and good will at the Custer County Farm and Hospital. Besides gifts to the three railroad people who are there, they gave out forty-five boxes of candy and a box of apples. Twenty-four old people are happier because of gifts received through the sunshine work, twenty-eight families were given help and the Milwaukee children enjoyed their evening with Santa.

On January 7th at the regular meeting little Kenneth Fulks sang in a delightful manner and Miss Eleanor Grothe played two piano numbers for our enjoyment.

Letters of thanks were read for the Christmas cheer the club had spread. They came from at home and all along the line. Mrs. Nummerdor gave an account of her busy month and Mrs. James told of reaching 53 families, 483 personal calls and 195

telephone calls, and 43 messages of good cheer and sympathy. The yearly reports were given, and while all gave evidence of excellent work done, Mrs. James deserves special mention with 3,089 personal calls during the year.

After the old business was taken care of Mrs. Pitner graciously turned the meeting over to the new officers and Mrs. Leahy took the chair. In a few well chosen words she spoke of her ideals and hopes for the coming year.

Mrs. Wickersham acted as secretary and Mrs. Beel is ill.

Mrs. Hervin presented Mrs. Pitner with a gift from the club, expressing in small measure our appreciation of her efforts. Mrs. Pitner responded with a fitting poem.

Mrs. Harry Riccius and Mrs. A. W. Hervin served refreshments and were hostesses at the bridge following. Mrs. Wickersham received the high score.

Milwaukee Chapter

MILWAUKEE chapter held its monthly meeting in the clubrooms on November 19th. The principal business was election of officers and completion of plans to raise money for the special Christmas charitable activities.

On November 27th a pillow case card party was held at Schuster's Twelfth Street Store. A nice crowd turned out, there being twenty-one tables of bridge and five hundred. The club benefited by \$30.

The annual Christmas luncheon and bazaar was held on December 6th at the clubrooms, Union Station. Approximately two hundred were served an excellent lunch. A neat sum was also earned on the bake sale and raffle and the traditional "cherry tree." Cards were enjoyed, too, during the afternoon. The total amount realized on the bazaar was \$112.80.

At the regular meeting for December which was held on December 17th at the clubrooms, the following officers were installed for the ensuing year:

President, Mrs. J. H. Valentine; 1st vice-president, Mrs. F. W. Telfer; 2nd vice-president, Mrs. Marie Black; treasurer, Mrs. O. J. Carey; recording secretary, Mrs. F. D. Shunk; assistant recording secretary, Mrs. H. A. Grothe; corresponding secretary, Mrs. C. C. Steed; historian, Mrs. M. L. Hynes.

The new president, Mrs. J. H. Valentine, selected the following committee chairmen for 1935:

Membership, Mrs. F. W. Telfer; welfare, Mrs. Ida Zimmerman, Mrs. Marie Black; sunshine, Mrs. M. F. Dineen; ways and means, Mrs. H. E. Montgomery; program and social, Mrs. D. Wightman; constitution and by-laws, Mrs. C. G. Juneau; safety, Mrs. R. D. Miller; house and purchasing, Mrs. J. F. McConahay; publicity, Mrs. J. H. Robinson; auditing, Miss Elsie Pritzlaff; musician, Mrs. C. J. Shunk; commissaries, Mrs. Dresner, Mrs. Friberg.

The annual Christmas party for the children was held in the clubrooms at the Union Station on the evening of December 19th. About two hundred eighty children and two hundred adults attended. The children assembled at the Union Station and eagerly awaited the arrival of Santa Claus, who alighted from the Milwaukee Road special at 7:45 p. m. After renewing his visits to the children, he returned to the station.

The board meeting was held on Monday, January 7th, and the welfare chairman reported 78 families reached during the month of December. There were 150 personal calls made and 50 telephone calls made during the month; \$96 was spent for coal and delivery, and \$82.50 for Christmas baskets, while other large amounts were spent for clothing, food, rent, light and gas bills and hospital bills for needy families. The total spent during December for relief was \$615.52. The total amount spent for relief during the year 1934 was \$1,318.47.

The treasurer reported a balance on hand of \$272.47.

We all wish the new president, Mrs. J. H. Valentine, and her workers, a most successful year.

Montevideo Chapter

Dora B. Dugan, Historian

THE annual meeting of the chapter was held in November, with the following accepting office:

President, Mrs. J. E. Hills.
First Vice President, Mrs. B. C. Bishop.
Second Vice President, Mrs. W. L. Schmitz.
Recording Secretary, Mrs. E. B. Crooker.
Assistant Recording Secretary, Mrs. C. Williams.
Corresponding Secretary, Mrs. F. Burdick.
Treasurer, Mrs. J. H. Murphy.
Historian, Mrs. Dora B. Dugan.

The chapter was hostess to a pot luck dinner at the clubhouse on Sunday, December 16. About 110 members and their families enjoyed a lovely dinner and a social evening playing cards. It was voted a huge success by all.

The newly elected officers were duly installed at the regular December meeting, December 20. Lunch was served and a social hour followed.

Frank Natzel, roadmaster on the H. & D. Division, pulled a fast one on his many friends and took unto himself a wife on December 22. Mr. Natzel and Mrs. Madge Gillis were married in Watertown, S. D. The club wishes them a happy married life.

John E. Hills, assistant superintendent on the H. & D., has been in ill health the past year. He is feeling very much better and we hope will continue to do so during the year.

New Year's eve was a gala night for the club. Aided by the Associated Brotherhoods a dance was held at the clubhouse. 1934 went out with a bang and 1935 arrived amid much cheering and rejoicing. Lunch was served and a very good time was reported. May the pep continue throughout the year and good fellowship prevail.

Aberdeen Chapter

Mrs. Charles L. Boland, Historian

THOUGH the weather was cold, with a sort of drizzling rain, about eighty women were in attendance at the regular business meeting for November. Mrs. Gillick presided, and after formal opening several club songs were sung, with Mrs. W. J. Kane leading and Mrs. Ed C. Conley at the piano.

Mrs. W. H. Berg, program chairman, introduced the little folks appearing on the program at this time. Francis Rinke delighted his audience with a piano selection. Two little girls, Mary McGrath and Helen King, then each gave two readings which were nicely presented and much enjoyed. Concluding the program, Francis Rinke played a piano solo.

Reports of various chairmen followed, including those of treasurer and corresponding secretary.

At this time the nominating committee, composed of Mesdames W. J. Beckel, chairman, W. J. Kane, W. H. Berg, Charles Miller and H. Morehouse, gave their report, with the following results:

President, Mrs. H. M. Gillick.
First Vice President, Mrs. B. M. Smith.
Second Vice President, Mrs. Jerry Jackson.

Recording Secretary, Mrs. W. Allgiers.
Assistant Recording Secretary, Mrs. A. C. Zick.

Corresponding Secretary, Mrs. W. B. Geer.
Treasurer, Miss Myrtle Brown.

Historian, Mrs. Charles L. Boland.
Committees and chairmen for same will be appointed later.

Concluding the evening's business with appropriate club songs, adjournment was pronounced and a social hour followed.

Hostesses were Mrs. R. E. Ryan, Mrs. Mary Carr and Mrs. Jonas Bachman.

On November 21 a very attractive luncheon was given in club rooms, reservations being made for twenty-three tables.

The meeting for December was also a Christmas party for those attending, about 122 women. Songs for the occasion were also appropriate to the season, singing being led by Mrs. Soike.

Mrs. Berg's program was then given; first, a few words of Christmas greeting by little Marilyn Gene Smith, who is just two years old; two clever dance numbers by little Miss Alice Davis, and readings by Dick Conley and Robert Anderson. A Christmas playlet was then given by Laurel Praton, Angela Harrison, Mary McGrath, Margaret Keenan and Doris Carey.

Concluding a splendid program, Mrs. Berg read a beautiful Christmas story.

Taking up routine business, reports were given by various chairmen. Mrs. Gillick gave an extensive report on relief work and stressed the need of prompt action in reporting all cases of want in order that they may be reached at once.

There have been many sick members on the list lately; cards have been sent as each case is reported, and calls made both at hospitals and at the homes.

The social committee is one which is always active and one which we particularly wish to mention at this time. For many years Mrs. A. J. Anderson has been on hand at each meeting to greet members, new or old, and fellow guests, and since taking up residence in this city Mrs. A. C. Rognelson has helped in this work. Introducing members to one another and helping in every way possible to assist all in living up to the club motto is indeed a valuable part of the club's work and should receive the hearty co-operation of all members.

Special attention is called to the beautiful Christmas greeting cards and other decorations in the passenger station, posters painted by Gale Hansen and decorating done under Mrs. Soike's direction. As in other years, a giant tree was erected in station park, lavishly trimmed and lighted.

The club room was decorated, too, in the seasonal gay colors. Following adjournment a delicious lunch was served by Mrs. W. Allgier, Mrs. Helen Dahl, Mrs. L. D. McCormick, Mrs. Thomas Kervin and Mrs. Harry Stokes.

Wausau Chapter

Mrs. W. W. Essells, Acting Historian

THE chapter met for its first meeting in the year in their club room, 2:30 p.m., Tuesday, January 8, 1935, with about 36 members present.

The new officers assuming command were as follows:

President, Mrs. Charles Konklin.
First Vice President, Mrs. J. E. Dexter.
Second Vice-President, Mrs. Bert Nelson.
Recording Secretary, Mrs. Edward Gongaware.

Corresponding Secretary, Miss Mildred Konklin.

Treasurer, Mrs. M. M. Harrington.
Historian, Mrs. A. I. Lathrop.

Mrs. William McCarthy is again chairman of the Welfare Committee, which she has managed so ably the past six years. We may well be proud of what has been accomplished, as her annual record shows.

The Membership Committee is headed by Mrs. Emily Randow, who was instrumental in carrying us "over the top" in the membership drive the past year.

Our new chairman of the Ways and Means Committee, Mrs. Felix Slomske, is displaying her caliber by substituting a mystery prize in lieu of the Penny March, with the assurance that the treasury receipts will be increased.

A public card party will be held 2:30 p.m. January 15 at the club room.

Our out-of-town members failed to send their usual representation. Mrs. E. P. Little of Irma and Mrs. Ray Schultz of Brokaw were the only ones present. We hope to see them in larger numbers at our next meeting.

The Welfare and Good-Cheer Committee reported that 26 well-filled baskets were distributed at Christmas time.

Harlowton Chapter

Blanche Rasmussen, Historian

THE November meeting of Harlowton Chapter was held on the 6th. Election of officers took place as follows: President,

Mrs. Nelson; first vice president, Mrs. Boyles; second vice president, Mrs. Pete Johnson; secretary, Mrs. Ahrens; corresponding secretary, Mrs. Sara Middleton; treasurer, Mrs. Ahrens; historian, Mrs. Rasmussen.

It was voted to close the library until spring, owing to absence of the librarian.

A card party was planned, giving the proceeds to the county hospital, recently opened.

The art meetings are scheduled for every second and fourth Wednesday. These are to be for anyone caring to sew, quilt or paint. There was not much need for relief work during the fall.

The December meeting was held on the 4th and routine business was transacted.

Owing to the epidemic of measles it was decided not to have a Christmas party, and a New Year's party was planned instead.

The following committees were appointed for the coming year: Sunshine, Meses. Gallagher and Boyles; ways and means, Meses. Hansen and Hutchinson; social, Meses. Shiells and Burrowa; auditing, Dorothy Wade and Mrs. Hill; purchasing, Mrs. H. W. Wade; membership, C. Middleton, Mrs. Edus and Mrs. Milanoff.

Cards followed and refreshments were served by Mrs. Rasmussen and daughter.

Portage Chapter

Mrs. E. C. Moran, Historian

PORTAGE CHAPTER held its regular business meeting Monday, December 3, at the club rooms. Sixty-five members were present. After the regular routine of business was transacted, Mrs. R. C. Curtis, chairman of the nominating committee, submitted the following names for election: Mrs. C. E. Hodge, president; Mrs. Emil Zodtner, first vice president; Miss Elizabeth Bloomfield, second vice president; Mrs. Frank Rohde, secretary; Mrs. Harry Taylor, treasurer; Mrs. E. C. Moran, historian. A motion was made and carried that the recommendation of the nominating committee be accepted and officers elected.

Plans for the coming Christmas party for the children were discussed. It was decided to have a theater party and invite Santa Claus to meet them at the Home Theater on December 22 with his sack of goodies. The committee on arrangements was Mrs. F. P. Miller, Mrs. Frank Rohde, Mrs. Harold Sullivan and Mrs. Louis Mullenbach. One hundred eighty-nine children received tickets to this party. On the day appointed they were all there, and after the performance Santa Claus appeared on the stage with his pack filled with candy, apples, popcorn balls and nuts which he distributed to the children with the aid of the committee in charge.

Our club sent out twenty-one baskets, thirty-two sunshine Christmas baskets to widows and shut-ins. Also club ladies made a lovely quilt for a needy family; clothing was given to two needy families; Christmas apples to several families; a wool sweater given to a young girl; thirty-five tons of coal was distributed during the months of November and December. In November the chapter sponsored a food party, the admission price being canned goods for the Christmas baskets. They also provided a Christmas tree at the depot. Disbursements during the month of December were \$275.92. Balance in treasury at the end of the year, \$234.19, with 388 members. At the December meeting Mrs. Frank Rohde and committee served the luncheon.

The January meeting was held at the club rooms on January 7. Our president asked that all would stand in silent prayer for a minute as a tribute to our round-house foreman, Wm. Sheeley, who had passed away since our last meeting. The yearly reports were read, showing the completion of a very successful year in the activities of Portage Chapter. This meeting was largely attended, there being about seventy-five present, including ten of our Watertown members. Mrs. F. P. Miller, a past president of the Portage Chapter, acted as instigator of the collection. Mr. Michael Sobel Collection

Stowers as conductress. The chairmen for the various committees are: Mesdames R. C. Curtis, L. F. Hamele, P. F. Ryan, D. T. Macfarlane, E. Owen, W. L. Washburn, F. P. Miller, W. R. Edmunds, Robert Alexander and Herman Ambrose, the Misses Elizabeth Bauer and Fannie Woodman.

At the close of the installation ceremonies Mrs. Miller presented Mrs. Hodge with a bouquet of roses on behalf of the chapter as an expression of our appreciation of her untiring work and interest during her presidency.

Luncheon was served under the direction of the officers, with Mrs. Ralph Jorns, chairman of the committee.

Channing Chapter

Mrs. Geo. W. Daniel, Historian

OUR December meeting was held on the regular date, the first Tuesday of the month, with 33 in attendance.

A public card party was planned for the 7th and was given in the club rooms, with a good number present. The net returns from this party went into our treasury.

A Christmas party for the children was arranged for, and as we had never had lights for our Christmas tree, it was thought advisable to give a public card party in the community gym to help defray the expense of lights. Three local organizations joined us, viz., the Maccabees, the American Legion and the Legion Auxiliary. The party was very successful, and the children's party held on December 24 was equally successful. Each child was given a large bag of candy and nuts. Santa Claus as they gathered around the tree.

On the evening of December 18 the ladies entertained their husbands at the annual Christmas party. A program was enjoyed and carols were sung by all. Then Santa distributed gifts from two huge sacks. Cards followed, with a delicious luncheon afterward. The club rooms were prettily decorated and had a very festive air. These Christmas parties for the railroad family have become a tradition and from all the reports of the good time we know they are looked forward to.

Our January meeting was held on the 9th. This starts the new year. May our club prosper and prove an inspiration for all of us, for it is only by working for the good of others that we gain true happiness.

We were all saddened by the death of one of our members, Mrs. Mary Van Oss, which occurred on January 6 after a short illness. Our most sincere sympathy is extended to her family.

All of our new chairmen have been appointed and are ready to get busy. The former chairmen all read their reports at this meeting, and the men members had been invited to hear these annual reports.

The chapter sponsored the New Year's dance given in the gym, when a quilt which our ways and means chairman, Mrs. R. Heim, had given so much of her time to, was awarded.

And last but not least, we start the new year with our goal reached. We have been working for a total membership of 100, and at this meeting our membership chairman reported 104 members. Hurrah!

Tomah Chapter

Mrs. E. Wallace, Historian

OUR December meeting was held at the community rooms in the evening of the 5th. Plans for the Christmas party were completed. The party was held at the armory on December 15, combined with a banquet at 5 o'clock, when approximately 500 were served. The main feature of the evening was the presentation of a huge cake to John Reinehr, it being his 17th anniversary with us in Tomah. Mr. Reinehr was seated at a table with a number of other veterans.

A delightful program under the direction of Mmes. Wallace, Waterman and Bloyer, including children from Tunnel City and Tomah, followed this banquet, also stunts by our Sparta members, which were very

much enjoyed. The remainder of the evening was spent in dancing. The girls' club had a display of quilts at the party, each girl making her own.

One hundred fifty baskets were distributed at Christmas time. Coal is also being distributed among part time employes.

Our sympathy goes to the Henry Thom family for the sudden death of Mr. Thom; also to Mrs. Louis Gasper for the death of both parents.

The poultry festival conducted by the men netted us the sum of \$26.50.

We are now closing a successful year with a membership of 154 voting and 190 contributing members. We have bedding in store in cases of illness or emergency.

The January meeting was held in the American Legion hall in the afternoon of the 2nd. A reception for the outgoing and incoming officers was attended by approximately 125 members. The Wisconsin Light & Power Company gave a demonstration of their new electric roasters and furnished two baked hams for this party. An interesting lecture on old and modern times was given by Miss Engelbert, demonstrator for the company.

Our February meeting will be in the form of a Valentine party.

Perry Chapter

Mrs. J. J. Kindig, Historian

OUR December meeting opened with a 1 o'clock luncheon served by our president, Mrs. Will Thompson, and the board. About sixty members were present. After the luncheon the meeting was called to order and the usual business transacted. The nominating committee submitted their list of officers for the coming year. The chairman, Mrs. J. Heinzelman, moved that the secretary cast a unanimous ballot for the present officers to continue for the year 1935, with the exception of Mrs. R. C. Dodds, second vice president, who had moved to Kansas City recently. Mrs. Thos. Beatty was elected to fill her place. Mrs. Thompson accepted the presidency for the following year and said she was sure she would have the cooperation of all the officers and members for the coming year. The officers are as follows:

President, Mrs. William Thompson.
First Vice President, Mrs. Don Reel.
Second Vice President, Mrs. Thos. Beatty.
Third Vice President, Mrs. Ben Stitzel.
Fourth Vice President, Mrs. J. Heinzelman.
Recording Secretary, Mrs. A. A. Brown.
Corresponding Secretary, Mrs. T. Connell.
Treasurer, Mrs. D. Sullivan.
Historian, Mrs. J. J. Kindig.

The chapter decided to take part in the Christmas parade and our float attracted much attention and favorable comment. It was said to have been a good advertisement for the Milwaukee Road. The float was designed to represent a modern streamlined train, being the idea of Mrs. Irving Chubbucks, to whom goes the credit for most of the featil work, although she was ably assisted by Mmes. D. F. Sullivan, William Thompson and William Young.

The framework, which fitted down over a passenger automobile, was built at the roundhouse by Carpenter Louis Brown under the supervision of General Foreman A. J. Kressen. The Milwaukee emblem, which was on the rear, and other painting and decorating was done by Painter Fred Cooper. The framework was covered with silvered cloth. One side of the car bore the inscription, "Travel and Ship by Rail," and on the other, "Keep on the Payroll." Mrs. William Young drove the car, accompanied by Mmes. Shipton, Sullivan and Chubbuck.

On Friday before Christmas the club had a Christmas tree and treats for the children at the club house.

On January 3 the chapter held its regular meeting, with all officers present. Reports were given for the past year. The club has done a great deal of welfare work and made many calls on the sick.

We have had several night meetings headed by pot luck suppers and they were all well attended. The president announced her committees for the year.

The membership drive will start soon and we hope to increase our membership over last year. A short program was given.

Mrs. Shrader and four of the members of Boone Chapter of the North Western Railway were our guests for the afternoon and told us their plans for the coming year. A cordial invitation was extended to our club to come over any time and meet with them.

Ottumwa Chapter

C. M. Gohmann, Historian

AT THE benefit bridge party given on November 23 of last year Mrs. F. N. Barnoske served as chairman, assisted by Mrs. J. H. Stewart, Mrs. W. G. Dingeman, Mrs. Perry Grubbs and Mrs. Wm. Grant. Prizes were awarded to the holder of the high score and low score; door prize was also awarded. Refreshments were served.

Twenty baskets, well filled, were distributed at Christmas to those in need. The Christmas party for children of Milwaukee families on the Saturday previous to December 25 was well attended and eight bags of candy, nuts and fruit were given by Santa in person to the youngsters. Preceding the appearance of Santa Claus a musical program was given which was participated in by the following: Mr. Miller, Jr., Mrs. Click and carol singer under her direction, Master Breneman Dancers were Patty Coughlin, Norma Sowder and the two young daughters of Traveling Engineer E. J. Kervin. A group of Christmas songs by Bob Nevins.

Mrs. Love entertained the officers for the ensuing year in her home on Chester avenue the evening of January 8, at which time the committees were appointed for the coming year and plans were made for a card party to be sponsored by the incoming officers to be held during January.

On January 11 the first meeting of the new year was held, preceded by a cooperative luncheon in the clubhouse for all members at 1:30 p. m. Some changes were made in the original announcement of officers for the new year and the following will serve: President, Mrs. A. L. Love, serving her second year; Mrs. L. H. Rabun, first vice president; Mrs. John H. Stewart, second vice president; Mrs. Wheeler Gage, secretary; Mrs. T. H. Kemm, corresponding secretary; Mrs. F. M. Barnoske, treasurer; C. M. Gohmann, historian. Following committees were appointed:

Welfare committee, Mrs. Mike Reynolds, chairman; Mrs. Vern Lawson, assistant; Membership committee, Mrs. John H. Stewart, Mrs. W. G. Dingeman, Mrs. Ruth Teihl, Mrs. Frank Ebberts. Social committee, Mrs. L. H. Rabun, chairman. Program committee, Mrs. Edw. Hagerty, chairman, Mrs. James Davis. Refreshment committee, Mrs. Wheeler Gage. Publicity committee, Mrs. F. E. Orvis. House purchasing committee, Mrs. W. C. Givens. Mrs. H. G. Barnard. Ways and means committee, Mrs. Wm. Grant, Mrs. Fred Alsdorf. Sunshine Committee, Mrs. Herbert Cogswell, Mrs. Harry Vaughan. Auditing committee, Mrs. Ed Kervin. Mrs. John W. Sowder, Mrs. G. L. Tucker. Safety committee, Mrs. Ambur Towns. Constitution and by-laws committee, Mrs. H. M. Clark.

During the meeting Mrs. A. L. Love was presented with a beautiful lace table cover to show the appreciation of the club members for the work and effort put forth by her as president of the organization in bringing to a successful close the year 1934.

After the meeting all were invited to play bridge, a prize being awarded to the member holding high score, also to the holder of low score and a door prize to the holder of the lucky number.

(Continued on page 28)

SPECIAL COMMENDATION



L. H. HUTTON, brakeman, Kansas City Division, discovered broken arch bar on car in train at Lawson Junction, November 28th.

F. E. Scott, brakeman, Kansas City Division, discovered defective equipment in train No. 64 at Lawson, December 1st.

A. T. Bishop, brakeman, Duluth Division, while acting as brakeman on train 626, November 18th, discovered broken arch bar, which no doubt prevented a serious derailment.

W. M. Evans, substation operator, Kittitas, Wash., discovered a fire in some loose chaff and hay on the industry track and took immediate action to extinguish the blaze.

E. Huffine, section foreman, Sewal, Ia., discovered car off center in passing train, November 3rd, immediately notifying the train crew and car was set out.

C. A. Gillespie, Kansas City Division, found defective equipment in train 64, October 29th.

West T. M. Division conductor, C. L. Richey, Engineer **A. F. Bude** and Fireman **P. W. Pengray**, on September 21st discovered a broken rail west of Rhame as train was passing over.

Brakeman John Narver, Iowa Division, passing Herndon, October 24th, saw marks on the platform which caused him to pull the air. Car loaded with oranges was

found with broken arch bar. Good work. Conductor **Milo Bolton**, Milwaukee Division, discovered some broken angle bars one and one-half miles west of Florence. Close attention like this is much appreciated.

W. Ormsby, **C. Town**, **N. Koskoski**, **F. Abell** and **E. Burton**, Chicago Terminals, in charge of engine that broke a side rod near Western avenue, October 13th, took prompt action to take down the broken part with limited equipment on hand; then moved promptly on for the house pull at Leavitt street and returned to Galewood with only slight delay.

E. Beck, brakeman, Superior Division, on No. 2, October 30th, the aid door on engine failed and he was called upon to stand by to open and close the door from Hilbert to Milwaukee. This avoided a serious delay and was very commendable.

On September 25th, Agent **C. I. Donnerwirth**, **Faith**, **N. D.**, discovered a broken angle bar and defective track near his station.

Duluth Division Brakeman A. T. Bishop, while inspecting train at Carlton on November 18th, discovered broken arch bar and had car set out at that point.

Charles W. Millar, Coast Division conductor, on November 25th, reported broken rail two miles west of Rock Lake. The break was located and repairs made without further damage.

Waukege Station. Secured advice letters and routing orders.

Mr. Ray McGrath, district foreman, Canal Street. Secured routing on six cars for Waukege via our line.

Mr. H. J. Thayer, operator, North Milwaukee Station. Added Terre Haute as a junction point on billing on car destined Selma, Ala., and passing through Milwaukee.

Mr. Frank E. Thielke, yard clerk, Lower Canal District. Long haul carload tallow to East Cambridge, Mass.

Mr. Jack Klima, yard clerk, Grand Avenue District. Southeastern Division haul on car for Pittsburgh, Pa.

Mr. W. D. Mason, inspector, Chestnut Street Station.

Wisconsin Valley Division Notes

Lillian

CLAYTON MANTHEY, son of **G. R. Manthey**, agent, Necedah, who is attending the Wausau Business Institution, spent the week end with his parents.

Mr. and Mrs. L. G. Fredericks of Rothschilds have announced the marriage of their daughter, **Lilabelle**, to **R. J. McCarthy**, son of **Mrs. William McCarthy**. The young couple are making their home in Rothschilds.

Fred L. Kerr, who has been critically ill with double pneumonia, is slowly recovering at his home in New Lisbon, Wis.

The passenger traffic has been very heavy during the holidays and up to the present time, the CCC camp boys have been moving from the various camps located on the Valley Division and a great many students have returned to their respective schools.

Mrs. Joseph Fries passed away at her home in Merrill on December 28th. Although **Mrs. Fries** was not in the best of health for some time, she passed away very suddenly. The funeral was held on December 31st.

Our Business Getters

W. M. DOLPHIN, assistant superintendent, S. & D. cars, Tacoma, furnished tip relative to shipment of automobiles from eastern points to Tacoma.

W. L. Hubbard, general trolley foreman, Tacoma, was instrumental in securing sale of ticket from Tacoma to Philadelphia, our line to Chicago.

G. Anderson, chief clerk, local freight office, Seattle, secured sale of two tickets, Seattle to Chicago, and return.

R. H. Kearney, conductor, D. & I. Division, second district, secured sale of one first class ticket and lower berth, Dubuque to Des Moines.

Messenger Joe Gordon, local freight office, Tacoma, furnished tip securing sale of one full ticket and four half fares, Tacoma to Chicago.

Conductor Tom Murphy, I. & S. M. Division, secured sale of two tickets, St. Paul to Miles City, Mont.

A. G. Broome, employed at Sioux City freight house, secured routing orders on five carloads of freight; also on one car of freight to eastern points.

Conductor R. H. Kearney, D. & I. Division, Second District, secured one passenger, Dubuque to Omaha and return.

H. L. Barth, yard checker, Seattle, furnished tip resulting in sale of two tickets, Seattle to Butte and return.

Mrs. Chris Schmidt, wife of former blacksmith, Tacoma shops, furnished traffic tip resulting in sale of one-way ticket, Tacoma to Chicago.

Mrs. T. Hamilton, wife of assistant superintendent Coast Division, furnished traffic tip resulting in sale of ticket, Tacoma to Mankato, Minn.

Wm. Dolphin, assistant superintendent S. & D. cars, Tacoma, secured rerouting of two passengers, Tacoma to Chicago, using our line from Spokane.

C. E. Doran, cashier, Dubuque freight office, was instrumental in securing routing of sixty cars of lumber from western points to Dubuque.

The following employes sent in traffic tips from Milwaukee:

Mr. Jack Klima, yard clerk, Grand Avenue District, Milwaukee. Long haul on car lumber destined St. Louis, Mo.

Mr. Frank E. Thielke, yard clerk, Lower Canal District. Secured car for Waukege via our line.

Mr. E. P. Stelzel, cashier, North Mil-

Like Father,

Like Son

Starting early on a railroad career, **Gage Smith**, 14-year-old son of **Granger Smith** of the Milwaukee Road transportation department in Chicago, "holds rights" after school hours and all day Saturday as engineer of the Limited that hauls trainloads of children on excursions through Toyland in Sears, Roebuck, Chicago store. The engine weighs nearly 1,000 pounds and operates electrically from a third rail. It trails eight cars.



—Michael Sol Collection

ON THE STEEL TRAIL

THE DIVISION NEWS-GATHERERS

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

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

Around the Seattle Terminal

With L. B.

YOU needn't believe it, but Dan Buchanan has been driving to work and parking at a certain post alongside the warehouse for twenty years, more or less, and his alibi now, after connecting up with the pole, is that he thought it was his son Jack waiting there for him.

Not long ago the Seattle Sunday Times carried a very pretty photograph of Jessie Muehlhausen, youngest daughter of Mrs. Fred Muehlhausen of West Seattle. Miss Jessie's photo appeared with officers of the Seattle Treble Clef Chorus, a musical club to which she has belonged for three years. Jessie holds the office of librarian for the chorus. Their first concert of the winter season was well received and filled the auditorium and surrounding balcony of the First Baptist Church. It has been several months since these talented women choristers were heard and their renditions bespoke earnest and studious work in the interim. The fifty voices are under the direction of Edwin Fairbourn.

Bill Woodard says he and the Mrs. have resolved to stay put in 1935. Bill no sooner gets the grass a healthy green in his front yard than he has a yen for making it greener some other place. They have recently returned to West Seattle (the banana belt) and are "at home" to their friends.

Martha Prentice's resolution for the New Year is to be able to play contract with the finesse of Mrs. Culbertson.

Bert Brandt, perissable freight inspector at Othello, called on Bert Roberts. Mr. Brandt was over on a recent trip, accompanied by Mrs. Brandt.

Mrs. W. H. Campbell was a member of the committee assisting in the plans for the annual Charity Dinner Dance, given during the holiday season by members of the Young Men's Business Club at Club Victor. Mr. Campbell is an active member of this club.

Matt Kerwin, of Bellingham, brother of Madeline Givens, spent the holiday vacation in Seattle.

Frank Quigley was away for several days and after waiting a number of years, we thought surely he would come back with the box of cigars under one arm. Just another false alarm.

There are probably but few of us who knew John Hoffert personally, but practically all of us are familiar with his Christmas tree shipments, and it is with regret that the correspondent read of his passing at Puyallup, Wash., on December 29th, at the age of 77 years. Mr. Hoffert was a Christmas tree and decoration distributor and when not occupied at Puyallup he made his home in Los Angeles. He gave employment to 350 men during the past season—many trainloads of trees leaving Puyallup for all parts of the United States and its island possessions.

Among the Seattleites who spent the hol-

idays away from home were Mr. and Mrs. C. D. MacLennan at Santa Barbara, Calif. Mrs. Merritt Hurd and son Jim with relatives at Vancouver, B. C., and Mrs. Edward Pesek and daughter, Shirley, with her parents at Chehalis, Wash.

Thank you, J. T. Raymond, for your write-up about me, but "No, no, a thousand times no," on picturers of the news-gatherers. I had my picture taken once—just once.

Now for a little reciprocation: While out gathering news the other day, I met a friend of yours who said he always read your column in the Magazine first; he went on to say he knew you well, having worked at Marion as storekeeper at the roundhouse at one time. He thinks you are a fine fellow, a real gentleman, and he made the correspondent feel she has missed something by not knowing you. How's that? The friend is Frank C. Bell.

C. C. C., not Civilian Conservation Corps, but Clara C. Carrotte, can think of more pleasant things than a tonsillotomy, and so can we. Can you hear me, Clara?

The scarlet red of poinsettias against the gleaming white of chrysanthemums and silvered huckleberry leaves, over which fell the soft glow of candlelight, formed the background for the wedding of Miss Mary Elizabeth Turner, daughter of the Rev. and Mrs. W. F. Turner, to Mr. Paul DeGarmo, son of Mr. and Mrs. Arthur DeGarmo, Wednesday evening, December 26th, in University Christian Church. The bride's father read the marriage service, assisted by the Rev. J. Warren Hastings, pastor of the church.

Miss Martha Turner, sister of the bride, was maid of honor, and the bridesmaids the Misses Marie DeGarmo, sister of the bridegroom; Ann Danglemond, Eleanor Donley and Mrs. Alvah Talbot.

Mr. Gerald DeGarmo was his brother's best man and the ushers were Messrs. Jack Buford, Byron Hansberry, Roger Burrows and Alvah Talbot.

Following the ceremony there was a small reception at the Turner residence. Mr. and Mrs. DeGarmo will be at home at 723 Templeton avenue, Huntington Park, Calif., after January 1st.

Wonder if Russell Crow, working with the International Forwarding Co., is any relation to the two Black Crows? I don't know what the qualifications are for a song and dance team, but I do know Russell is as clever with his feet as Charlie Chaplin ever was and as quick on the repartee as Three Crows!

The VERY good friends of Postmaster Wilson think he should have them out to his Three Tree Point home for a lawn party and to meet the new Mrs.

AND his good friends think he should not be allowed to forget that they haven't forgotten the candy and cigars he didn't pass when he took unto himself this new Mrs. Better have the tug Milwaukee tie up at Atlantic street and unload the cigars and bon-bons, Harry!

Merritt Hurd, yard clerk, has sufficiently

recovered from an illness to leave Providence Hospital, where he was under doctor's care for three weeks.

The Wolf is at our door! Not the big, bad variety, but Mr. Roland M. Wolf, manager of the International Forwarding Company, here from Chicago to take over the position held by Mr. Brundage. Before his service with the International people, Mr. Wolf was with the National Carloading Corp. at San Francisco, Calif. Welcome, "Rollie."

And while the folks of the International Forwarding Co. are taking a bow, let me introduce Miss Marcelle LeMieux, another new member of the personnel. The boys have been more curious about you, Marcelle, and why wouldn't they be? Don't ask me how to pronounce her name—you have to know your French.

Cupid has scored again. This time it is Eleanore M. Hepler and Jewell M. Campbell. I can't give you the details about the wedding other than I saw the announcement of their marriage New Year's eve, and Uncle "Bill" doesn't seem to know much more about it than we do. Jewell is a Kansas boy, the son of A. B. Campbell, agent of the Union Pac. Ry. at Williamstown, and nephew of Agent W. H. Campbell, Seattle. Our best wishes and congratulations, Jewell!

What's in the spelling of a name, Mr. Magill? There is only ONE Adam Magill, no matter how you spell it.

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

A. T. B.

NEW YEAR'S with its good resolutions has come and gone and we are back again to normal conditions, but the memories of the celebrations still linger in the minds of some of us.

When Edith Hammen goes on a New Year's party she goes and don't care when she gets back home, but I understand there were several things besides the party which caused Edith to lose several hours of sleep. Steve and Velma attended "hard time" parties; not the same one.

Bill bought a new pair of rubbers and had a fine time, even though Bill says the bill for the rubbers was too high.

Walter Stark, who, by the way, has just completed twenty-five years' service with the company, has made application to broadcast on one of the amateur nights which the various studios are now holding, and if he will only let us know the night he is on we will set the dials to the station and surely will get a thrill.

Dick has become a basketball fan and attends all of the games which are played in the city. Wonder who goes with him, is she blonde or brunet, Dick?

Ethel Carpenter is back at the office doing some special work and is as quiet as ever.

Mr. Brock spent some time at Terre Haute recently getting matters straightened out in connection with damaged cars and reports a pleasant trip.

Just a tip—get your valentines early. Yes, this is the month.

Birthday greetings for one birthday this month. Whose? Why, George's—George Washington. Let's all go.

Kansas City Terminals

S. M. C.

C. F. CARLSON, captain of police, has as yet been unsuccessful in locating his grip which so mysteriously disappeared the latter part of November.

Shortly before Christmas Miss Nell McGraw, acting cashier at Liberty Street, fell while at home and broke her leg. The break was close to the body, which necessitated a cast. Nell says as soon as she gets rid of that cast she will be as good as new.

Happy Lasho is driving a new Chevrolet. A number of the Coburg employes seem to have the fever for a new car. Understand Frank Dignan, yardmaster, is looking over the new cars to find one that does not use as much gas as a Buick. Mr. Sellens recommends an Austin.

Miss Clifford thinks walking will take off pounds and she says as soon as she can sell "Henryetta," walking for her. However, there have been no takers so far on a \$25.00 price for Henryetta and it is a "rattling" good car, too.

Switch Foreman Wm. Janes was called to Georgia account sickness in his family. He reports his sister is much improved.

Kay Lewis, operator on the second trick at Coburg, surprised his friends by getting married during the holiday season. Congratulations, Kay.

Twin City Terminals—Mechanical and Stores Dept.

N. A. H.

MACHINIST FRED JESBERG has returned to work after a period of absence due to poor health.

Machinist George Knappick's father, who was a veteran at Montevideo, passed away, he being retired for the past few years.

Engineer John Marasek and wife and party are spending a winter vacation in Los Angeles and other points of interest.

The latest in car news is that Foreman H. Belitz now is the owner of an air-flow Chrysler. We should at this time mention a few other late buys in cars, and they are Roundhouse Foreman W. Henderson, also the owner of a Chrysler, and both Messrs. Robert Cadden and John Goodrich, the owners of Plymouth cars.

Boilermaker Henry Shoemaker at St. Paul roundhouse passed away January 10, 1935. He was formerly a foreman at the Minneapolis roundhouse.

John Kenafick, a very prominent figure around South Minneapolis until he met with an accident, is still in the hospital, where he is gaining rapidly and his recovery is very encouraging.

Chicago Union Station

Anne Weber

SANTA CLAUS and Dan Cupid conspired together and now Margie Bowles, of the Passenger Department, is wearing on the proper finger a very, very pretty diamond.

Bill Ahern now has three sons, the latest arrival making his appearance some time during the first week of December. Bill claims he is a railroad man, his initials being R. R.—Robert Richard.

Old man stork brought a bouncing baby boy to the Gilbert Henkens home shortly after Christmas. Poor baby! He doesn't have a name as yet. Gilbert states they have picked out several names, but can't make up their minds. Perhaps we ought to help out in the naming of this baby. How would Percival Reginald do? Or how about Archibald?

If I only had had this news a day or so earlier, I might have been Walter Winchell the second and foretold the coming marriage of one of our young men on the eighth floor. However, the secret is out.

HANDLE L.C.L.

FREIGHT

CAREFULLY

* * * * *

THE SAME AS YOU
WOULD YOUR OWN

* * * * *

DO NOT DROP OR
THROW PACKAGES

* * * * *

A DAMAGED
SHIPMENT NEVER
SATISFIED A
CUSTOMER

* * * * *

HELP KEEP OUR
PATRONS
SATISFIED

* * * * *

LESS CLAIMS

* * * * *

MORE FRIENDS

* * * * *

INCREASED
BUSINESS

Erwin Winke decided to start the year right and shortly after the first up and got married.

It was a sad Christmas for Gene and Mrs. Campbell (Accounting Department), for on that day God saw fit to take their little son. We were very sorry to hear of this and you have our sincerest sympathy, Gene.

There were quite a few in the building who spent the Christmas holidays with their folks. Mr. Berg, of the Advertising Department, spent his whole vacation on the West Coast visiting with his folks. He reports a good time, a good rest, and certainly looks the part.

Agnes Tepe of the Accounting Department has been sporting a diamond for some time. Can't account for the way this escaped my eagle eye.

Vyra Kolash, Agricultural Department, certainly handed out surprises when she gave notice of her intention to leave the services of the company. Vyra left us on the 14th and is now in Des Moines. A surprise farewell party was held for Vyra in the clubrooms. Chop suey, cake, ice cream and coffee were on the menu. For entertainment cards were played and then, of course, with Marilyn, there wasn't need for further entertainment. The gang consisted of Marilyn, Vyra, Elvera, Rose, Ellen, Helen, Ann Florence, Mae and Bernice. Needless to say, a good time was had by all.

Clayton Bowe is now in the Agricultural Department, having left the typing bureau.

Ella Popp Schleuter has been with us for a few months and we hope will be for a long, long time.

Iowa (East) Division Notes

John T. Raymond

AGENT W. H. CAMPBELL, Seattle, writes encouragingly of the progress back to health being made by Asst. Supt. Newman H. Fuller, who has been in hospital for an operation at Seattle.

Mr. Fuller has friends all over the system who are hoping for his entire recovery soon, and to see him back in the harness again.

Mrs. W. R. Barber of Marion visited her daughter and family at Halstead, Kan., during the holidays.

Born Sunday, Jan. 6th, to Mr. and Mrs. H. L. Shekelton of Marion, a daughter, Nancy Jane. Congratulations.

U. Grant Easterly, 66, of Covington, Ia., died at 4 p. m. Friday, Jan. 4th. He was born on a farm near Olin and entered the service of the Milwaukee Road Nov. 15th, 1889, and has served continuously since then as pile driver engineer and bridge carpenter and has had charge of the pumping station at Covington the past two years. Funeral services were held at Cedar Rapids Monday and burial was at Olin, Ia. Services at the grave were conducted by Patmos Lodge No. 200, A. F. & A. M. Mr. Easterly's death is much regretted by former associates and friends on the division, who extend their sincere sympathy to the family in their great loss.

The pretty Christmas tree all beautifully lighted at the west end of the Marion passenger depot platform during the holidays was placed there through the efforts of the Milwaukee Women's Club, Guy Miller and Charley Rowe.

The James Shirley family moved to Perry the 1st of January, where Mr. Shirley is employed.

Marion Chapter of the Milwaukee Railroad Women's Club gave their usual treat Sunday, Dec. 23rd, to the children of the Milwaukee employes. Santa Claus arrived on a train from the east at 4 p. m. with treats for the kiddies. The Camp Fire girls sang Christmas carols around the tree. About 300 children were present. The chairman, Mrs. L. S. Dove, was assisted by Mr. and Mrs. A. J. Elder and a large committee.

Miss Blanche Strayer of Marion has been ill in a Cedar Rapids hospital since Christmas and does not improve very fast.

Former Judge F. L. Anderson of Marion died Dec. 25th. Mr. Anderson was a for-

mer operator and train dispatcher on the division and has many friends on the system who will regret to hear of his death.

Mrs. W. D. Shank of Marion fell on an icy porch Dec. 31st and suffered a broken arm and a dislocated shoulder.

I see by the Magazine notes that Engineer W. T. Emerson had Thanksgiving dinner in Seattle.

Remember the time, "Billy," when you made the run on the special from Savanna to Marion, 90 miles, in 84 minutes, single track and old time grades? It's still talked about.

Mr. and Mrs. Fred Newlin and their daughter, Jane Helen, of Marion visited in Chicago Dec. 27th.

Mr. and Mrs. Joy Strong of Marion spent Christmas with relatives in Sioux City.

Mr. and Mrs. S. C. Lawson and their son Thomas spent Christmas in the home of their daughter, Mr. and Mrs. Harold Holcomb and family, at Kankakee, Ill.

Miss Lenore Dipple of Marion, student at State Teachers College, Cedar Falls, arrived home Dec. 22nd suffering from a fall on icy sidewalk at Cedar Falls.

W. E. Dipple of the U. S. S. Oklahoma, stationed at San Diego, spent the holidays with his parents, Mr. and Mrs. George Dipple of Marion.

Mrs. Catharine Handley, 83, passed away Saturday, Jan. 12th, at Cedar Rapids. She was the mother of six children, including Mrs. John F. Coakley of Marion. Funeral and interment were made at Stuart, Ia. Many friends on the division sympathize with Conductor and Mrs. J. F. Coakley in their loss.

Agent L. E. Brown of Welton went to Florida late in December for a month's stay, W. D. Schesser acting as relief agent during his absence.

Conductor Benj. Bulkley was off duty several days, going to Chicago on brotherhood business.

Train Baggage man Walter Willett of Marion went to Florida Dec. 22nd for a stay of six weeks.

Agent J. A. Kelly of Delhi was off duty several days the latter part of December and first part of January, D. E. Gustafson relieving.

Agent H. J. Peterson of Anamosa is in an Iowa City hospital at the present writing account of illness. We hope for his speedy recovery. Bruce Devoe is relieving him.

Agent A. J. Gibson of Dixon was off for about 10 days the first part of January on account of business, E. F. Claussen relieving.

Mr. and Mrs. Theodus Murray of Marion celebrated their 50th wedding anniversary Thursday, January 17. Mr. Murray served the Milwaukee Railroad company 48 years, including 38 years in passenger train service between Marion and Omaha and 10 years in roundhouse work. Many friends and neighbors called in the afternoon and extended their congratulations. In the evening their daughter, Mrs. Stoneburner, entertained a number of friends, including a group of Dubuque folks, in their honor. The Milwaukee Employes Magazine and many friends extend their hearty congratulations to Mr. and Mrs. Murray in completing this long period of companionship and the fine family they have reared, which includes Roy Murray, now of the Bensenville roundhouse force, and who has been in the service of the railway company for more than 25 years.

Dubuque-Illinois Divn., 2nd Dist.

E. L. S.

SYMPATHY is extended to Dispatcher W. O. Wright, whose mother, aged 85, passed away at Dubuque Dec. 14th. Burial at Mt. Calvary Cemetery at Key West Monday, Dec. 17th.

Also extend sympathy to E. J. Crawford, chief dispatcher, whose brother, Albert Crawford, was fatally injured in a fall in his home Sunday, Dec. 16th, and passed away at Dubuque Finley Hospital, Monday, Dec. 17th. Mr. Crawford was a resident of Garnavillo for many years, where he

conducted a harness business. Funeral services were held at Garnavillo and interment made in Garnavillo cemetery Dec. 19th.

Sectionman Joe Buchacker, employed on Section Foreman Mutt Duehr's territory at Dubuque shops for some time, passed away after an illness of many months. Burial was made in cemetery at Potosi, Wis., on Dec. 24th. Deepest sympathy is extended to his widow by the employes on the sections at Dubuque and Dubuque shops, and the yard and train dispatcher's office employes, Dubuque shops.

Meet Agent Edward Bock, New Albin, Ia., seniority agent on the Dubuque-Illinois



A Veteran Agent of Fifty-Five Years' Service

Division, Second District, with Student N. A. Irons. Mr. Bock heads the seniority list with a date of Jan. 1st, 1880, as operator at Lansing, Ia.

He began his railroad career as a student at New Albin at 14 years of age with A. J. Revell for a short time until he was appointed agent at Preston, Minn., and completed his apprenticeship with H. A. Fretz in 1879. He performed some relief work at Spring Grove, Newhouse, Preston, Waukon and West Union, and appointed day telegrapher to regular work at Lansing, Ia., with Agent C. A. Gardner Jan. 1st, 1880. Worked there about three years, then appointed station agent at LaCrescent, Minn., for three years, when he went back to the old home town (New Albin) in October, 1886, and has been there for over 48 years as agent and operator.

Agent Bock has never been injured in any manner, and was only sick two weeks (of flu) during his entire service for the railroad company, which is quite a record. The depot at New Albin is of the same construction as at the beginning, and he has lived in it most of his life. Many fine boys learned telegraphy and station work under Agent Bock—two became train dispatcher and assistant superintendent. Three of those he tutored have passed on.

Mr. Bock is proud of the town of New Albin, where he has been such a successful agent, and recalls the time when it was the best live stock station on the old Dubuque Division for many years, and they also did a fine business in grain of all kinds, farmers coming in with their products from near Waukon, Spring Grove and Caledonia. The town grew, and there are at this time new Catholic and Methodist churches and a fine public school, together with a number of comfortable homes. The first railway through New Albin was called C. D. & M., then C. C. D. & M., then C. M. St. P., and now, of course, C. M. St. P. & P.

It goes without saying that Agent "Ed" Bock is a loyal and conscientious employe and faithful to the "Milwaukee Road" in every respect.

West Coast Notes

A. M. R.

F. H. WARD, section foreman at Alder, was stricken with pneumonia on Dec. 9th and passed away in the hospital at Tacoma on Dec. 11th.

Parke S. Dunn, former chief clerk at Bellingham and later division accountant at Tacoma and Spokane, passed away at Seattle on Dec. 10th.

Chas. R. Kemp, yard conductor at Tacoma,

was stricken with heart failure while at work and passed away a short time later.

Geo. Freestone, D. T. A. at Tacoma, has been on the sick list for some time, but is slowly recovering.

Al Western, B. & B. carpenter of the Bellingham district, who has been confined at the hospital in Tacoma, left for home the 3rd of January.

Mrs. Al Weinhardt, wife of our lumber inspector, has been ill for quite some time, with no signs of improvement, we regret to state.

Ed Herzog, who was taken to the hospital in Tacoma the middle of December suffering with pneumonia, is recovering nicely and we hope will soon return to work.

Trainmaster Cleveland again played the role of Saint Nick, much to the delight of the children of the Milwaukee employes. He arrived on the front end of a locomotive, reindeer being out of place in this country because snow is something we lack.

Father Neptune would be more likely to feel at home than Santa Claus, so far as the elements are concerned.

Among the students home for the holidays were Jas. Kearnes, Jr., from the "U" at Seattle, and Winston Roesch, from the "U" at Moscow, Idaho.

Robert Hale, of W. S. C. at Pullman, instead of coming home, used his two weeks in a trip through the east, taking in the national gas works at Washington, D. C., and then to New York, etc.

Among the visitors recently in Tacoma were Asst. Supt. Hill of Spokane and Mr. R. J. Middleton of Chicago.

Some very artistic Christmas cards were received by several Milwaukee employes, the work of Clayton Lupton, son of Neal Lupton of the accounting bureau here.

At a recent pinochle game your correspondent attended with other employes, one player melded 1,800 and also took all the tricks, giving him a score of 4,300 for the hand.

And at a recent drawing for an auto, out of the five names drawn, two were those of Milwaukee men, so luck just seems to come our way. Only in this latter case it ran by, the car going to some one else.

Iowa and S. M.

V. J. W.

H. J. BENNETT, agent at Fedora, S. D., was off December 21 to January 3.

Engineer Felix Vidal of Madison, S. D., is off for the winter.

Machinist Clem Beckel and family of Madison spent Christmas with relatives at Austin.

We are indeed glad to hear that Engineer Theo. Esser is back home after several months' treatment at Rochester.

Train No. 3 January 9 encountered a 15 to 18 ton rock on the track one mile north of Mendota. Service was held up for about three hours.

Phil Baudette, agent at Mendota, is taking a leave of absence. J. E. Leibel is relieving him. G. C. Zaner is working the second trick.

Sympathy is extended to Dispatcher E. W. Rudloff in the loss of his wife, who passed away at her home in Austin January 6 following an illness of about a year. The body was taken to Fall River, Wis., for burial.

William Bell, second trick operator at Farmington, was off from December 26 to 31. Operator O. D. Theophilus, first trick, Jackson, was off December 19 to 26, and G. M. Cook, first trick operator at Northfield, was off a few days the past month.

L. M. Olson, operator-cashier at Wessington Springs, was off a few days the first of the month. F. H. Bruha, agent at Whalen, was off December 19 to 26.

L. M. Flannery of the dispatcher's office advises that he has turned over his "Fuller Brush" business to Dispatcher Al Seeman. He says it was bad enough when the only competition was downstairs, but another one in the office is too many.

We are

Bender, agent at Erwin, S. D., has been very ill with pneumonia.

Ticket Agent John Schultz of Austin took a month's leave of absence December 15 and is spending the month with his mother at Luana, Ia. H. J. Rafferty is relieving in the ticket office, Dick Hogan took the evening yard clerk assignment, and William Holm the morning trick.

An item we overlooked and which we know will be of interest to his many friends along the line is the appointment of Matt Darr as night yardmaster at Austin.

Another belated announcement which just reached our desk today advises that Engineer William Matthes was elected sheriff of Blue Earth county and has just taken office.

We understand that when Yard Clerk Richard (Dick) Hogan is out among the Scandinavian girls at Albert Lea his name is Richard Haugen.

Detective Nick Smith of the station force is still checking fingerprints.

Switchman Irwin (Ink) Beckel has his hockey team going full blast again this year. The team is representing Austin in the Southern Minnesota Hockey League.

We are glad to hear that Brakeman Paul Christianson is recovering rapidly and is expected to return home shortly, following the injuries he suffered at Farmington.

New Year's has come and gone and Ellery reports that no howling ape-man disturbed his slumbers.

Chicago Terminals

Guy E. Sampson

WELL, 1935 has started on its way and we are all on hand to help make it a most happy and profitable one for all concerned. Business in the Terminal has been on the up trend since the beginning of this year and we all hope it will continue to hold up above normal. Also that our Safety Record may do likewise.

Switchman Louie Michel visited his parents in Dubuque last month and helped them celebrate their golden wedding. He tells us that there were seven children and seven grandchildren present for the occasion, and it goes without saying that a grand time was enjoyed by all, and most especially by Mr. and Mrs. Michel, Sr.

Train Director James Kirby, who had been off duty account of sickness for a couple of months, returned to work December 26 and has been able to continue, for which his many friends are glad.

December 22 Passenger Brakeman Leslie Cassidy of the Illinois Division and Miss Martha Mueller of Bensenville were quietly married in Chicago. Their many friends wish for them a long and happy life.

George Shaw, Jr., son of one of our Terminal employes, has gone to Florida with an orchestra of which he is a member. They will furnish music for some of the winter playgrounds where northern people love to spend their winter days. They will no doubt meet many people from Chicago and vicinity. We wish the boys success and a pleasant trip. We know they won't get any sleighrides, though.

William Huston, a veteran conductor on the Illinois Division, had a sad accident last month. At the completion of his run he delivered his waybills at the yard office at Mannheim and as he stepped out of the office, slipped on the ice and fell, injuring his hip and spinal column. However, he is reported improving at this time.

Having been on the sick list most of the time lately, your correspondent has been unable to gather much news of interest this month, and we are in hopes that others of the Terminal who know of notes of interest will help out.

Twin City Terminals

Leda Mars

GREAT NEWS at the local freight office. The last forlorn bachelor, Joe Carter, was married December 27 to Miss Leona Lepsch. After making a most wonderful trip to Chicago, he has now returned to work. The office presented him with a beautiful blanket.

The Milwaukee Division of the R. B. W. A. gave a progressive bridge and 500 party at Zinsmaster Baking Company on Tuesday evening, January 22. A tour of the bakery was made previous to the card playing. Everybody reported as having had an enjoyable time.

Sympathy is extended to John Brader, whose mother passed away at Eau Claire, Wis., and also to Melvin Bowker, who recently lost his mother.

Fullerton Avenue Building

A.M.D.

ALONG with all other business, the railroads are dependent for complete recovery upon the restoration of general business throughout the country, but they are suffering too from special conditions resulting from public policy. Correction of these conditions must be accomplished to place the railroads in a position to share equally with other business in the benefits of general improvement. A three point legislative program suggested by the railroads, therefore, is directed at these special conditions and is as follows:

1. Regulation of motor vehicles on the highways with respect to rates, certificates of convenience and necessity, and hours of work.

2. Similar legislation as to vessels operating intercoastal, intracoastal and on the inland waterways.

3. Modifications of the Fourth section of the Interstate Commerce Act so as to permit the railroads to compete with unregulated forms of transportation.

The above three phases of the general program should be considered as talking points and should be passed along to your relatives and friends. We believe that by "talking it up" interest in the condition of the railroads has been passed along to those of legislative power until it has reached the highest political figure in the country, and some action regarding same is now being suggested by them.

As the results already attained by "talking it up" have been so successful, we feel that this program should be continued and for that reason have quoted the above three methods of specific treatment on other forms of transportation.

Here are the blessed events:

Jack Fraser and James Kessler of the Central Station Accounting Bureau, are each the proud papas of baby boys born during the month of January.

Claude Goodrich, formerly of the Ticket Auditor's office, is the daddy of a baby girl born January 2, 1935. The youngster's name will be Gail Audrey. At present the Goodrich's are residing in Hartford, Conn.

Naomi Bombard, formerly Naomi Ferguson of the Ticket Auditor's office, became the mother of her second little girl on December 26. Santa Claus was a day late.

The many friends of Gertrude Bykoske, formerly Gertrude Richards of the Central Typing Bureau and now living in Milwaukee, will rejoice in the news that she is

now the proud mother of a baby boy Donald Anthony.

And here are several engagements:

Alice Swanquist of the Freight Auditor's office received a diamond ring on Christmas Day. We have no information as to who the lucky man will be.

Joe Riplinger of the Freight Auditor's office sealed a promise to Miss Helen Marcin of the same office, with a beautiful diamond solitaire on December 25. We would like very much to know the date that the main event will take place.

Miss Bernice Kozlowski, also of the Freight Auditor's office, was the recipient of a diamond solitaire on January 5. For intimate details, see Bernice.

Miss Mullaney of the Central Station Accounting Bureau, severely sprained an ankle on the way to work January 17, but is recovering very nicely.

On Friday, January 11, Evelyn Lehman of the Ticket Auditor's office was honored by being installed as "Adah" in the Mayfair Chapter of the Order of the Eastern Star.

Miss Mae Kavanagh of the Central Typing Bureau entertained Erna Reck, Grace Grall and Sophia Walker at her home. We understand that the girls, after stuffing themselves, played bridge to round out the evening.

After hearing of the Christmas gift which was received by Mr. R. L. Whitney of the Auditor of Expenditure's office, your correspondent and his friends are all anxious to be invited to his home.

Miss Leah Aaron of the Central Typing Bureau spent a delightful Christmas in Hot Springs, Ark.

I&D Items

eca

WITH this month's issue of the "Milwaukee Employes Magazine" we have, once and all, seen the end of the year 1934 and the beginning of the New Year 1935. May this be a most prosperous and happy New Year for each and everyone of this one big Milwaukee family.

We have all made our resolutions and let one of the first ones be to boost our Milwaukee Railroad.

On behalf of the Milwaukee Women's Club, Santa Claus did well upon his visit at Mason City. It seems, however, that Chief Yard Clerk Carl Dunovan has not yet learned who so kindly remembered him. Train Dispatcher M. C. Corbett was also favored with a nice box of Havana Cuban "El Ropo" fillers, but Mike has declined to pass them around—not that any of the boys care for any, of course.

Supt. W. F. Ingraham and Divn. Engineer H. W. Wuerth accompanied Vice President J. T. Gillick and General Manager O. N. Harstad, Jan. 11th, over the east end of the I. & D. Division.

Claim Adjuster H. J. McLaughlin, Sioux City, was in Mason City Jan. 9th on business and left for Charles City the following day on further transactions.

The Standing of the Freight Auditor's Bowling League for January 8, 1935 Is as Follows:

Team	Won	Lost	Aver.	High Game
1 Switching	23	25	607	5
2 Review	20	28	638	10
3 Interline	25	23	626	8
4 Earnings	28	20	631	9

Player	Average	Player	Average
Becker	172	Helwig	16
Miller	145	Croake	14
Nickels	135	Weyforth	15
Ludwig	155	Orlowski	16
Specht	182	Pufundt	15
Ganzer	150	Dinoffria	10
Ewalt	144	Larson	17
Bialas	162	Braun	15

High Team Series—Earnings with score of	2.0
High Team Game—Review with score of	7
High Individual Series—Specht with score of	6
High Individual Game—Larson with score of	2

DON'T GO INTO DEBT!

List your bills with Chicago's oldest and most reliable pro-ration bureau and let us adjust them for you.

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FINANCIAL ADJUSTMENT COMPANY

105 W. Madison St., Chicago

Ran. 4044

19th Floor

Trainmaster O. A. Beerman, Mason City, returned to Mason City Jan. 12th after going over the division.

The ice harvest is in operation at Clear Lake and Conductors A. E. Johnson and Bert Johnston are putting in a little time on the M. C. & L. trolley line. The ice crop this year has so far been very favorable.

The B. & B. Department has been very busy for the past few days remodeling the downstairs of the superintendent's building at Mason City.

As the old saying goes, "big as a mountain"—but this was only a small cinder pile. For further details, call at the chief dispatcher's office and ask for Mr. F. J. McDonald.

Kansas City Division

K. M. G.

ENGINEER O. E. CLARK departed from Ottumwa on December 21 for Los An-

geles, Calif., to spend the winter with his wife and daughter.

Notice of the death of his brother, George O., was received by Jed Chandler, brakeman, on December 28. He passed away in Elgin, Ill., and his remains were brought to Ottumwa for burial.

On December 13 Engineer Clyde Dornis was operated on for hernia. He was a patient in the Ottumwa hospital until January 6. At present he is greatly improved, but is still confined to his home.

The marriage of Conductor Arthur Wymore to Mrs. Inez Wymore of Grinnell, Ia., took place on December 23. They will reside at 502 S. Ransom, Ottumwa.

The annual Christmas treat of delicious home-made angel food cake was again enjoyed this year and very, very much appreciated. Many thanks to Mrs. W. C. Givens.

Jos. Palmer and family were guests in Hayesville, Ia., in the home of Mrs. John Palmer, mother of Engineer Palmer, for Christmas.

Mr. and Mrs. Stanley Yates entertained in their home during the holiday season their son-in-law and daughter, Mr. and Mrs. C. E. Mahaffey, and daughter Marilyn, of Madison, Wis., and their son, Stanley Yates, Mrs. Yates and daughter Betty Jean of Chicago.

Pay King and wife of Milwaukee were week end visitors in Ottumwa, guests in the home of Superintendent Givens, during the holiday period.

A number of the younger members of several Milwaukee families were home for the holidays, including Bill Givens, son of superintendent; Joe Ryan, son of Conductor Ryan, and his brother Francis; Leo Love of the faculty of the school of business of Columbia University, New York, who is the son of Roundhouse Foreman Love, west yard; Helen Grubbs, daughter of Conductor Grubbs, and Francis Bornoske, son of Roadmaster F. M. Barnoske.

On January 10 occurred the death of Mrs. Christina Parish, 72 years of age, in the St. Joseph hospital, where she had been a patient for some time. Mr. Parish preceded her in death in 1921.

F. M. Barnoske, roadmaster, accompanied by Mrs. Barnoske, went to St. Louis for a visit of ten days in the early part of January, visiting with their daughter, Mrs. W. C. Smith.

A surprising announcement to many will be that of the marriage of Edw. W. Dornis and Marion Grupe, daughter of Mrs. W. H. Grupe, of Burlington, Ia., which was solemnized on January 10. There were no attendants and only the immediate members of both families were present. The young couple departed at noon for Chicago, where they spent several days before going to New Orleans to sail on a trip to Cuba and the Panama Canal zone. They will return to Ottumwa on February 6, where they will make their home. EWD is employed in the office of the trainmaster and the chief dispatcher, Ottumwa. Eddie passed around the treats of candy and cigars the day previous. They have the good wishes of all and it is hoped they will have a long and happy life as Mr. and Mrs.

MOTERING ON THE MILWAUKEE

Up and Down Hill on the Rocky Mountain Division

Nora B. Decco

CHRISTMAS, New Year's over and the weather as cold as cold can be, at least right now, plenty of snow, and then some, so everyone who hoped we would not have a mild winter should be satisfied from the weather outside now. But next month, February, is a short one, and March is spring—yes, I know there may be big high snowdrifts, but nevertheless it's spring. May it hurry along.

First news on the list is the wedding of Miss Esther Steinhauer, daughter of the Milwaukee agent at Harlowton, on November 30th, to Mr. Ruben Hille of Ralston,

Michael Sol Collection

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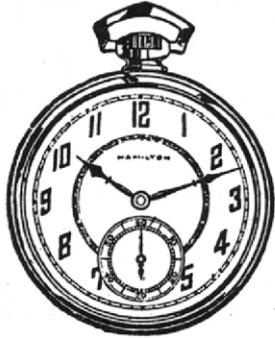
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CONTINENTAL
CASUALTY
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"The railroad man's company"

CHICAGO — SAN FRANCISCO — TORONTO

Wash. We offer our division extend our best wishes for a long and happy life.

A bit nearer home was the wedding in Butte January 4th of Miss Faye Torgimson and Mr. Hobert Price of this city. Faye is the second daughter of Fireman Torgimson of this division, and one of the prettiest girls in the state, a popular member of the city younger set of girls; and Hobert has been with the Three Forks Creamery for a number of years in this place. They will make their home here and we offer our very best wishes to this young couple for a lifetime of happiness.

Miss Lorene Rodda has returned home from Bozeman, where she has been the past two weeks in the hospital after an operation; glad to see her up and out again.

Mrs. John Smeltzer is sick in the same hospital in Bozeman after an operation but is doing very well. We hope to soon see her home once more.

Mrs. John Lane, wife of Brakeman Lane, with two sons, Burton and Charles, has gone to San Francisco for a few weeks' visit with friends and relatives.

Mrs. James Campbell, wife of Operator Campbell, was called to Wisconsin with her sister, Mrs. Price, on account of the illness of a brother there. They left here Jan. 14th.

Corinne Kellum, who is at Berkeley, Cal., was home at Harlowton over the Christmas holidays visiting her parents there. She has returned to Berkeley again.

Miss Helen McKenna, daughter of Engineer McKenna, was home over the holiday season, returning to Denver, where she has lived for the past three years.

Who should start out on a trip around the world right in the worst part of the year to start anywhere, almost, but Jim Beatson, of course, and dragging his poor wife along with him. Never saw such a man—never satisfied to stay at home, always rushing around somewhere. Anyway, that's what I hear, but he says they are going to Honolulu and Billings, and she says the first thing they are going to do is go back to where the camp was and park Jim, then she will start out and go places and see things. More next time.

Well, of all things. That lovely young lady whose name used to be Winifred Jenkins, daughter of Brakeman Homer Jenkins of this division, and who is now Mrs. Paul Adams, has just gotten her name in the papers. On New Year's day a fine big boy arrived at Mr. and Mrs. Adams' house. We offer our congratulations and also to Grandfather Jenkins.

Conductor Boyer and Mrs. Boyer got tired of Bozeman and have gone to Houston, Texas, for the winter. Don't blame them much; it wasn't so bad when they left here, but they should see it now. Conductor Donner is on the G. V. run while Mr. Boyer is gone.

Brakeman Ted Burow has the measles. I can't believe it, but so they say. Hope he is soon over them, but I remember some time back, well, quite some time back, when I had them, and I wouldn't wish anything like that on anyone.

Mrs. Harold Gordon, who is the daughter of Mr. and Mrs. Vanderwalker, in Deer Lodge, has a daughter, born Jan. 5th. Congratulations.

Conductor Vanderwalker has taken the passenger run between Butte and Spokane on Nos. 7 and 8.

A sudden death on our division was that of Mrs. Harry Hamilton wife of engineer Harry Hamilton of Deer Lodge the last week in December. Mrs. Hamilton had gone to Tacoma for medical treatment and passed away in that city after a few days illness there. She leaves beside her husband, a daughter in Chicago, and a brother in Watertown, Wis. We offer our sympathy to this family.

Mrs. Hermie Park wife of A. C. Park, and daughter-in-law of Conductor W. A. Park, passed away in Los Angeles, Calif. on December 9th. This was regretfully learned here as Mrs. Park was well-known on this division, having lived both here and at Harlowton where a number of years ago Mr. Park was yard master there. She leaves a daughter also. We offer our sin-



Floyd Wright and Herbert Kohne in charge of coal-dumping equipment at Chesapeake & Ohio coal docks, Toledo, Ohio



Michael Carr, engine-wiper, disputes title of dirtiest hands in world with C & O men. But he admits they do know how to get grimy hands clean in record time—with Lava Soap.

When Floyd Wright and Herbert Kohne recently claimed "the dirtiest hands in the world," Michael Carr, engine-wiper on the Illinois Central got riled. "What d'ya mean, you get the dirtiest hands in the world?" he writes. "If there's any way of getting hands grimmer than playing nursemaid to a big Mikado engine, I've still to find it. When work's over, I'm just covered with

grime . . . hands, neck, face, even under my clothes. But the C & O boys are right about one thing . . . there's just one way to get that kind of grime off fast . . . Lava Soap. It's quick. And it's kind to the skin. *I know.*"

We're not going to take sides in the argument. But we will tell you that Michael Carr's giving you the right dope as to how fast and how safely Lava gets grime. Here's how it works. Its thick, heavy lather and powdery pumice team together to get any grime in a jiffy. Its glycerine—used in most expensive hand lotions—and other soothing oils keep hands from chapping, help heal up little nicks and cuts.

And Lava helps prevent infections because it gets *all* the dirt. Works well in any water—hot or cold, hard or soft. Outlasts ordinary soaps 3 to 1. Get Lava today.



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**THE PERFECT REFRIGERANT FOR
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ESTABLISHMENTS**

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**CREEK CHUB'S
NEW BAIT BOOK**

**TELLS HOW TO CATCH
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Check-full of helpful pointers and many fishing facts, this New Bait Book describes in detail how, when, where and why Creek Chub True-to-Nature Lures, such as the Famous Pike Minnow and other Creek Chub Lures and Flies—not only Catch More and Bigger Fish—but also many World's Records! Beautifully illustrated. It's yours for the asking!

CREEK CHUB BAIT COMPANY

442 Randolph St. **Garrett, Ind.**

cere sympathy to this family in their loss.

Engineer and Mrs. Brentnall are planning on a few months visit at Portland and Seattle, expecting to leave any day. They must have an eye on the winter too.

Engineer and Mrs. Leib have returned from a few weeks visit with their son in Seattle. Mr. Lieb went over to Lewistown but is now working on the west end out of Three Forks.

The New Hub of the I. & D.

Wm. Logan

GLEN KASAK of the Sioux Falls car department reports the arrival of a fine nine-pound son and at this writing both mother and son are doing nicely. Congratulations.

Chief Traveling Auditor Robert Lampher visited the division the first week in January. "Bob" spent one day visiting old friends in Sioux Falls, where he formerly resided.

Agent H. B. Olson is visiting friends in California. Herman states that he spent a real busy summer at Hawarden and thought a little rest would do him good.

We regret to report the passing of Gene Lovejoy, operator at Sioux Falls, who passed away Thursday, January 3rd. Mr. Lovejoy had been working for the Milwaukee over nineteen years and before that had been employed by the Omaha road. His many friends wish to extend their

sympathy to his family in their bereavement.

The remodeling and painting of the freight house and the painting of the passenger station have now been completed and everything is about back to normal around Sioux Falls. However, when we get our new office furniture, especially chairs, it will set off the new paint to much better advantage.

Murray Burrel, conductor, of Sioux City, had the misfortune to slip on the icy steps of his home a few days ago and was forced to lay off a few days on account of a sprained back.

The Milwaukee recently furnished a ten-car train for a company of C. C. C. men out of Mitchell, S. D., destined for Little Rock, Ark. Brakeman Mark Newman went with the train to final destination, he being in charge of the equipment. Mark reports a very nice trip and says he is going down for a longer visit one of these days.

Paul Gorman is at present working as relief operator at Sioux Falls.

Recently a lady passenger was probably saved from serious injury by Passenger Brakeman Newman. The passenger slipped while getting off the train at Mapleton and would have fallen had not the brakeman caught her and stopped the fall.

Conductor Charles Alexander of Canton is noted as quite an expert on conditions throughout this territory. Alec says we are going to have one of the most prosperous years we have ever had. He says the depression is behind us and that everything is going to be better from now on. Alec, we believe you're right and if not, we like your attitude anyway.

Iowa (Middle and West) Division

Ruby Eckman

JOHN J. BARTELT, a retired section man, died at the Perry Hospital in the fore part of December. Mr. Bartelt worked in Perry yard for a good many years, retiring on the pension a few years ago. Death followed a surgical operation. Burial took place at Exira, Iowa. Mr. Bartelt was the father of Fireman B. H. Oleson's wife.

Mrs. James Lowe, wife of a Perry machinist, was quite badly injured in an auto accident in Cedar Rapids the fore part of December. She was riding as a passenger in a car which crashed into another and she was badly cut and bruised by broken glass. The lady who was driving the car was very seriously injured.

Conductor O. R. Taylor left the fore part of December for Hot Springs, Ark., to continue treatment for rheumatism, from which he has suffered for almost two years. It was expected that he would also submit to another operation.

Engineer Frank Banyard's wife made a trip to Sacramento, Calif., to spend the holidays with her daughter.

Boilermaker Heenan of the Perry shops force is a grandpa now, as a son was born to Mr. and Mrs. Eugene Heenan, December 20.

Michael Sol Collection

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THE FAIR

Dependable with Long Life

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

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A son born in Perry, December 21, to Mr. and Mrs. Howard Benschoff makes another grandchild in the Lawrence Gallagher family. Lawrence is a foreman in the shops at Sioux City. He formerly worked in Perry.

Miss Esther Peterson, daughter of Engineer Fred Peterson and wife, was appointed to the nursing staff of the Iowa State College infirmary at Ames, Iowa. The appointment was effective January 1. Esther has been on the staff at the Dallas County Hospital in Adel for some time. She is the young lady who rendered such valuable service to employes injured in an accident at Atkins a few years ago, as she was a passenger on No. 8, one of the trains involved in the accident.

T. R. Griffith, one of the younger engineers on the Des Moines Division, died suddenly at his home in Des Moines December 15. Death was due to heart trouble. "Petey," as he was familiarly known among the railroad employes, was 46 years of age and had worked in the engine service for twenty-six years. His wife and two sons survive. Burial took place at Chirdan, Iowa.

Charles Lutze, a retired car department employe at Perry, has been very seriously sick for some time.

L. B. Swearingen was appointed agent at Woodward the first of January, taking the place made vacant by the death of O. P. M. Huffman.

Conductor Arthur Cate was in a Des Moines hospital in December and January for medical treatment.

Roundhouse Foreman A. J. Kressen's daughter was a medical patient in a Des Moines hospital in January.

Engineer F. L. Hanner and wife and son Robert went to Wenatchee, Wash., to spend Christmas. One son, a doctor, lives in Wenatchee, and another son, who is on the Milwaukee Division, was also there, so the folks had a most pleasant family reunion.

Yard Clerk Marlow Stotts was off duty the latter part of December and the fore part of January on account of the serious illness of his wife. Her condition was such that a daughter who had gone to Ada, Ohio, to spend the holiday vacation with relatives was called home.

William Kuykendall, son of one of the Iowa Division engineers, was married in Perry, December 31, to Miss Mary Aspinwall. William is employed in Des Moines and he and his wife have already gone to housekeeping there.

Mrs. F. R. Hoes, wife of the assistant foreman at Perry roundhouse, was in the King's Daughter Hospital in December for an operation for appendicitis.

Engineer George Saucer, who has been off duty for several months on account of eye trouble, submitted to an operation at the University Hospital in Iowa City the fore part of January. It will be some time before it can be determined whether or not the operation was a complete success.

All of the extra operators on the Middle and West Division had a chance to work over the Christmas holidays, as the lay-off list was sufficiently large to take in all the extra men.

The new year found Machinist Jesse South and family in a new home in Perry, but it was from necessity instead of choice. A defective chimney caused a fire at their home, doing considerable damage to their house and furnishings. The fire occurred about noon and as soon as the blaze had been extinguished Jesse started house hunting and was moved into another house by evening.

Mrs. L. Wightman, mother of Conductor Carl Wightman, died December 11 after a long illness. Burial took place at Marion, as that was the family home for many years.

Benjamin F. Speer, father of Train Dispatcher C. C. Marchant's wife, died at his home in Indianola, Iowa, December 12. Mr. Speer, who was 90 years of age, was a civil war veteran and had the honor of having been selected as one of the guards who stood by the body of Abraham Lincoln as it lay in state in Chicago.

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

D. H. A.

As usual the Milwaukee Women's Club had a large community Xmas tree erected on Main street all lit up with pretty colored lights furnished by the Northern Power & Light Company of our city. Our president, Mrs. Manley, and her faithful co-workers were busy filling Xmas baskets which they distributed among the different families, thereby scattering happiness and good cheer among the less fortunate members of our Milwaukee family.

Many homes were made happy by the return of the boys and girls from the different schools and colleges over the country. Among those spending their Xmas vacations at home were Miss Frances Williams, who is a student at St. Olaf's College, Northfield, Minn. St. Olaf's choir, of which Miss Frances is a member, leaves January 20th for an extended concert tour extending as far east as Boston, Mass., stopping at all the larger cities en route to give concerts. This will be a wonderful trip for these young people and we congratulate Miss Frances on her good fortune.

Miss Frances Manley of Yankton College spent Xmas with her parents, Mr. and Mrs. Arch Manley, and her sister Helen. Her sister Helen Currah, student at Carleton College, Northfield; Ida Fritz and Dorothy Morris from Mankato Business College, Mankato, Minn.; Stephen Fuller from Iowa State University, Iowa City, Ia.; Clara Blington, Sherwood Clark and Maxine Lentz from Minnesota University, Minneapolis; Aubrey Sheldon from State College, Brookings; Kenneth Clark and Jack Bailey, Northern States Teachers College, Aberdeen, all spent the holidays here at their respective homes.

Wedding bells were also ringing during the holidays. Mr. George Hilton, first trick car clerk at Moberge, was united in marriage to Miss Helen Bugby of Miles City on Wednesday evening, December 26th. Both these worthy young people have been with the Milwaukee for a number of years, Miss Bugby having a position as stenographer in the master mechanic's office at Miles City, and Mr. Hilton having held different positions both at Moberge and Miles City. We extend congratulations and wish them a long and happy married life. They are now comfortably settled in the Larson apartments and at home to their many friends.

Mr. and Mrs. Albert Staph announce the marriage of their daughter Dorothy to Clifford Rumsey of Glenham, S. D. This wedding took place on Thanksgiving Day, November 29th, at McLaughlin, S. D. Miss Staph has been employed on the Daily Reminder. They will make their home on a farm near Glenham. Best wishes.

Although a little late, we do want to mention about our annual Thanksgiving dance given by the Milwaukee Women's Club under the leadership of Mrs. Paul Nylan as chairman. It was a lovely dance with a nice crowd, and as usual Larry Hourigan's orchestra furnished the music. Larry has always been very liberal with his services towards the Milwaukee Women's Club, which is much appreciated by them. We cleared over \$140 over and above all expenses, so it does seem things



Joyce, Little Daughter of Cashier O. H. Bethke, Lemmon, S. D.

COMES "HOME" FOR GOOD TO ONE TOBACCO

Railroad Men's Favorite, Edgeworth, is Choice of Wheeling Smoker

Railroad men will readily understand how Mr. C. H. Waddell of Wheeling, West Virginia, feels about Edgeworth. For, like Mr. Waddell, many railroad men too have tried nearly every pipe tobacco on the market—only to come back every time to the one that satisfies like no other, Edgeworth. Here is Mr. Waddell's letter:

Welty-Buick Company,
76-82 Sixteenth Street,
Wheeling, West Virginia.
Sept. 27, 1933

Larus & Bro. Co.,
Richmond, Va.
Gentlemen:

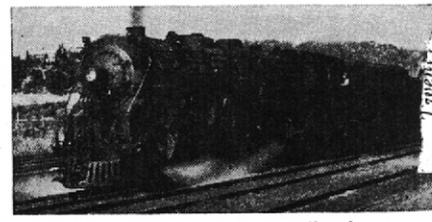
As a pipe smoker for forty years my experience may interest you.

I discovered Edgeworth many, many years ago and have never been without it since.

In the meantime I admit that every once in a while I go on a sort of "debauch," trying everything I ever heard of, from the most expensive tobaccos to the cheapest "shag." After such an orgy I always go back to Edgeworth—and the last time for keeps. For what my experimenting has taught me is that Edgeworth suits me and nothing else does.

Yours truly,
C. H. Waddell

Thus another roving pipe smoker comes back to the fold. If you are not already an Edgeworth fan, just say "Edgeworth" to the dealer next time.



Edgeworth is an old story to railroad men

There is a 15¢ pocket package, and many other sizes up to the pound humidior tin. Some sizes in vacuum tins. In these air-tight tins the flavor remains the same regardless of weather or climate. Edgeworth is made and guaranteed by Larus & Bro. Co., Tobaccoists since 1877, Richmond, Va.

are getting better, as our dance was more of a success financially this year than it has been in the past few years and we have a neat little sum to add to our treasury. Two five dollar bills were also raffled off during the dance.

Mr. and Mrs. F. R. Doud, Barbara and Wallace, of Sioux City, Ia., spent Thanksgiving here with Mr. Doud's mother, Mrs. A. Tronson, and his brother, Bert, and family. Mr. Doud is assistant superintendent at Sioux City. Roundhouse Foreman L. H. Rabun, wife and son Tommy of Ottumwa, Ia., were also guests at the Bert Doud home over Thanksgiving. Their many Moberidge friends were happy to see them again and have a little visit. Come again soon.

Section Foreman Mike De Francisco of Trail City left on an extended tour to his old home in Italy.

The many friends of our former superintendent, N. H. Fuller, are glad to know that he is convalescing nicely from the operation he underwent recently at the Seattle Hospital. Mr. and Mrs. Wilbur C. Fuller spent a week with him out there and they report that he is doing well.

Agent R. A. Chase of Firesteel suffered a stroke on Dec. 24th and is now a patient at the Moberidge Hospital. His many friends hope for a speedy recovery.

Mr. and Mrs. W. P. O'Hern spent Xmas at Graceville, Minn., with Mr. O'hern's mother. He was relieved by Roy Van Dyne.

Much credit is due Section Foreman John Heinkel of Dupree for discovering a broken rail just ahead of passenger train No. 406, thereby averting what might have been a very bad wreck.

Agent Mrs. C. L. Kirby of Mahto, S. D., leaves January 15th for a month's vacation spent with relatives in sunny California.

Mrs. Cornell is taking a four months' leave of absence from her duties as agent at Selfridge, N. D. She is being relieved by W. F. Hogan.

Agents Adna Hatch of McLaughlin and F. E. Frankenberger of New England have exchanged stations and Agent Frankenberger is back at his old position that he has held for so many years at McLaughlin, S. D.

Mrs. H. A. Moscher expects to leave soon for Baltimore, Md., where she will visit her daughter Mary, who is a student nurse at Johns Hopkins Hospital. She will also visit other friends in the east. Mose looks lonesome already.

Mr. and Mrs. James Hopper have returned from a trip spent on the west coast and California.

Mr. and Mrs. J. L. Caldwell, Barbara and James, spent a few days in Minneapolis before the holidays.

Roy Van Dyne is now relief agent at New England, N. D.

Operator I. E. Allgier of Rhame, N. D., spent a couple of weeks in Colorado. He was relieved by F. C. Schwichtenberg.

Agent J. W. Rodenbaugh and wife of Shields, N. D., leave Saturday for a month's vacation to be spent in the south and east.

Mrs. Clyde Caldwell is enjoying a visit from her mother, Mrs. O. O. Olson, of Manhattan, Mont., who plans to spend some time here.

Mrs. Clyde Caldwell and daughter Mary Ann and Mrs. Claude Preston and daughters Ruth and Luanne spent a few days at Minneapolis during the holidays.

Northern Montana

Max

THE Northern Montana district has been very fortunate in not being bothered with snow storms all of last winter and so far this although we have had some severe weather.

Oliver S. Porter was elected senior warden and George L. Wood, secretary of Lewiston Lodge No. 37 of A. F. & A. M.

Mr. and Mrs. H. H. Heath, of Great Falls, returned recently from San Francisco, Cal., after visiting their son and family.

Mr. and Mrs. H. C. Brisbine, of Great

Falls, are now in Houston, Texas, visiting Mr. Brisbine's father. They will visit Mrs. Brisbine's sister in California before returning home.

George Tenant was elected secretary of the Choteau, Montana, Lions Club. In the absence of a chamber of commerce the Lions Club handles the civic matters.

L. B. Kay, Jr., after spending the holidays with his parents at Fairfield, Mont., has returned to his studies at Tacoma, Wash.

The employes of the Northern Montana district presented Assistant Superintendent Fuller with a handsome Gladstone bag for a Christmas present.

Jennie and Violet Hamilton, of Choteau, Mont., left for Kellogg, Idaho.

Albert Jackson and family have returned after spending Christmas with relatives at Spokane, Wash.

Mrs. Anna Hawkins, the efficient clerk and stenographer in the office of the division freight and passenger agent, was installed as president of the Great Falls Rotana club.

Mrs. N. H. Fuller and daughter Margaret have returned to Lewistown after several days' stay at Seattle, Washington, where Mr. Fuller is recovering from his recent operation.

Mrs. C. M. Brown, of Great Falls, is visiting her parents, Mr. and Mrs. W. J. Retallick, of Lewistown.

Mrs. John Williams, of Paradise, Calif., is visiting friends in Lewistown where she formerly resided.

Mrs. D. V. Phare and daughter Catherine of Great Falls, have returned from Green Bay, Wis., where they spent a month with Mrs. Phare's mother.

"Vic" O'Dell and Frank Curtis are at Helena in attendance of the State Legis-

lature looking after the interests of legislation pertaining to railroad employes.

Charles Ginther and wife, of Salem, Mont., left for Jefferson, Ia., for a month's visit.

Mr. and Mrs. Henry Burnett left for Long Beach, Calif., where they will remain until business gets better on the road.

Mr. and Mrs. Theo. Asher are spending thirty days with relatives at San Diego, Calif.

A. L. McGrath is visiting his mother at Mechanicsville, New York.

Mrs. Henry McCarthy, of Great Falls, has returned home after spending the holidays at Reedsburg, Wis.

Northern District—Car Dept.

O. M. S.

MR. AND MRS. F. J. SWANSON and family visited with relatives and friends in Chicago over the Christmas holidays.

J. Hemsey, G. Larson and J. C. Weatherell were at Hastings, Minn., at various times during the past month on repairing of air dump cars leased for loading of rip rap from Hatsings quarry for movement to dam at Whitman.

The sum of \$25 was obtained from the sale of benefit raffle tickets to Car Department employes at South Minneapolis by the Milwaukee Women's Club.

Mr. and Mrs. J. C. Weatherell and family were guests of friends at Milwaukee on New Years Day.

On Dec. 24th Chief Clerk W. G. Johnson received a cake ear-marked "Happy Birthday, Dec. 25th." Can't say if good—it went home for tasting. Mr. Johnson was the recipient also of a snappy tan auto

The Well Dressed Golfer of the Gay Nineties

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY

6181 MILES OF THROUGHLY EQUIPPED ROAD
 IN ILLINOIS, WISCONSIN, IOWA, MINNESOTA, SOUTH DAKOTA,
 NORTH DAKOTA, NEBRASKA AND PART OF NEBRASKA & MICHIGAN

1899		February		1899	
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday
5	6	7	1	2	3
12	13	14	8	9	10
19	20	21	15	16	17
26	27	28	22	23	24
			29	25	26

A lot of balls have gone into the "rough" since the calendar pictured was first printed. And along with the popularity of the game the railroad has also grown in size and favor with the traveling public. It now serves 12 states, operating more than 11,000 miles of railroad.

The original was contributed by Mr. F. H. Jeffrey to the Milwaukee Road Museum which was established recently in the Chicago General Offices. Employes are invited to contribute "relics" which will be exhibited and labeled to show the name of the donor.

Michael Sol Collection

roadster equipped with steel channel, bumpers and extra tire—the license and gasoline were missing. (Not required on toys, anyway.)

Einar Hauger, ARA bill clerk, was presented with a dainty package, tastefully wrapped in pink tissue paper with huge bows. When unwrapped we saw a bright red auto roadster. I do believe that's a Santa After all!

May we comment on the birthday card received by Miss Ella Siegler? And a birthday cake ear-marked "Greetings, Jan. 10th. (Initials of donor in code.)" Also, the convincing and flowery lines of poetry! 'EM! 'EM!

Wrecking Foreman A. Tweder entertained "Old Man Lumbago" for a few days, but says no more such company.

We are sorry to report the death of Bernard Fahy, veteran coach foreman at Aberdeen, on Jan. 14th. Our sympathy to surviving family.

D. & I. Division—First District

E. S.

ON January 6 at the home of Iowa Division Conductor and Mrs. F. E. Winston, Telegraph road, Davenport, occurred the wedding of their daughter, Miss Elwyn, to Mr. Calvin C. Strauch of Mendota. The bride, gowned in royal blue crepe fashioned ankle length, was given in marriage by her father. Dr. and Mrs. King Winston of Belvidere, brother and sister-in-law of the bride, were the attendants. Miss Juanita Shipley, daughter of Iowa Division Conductor Shipley, and cousin of the bride, played the wedding march. After the ceremony a wedding dinner was served in the gold room of the Blackhawk Hotel in Davenport.

Sympathy is tendered to Car Department Employee Andrew Kuhn account the death of his wife, which occurred at their home in Savanna, January 2.

It is with the deepest regret that we report the following deaths among our section foremen on the First District of the Illinois Division:

Carl H. Jurgens, section foreman at Leaf River, passed away at his home, January 13. Funeral services were held Jan. 15 at 2 p. m. and interment made in the Stillman Valley Cemetery. He is survived by his widow, two sons, Section Foreman E. F. Jurgens, Leaf River, and C. Jurgens, Elgin, one daughter, three brothers and two sisters. The deceased was an employe of the Milwaukee Road for 32 years, entering the service at Van Horne, Ia., in 1902. At the time of his death Mr. Jurgens was 61 years of age and his passing leaves another vacant space in the familiar faces of the old-timers and his loss is deeply felt by his many friends and associate employes.

Section Foreman John Kelleher died at his home in DeKalb Jan. 7 from apoplexy. Mr. Kelleher was born May 24, 1863, and began service as a section laborer for the Milwaukee Road at Lansing, Ia., on Aug. 15, 1879. He was appointed foreman at Reno Nov. 1, 1888, and was transferred to the Illinois Division on January 1, 1925, and served in that capacity until the time of his death. Burial was made at Lansing, Ia.

Retired Section Foreman Harvey Guyer died at his home in Leaf River, January 13. Mr. Guyer entered the service on March 4, 1882.

Section Foreman John Helsdon, Kingston, and father of Conductors Raymond, Robert W. and Fred T. Helsdon, died at the family home in Kingston, January 16, being ill since Dec. 13, 1934. Mr. Helsdon entered the service of the Milwaukee as a section laborer at Byron in 1888, was promoted to a foreman at Byron in 1892 and made foreman at Kingston in 1895, where he was in charge of the section up until the time he was taken ill.

To the above families we extend our sincere sympathy. These men, who were veterans in the service of the Milwaukee, will be missed by the employes on the First District.

We hope that Conductors J. C. Daugherty, Wm. Huston and E. Larsen, who have been out of service account illness, will soon be back to work on their regular runs with their old-time pep and vigor.

Conductor E. W. Altenbern, Elgin, is vacationing in Carlsbad, Calif.

On Monday, Jan. 14, the Operating Department had charge of the Milwaukee Women's Club meeting, Savanna. Following the 6:30 pot-luck supper, there was a short business meeting, a one-act play, "To Meet Miss Mary Dulanne," and dancing. About 150 attended the supper and everyone seemed to enjoy themselves. The next meeting will be in charge of the Train and Yard Departments.

CARD OF THANKS

To Mr. Van Bockern and all the D. & I. Division, First District, section foremen, we extend our appreciation for the beautiful flowers and kindness during the passing of our husband and father. Your comforting expressions of sympathy will always be remembered with deep gratitude.

MRS. CARL H. JURGENS,
M. AND MRS. E. F. JURGENS,
MR. AND MRS. C. JURGENS,
MR. AND MRS. CHAS. DAVIS.

L. & R. Division

N. M. H.

THE L. & R. Division extends its sympathy to the family of Mr. Harry M. Hatch, who died at his home in Fort Wayne, Indiana, on December 15, 1934. Mr. Hatch was an employe of the Milwaukee Road for fifty-seven years, with forty-three years of service as a passenger conductor. Mr. Hatch was one of the most widely known conductors on the "Milwaukee" Road and his efficient and courteous service won for him the respect of the traveling public and recognition from railway officials.

Boilermaker Gustave J. Kopplin died at Portage, January 3, 1935, after an illness of several months. Mr. Kopplin started to work for the Milwaukee Road in 1887 and had worked continuously since that time up until about three months ago. Mr. Kopplin was born January 23, 1870.

On Sunday morning, December 30, 1934, Mr. Olen Schlager, a florist living on Oconomowoc Lake, discovered and reported ten inches of rail missing on a main line west-bound frog. Immediately, Fred "Peb" Dudley ran down the track and flagged No.

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W. M. WALKER

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 Cor. Racine Ave. and 14th Place CHICAGO

47 which was due at that time. It was quick thinking on the part of these two men which probably saved a serious wreck. This was the third train that Dudley has stopped in the past three years. On December 27, 1932, Dudley stopped No. 46 east of Brookfield by flipping a URT car which was behind the coaches and notifying the conductor that the complete brake rigging was down under one of the URT's. He was rewarded at that time by Mr. D. W. Kelly. It was in October or November while No. 263 was pulling out of Watertown that Dudley noticed wheels sliding on a car in the middle of the train. He immediately signaled the conductor, who stopped and released the brakes. Conductor R. Rampson who was the conductor, said that he would recommend Dudley for his alertness.

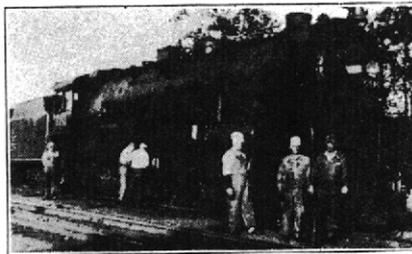
Station Agent Morgan Evans passed away at his home at Bangor December 6, 1934, after a lingering illness. He was 64 years of age, with a service record of forty years. There remain to mourn his loss his wife, son and daughter.

A peculiar situation asserts itself at Grand Crossing, located one mile east of the La Crosse station. Here is where four roads cross, viz., the Milwaukee Road, the C. B. & Q., the C. & N. W., and the G. B. & W. The peculiar part of it is, each road crosses the other three. Draw four straight lines, kind reader, and have each line cross the other three and you have the situation at Grand Crossing. We expect to have an illustrating diagram for our next issue.

There are still some of the old-timers left that remember when the cabooses and engines were draped for a period of 30 days when one of the employes thereon was killed. In the year 1892 there were three cabooses and one engine draped at the same time. Brakeman Nels Johnson was run over and killed at Tomah, Brakeman Wm. Hoyt at Sparta, and Brakeman John Jones at West Salem. Engineer Walter Leland was killed at Bangor by striking his head on a switch stand while looking for a hot box on the train. All these deaths occurred within a period of thirty days.

L. M. Truax, present chief clerk at Hastings, Minn., has been appointed agent at Red Wing, Minn., to fill the vacancy left by the death of T. A. Thayer.

C. D. Taylor, River Division passenger conductor, Mrs. Taylor and daughter Jean are leaving within the next few days for an extended trip through Mexico, visiting Mexico City and Vera Cruz. They expect to be gone from six weeks to two months.



George Behm, Veteran LaCrosse Division Engineer; Aug. Lieke, Lax Division Fireman and Wm. Moe, River Division Fireman

Seattle General Offices "Yesterday's News Tomorrow"

P. H. B.

SEEMS mighty nice to see Chief Operator O. O. Mercer back on the job in the Seattle relay office again. Here's hoping he stays with us this time.

Mrs. Lillian Harris of the Passenger Department is vacationing, we understand. We are advised that she didn't go back to the old home town "where the tall corn grows" this year, but is visiting friends and relatives in Washington instead.

The Tax Department found itself swamped with business the first part of December and in need of the services of about three good men. In looking around

for someone with broad shoulders and big feet they spied George Augustus Baker, high-powered Telegraph Department executive, mincing gaily down the hall with a girl on each arm and a long waiting list in the bleachers and were fortunate enough to be able to persuade the young man's superior officers to lend him to them for a week or so. George is a good, conscientious worker, and we know they'll be pleased with his labors. Go get 'em, Georgie.

We've heard a lot about this renovating business, but so far Charlie Goodman of the general manager's office seems to be the only participant. Charles discarded the chewsers nature provided him with some three score and ten years ago and renovated his map with some molars he picked up years ago when he was located at Butte and spent much time scouting around the Hansen Packing Company plant. Anyway, we'll bet it was a cute pony.

Heavily laden with love, and with Cupid in command, a gallant little ship of the Stablein-Schwind, Inc., Line set sail the last week in December out onto the treacherous waters of the Sea of Matrimony. The christening took place at the Schwind dock at Lake Ballinger at 8:30 p. m., Dec. 28th, and was attended by about seventy friends and relatives of the captain and first mate. Not being gifted with the ability to properly describe affairs of this kind, we can only say that the bride was very charming in an orange crepe creation and the groom was his usual handsome self in blue serge. Everyone kissed the bride, congratulated the groom and wished for them an exceptionally pleasant voyage and safe arrival at the port of Happiness. The deliriously happy couple departed the following day on a honeymoon trip to Los Angeles, Hollywood, Frisco and other California points.

In passing, must say that one little incident occurred which for a few moments threatened to mar the happy occasion mentioned above, but which turned out happily after all. Just as Arch "Woody" Woodward, chief demurrage inspector, Lines West, who, by the way, seemed intent on being the first guest to depart, prepared to swing his de luxe Chevvie coupe smartly out of the Schwind drive the engine apparently decided to give up the ghost with a bang—at any rate, there was a terrific explosion under the hood and smoke started to pour out; also, there was a loud, terrified cry of "Water, water," in Woody's clear tenor voice. However, when someone bravely lifted the hood (it wasn't Woody—he and his family were four blocks away and still going strong) the engine appeared to be present and in good condition, and several searching parties were immediately dispatched to attempt to locate the Woodward family and impart the good news to them. When finally surrounded Woody seemed to be under the impression that he had gone to his reward and was singing "Hallelujah, Here I Come," but was persuaded to return to his temperamental machine and reports that it operated much as usual on the way home, although he did find all of the spark plugs but one missing. The cause of the explosion is still a mystery, although A. W. seems to feel that Messrs. Meyer, Campbell and Doyle could tell him a few things about it if they felt so inclined. N. A. M. claims Woody established a new speed record evacuating his family from that Chevvie, and advises he feels this remarkable achievement is the result of his many years' experience as chief of the Perkins Corners., Minn., fire department.

Some colossal vocal talent was also exposed during the evening and it was felt that a successor to Colombo had been found at last until Norvin Meyer slipped on the back step and fell down on high G. He is now suffering from a severe cold, so perhaps in the interest of his health he should refrain from pursuing a musical career after all.

Of course we are all just a bit peeved at E. M. S. for depriving us of the former

Miss Schwind's company in the future, but if we must lose her, we're mighty glad to have Al Britzius from Trainmaster Kolhase's office at Butte in her place. Hope he likes Seattle and is with us for a long time.

Another welcome addition to the general manager's office is Mr. E. P. Sima, Supervisor of Work Equipment, Lines West.

What a farmer is doing packing eggs home from the city we don't know, unless they were some of his own product that had been turned down, but anyhow ask Glenn Williamson of the General Traffic Department why the Claim Department has asked him to please show a little consideration of the pedestrians passing beneath his window and store his pre-war hen fruit somewhere else than on the window ledge.

And now, dear reader, comes a little tale that is sadder than anything that has passed over our desk for many a day, and will no doubt leave you all broken hearted. (Sob, sob.) We must carry on, so here it is: It seems our genial agent, W. H. Campbell, is a deacon in one of the larger churches of the city at which it is the custom to place your coat and hat in hock until you leave, just so in case you might overlook the contribution box some time, in which case the aforementioned clothes would be confiscated in lieu of cash. Now, we don't have the minute details of the case, but Deacon Sampbell came tripping nonchalantly down the steps of the church last Sunday morning minus his sporty top-coat. At this point the writer has broken down completely, and you'll have to figure out the reason yourself. We're taking up a collection to get something to keep W. H. from getting frostbitten these chilly mornings, so send in your pennies, dear children.

We don't like to keep dragging D. I. Woodward into this all the time, but we feel we must inform you that the Demurrage Department is now officially at home in the General Manager's office, having finally acquired a desk, chair and some pins. He is now in the market for a Woodstock or Smith Premier typewriter.

depot. Bags of candy and nuts were distributed amongst the younger folk. This required about 40 bags, which were packed at the home of Mrs. M. Conery. Each member of the club was presented with a large bag of apples also.

Now we turn to a bit of sadness. Miss Natalie Baldrice, daughter of Mr. and Mrs. R. Baldrice, was removed from her home to the Washington Boulevard Hospital, Chicago, where she will undergo treatment for an illness. Dr. Mentz will be the attending physician. The club extends the hope that their little girl will recover.

Our next thing will be a raffle. Mrs. R. Wallace has made and donated a homemade quilt which will be raffled off at a meeting in the near future. The money that is taken in on the sale of raffle tickets will be used to purchase new curtains for the clubrooms. Thanks to Mrs. Wallace for this aid from all the officers and members. The next meeting of the chapter will be held at the home of Mrs. A. Ambrosia, our historian. Mrs. W. Conery is the chairman of the committee which will consist of Mmes. England, A. Flom and F. George. The meeting will be held on the 22nd of January, 1935.

The clubrooms will be under repair in the near future if plans are all carried out.

Sioux City Chapter

Mrs. J. W. Carney, Historian

OUR December meeting was held in our club rooms, preceded by a pot luck supper. A short musical program, arranged by Mrs. Class, was much enjoyed. Our president, Mrs. Doud, called the meeting to order. Courtesy to our first vice-president, Mrs. F. S. Miller, Mrs. Doud handed her the gavel, inviting her to continue with our meeting. The secretary's and treasurer's reports were read and accepted. The following officers were elected for the ensuing year: President, Mrs. C. H. Embick; 1st vice-president, Mrs. R. Robson; 2nd vice-president, Mrs. U. S. La Breck; secretary, Mrs. E. Jefferson; treasurer, Mrs. E. Murphey; corresponding secretary, Mrs. M. Burrells; historian, Mrs. H. Snow.

Arrangements were made for a party to be held at the depot Friday evening, December 14th, the price of admission being something for our Christmas baskets. Dancing and corn game were the diversions for the evening. Mrs. George Wean was general chairman.

The club voted on purchasing fifty boxes of apples, which were distributed among our people. Many baskets were filled with everything to make a complete Christmas dinner, and then some. Mrs. E. Cuzzens, our welfare chairman, deserves much credit. The evening of December 21st at the depot the committee, Mesdames E. Murphey and J. Carney, with many to help them, decorated the tree, filled three hundred and fifty bags of candy, nuts, apples, ready for our Christmas party Sunday afternoon, December 23rd. On that day at 3 p. m. our depot was packed to the limit. Mesdames E. Class and J. Carney had arranged a program of readings and music by our little ones. At 4 p. m. an engine brought Santa to our door, accompanied by our superintendent, Mr. F. R. Doud, who helped Santa get acquainted with our little folks.

In her home on January 21st our president, Mrs. Embick, assisted by First Vice-President Mrs. Robson, greeted her officers and executive board and mapped their work for the year 1935.

The committee chairmen are:
Mutual Benefit—E. Cuzzens.
House Purchasing—M. Landon.
Ways and Means—F. Mansfield.
Program—E. Eckert.
Telephone—E. Class.
Social—F. Miller.
Sunshine—E. Burrells.
Membership—F. Doud.
Safety First—T. Snyder.
Publicity—H. Stuben.
By Laws—L. Cline.
Scholarship—J. Carney.

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-FRED WON'T
BITE YOU!"**



FIDO'S no man's fool! He isn't afraid of Fred's teeth, but he IS leary of the heavy tear-gas that puffs out of Fred's never-cleaned briar.

They tell us Fred is a dog-lover, but they can't tell us he's a pipe-lover or he'd groom his briar now and then and switch to a pleasanter tobacco. Like Sir Walter Raleigh. This unusual blend of friendly Kentucky Burleys has trotted to the front rank in popularity because it really IS milder, cooler, delightfully fragrant. Try a tin . . . and hear your friends yelp for joy!

Brown & Williamson Tobacco Corporation
Louisville, Kentucky. Dept. K-52



It's 15¢—AND IT'S MILD

Michael Sol Collection



On December 27th, Miss Helene Louise Malott became the bride of W. J. Buford, son of General Manager C. H. Buford. Both of the young people are graduates of University of Washington, and Mr. Buford also a post graduate of Harvard. Mr. and Mrs. Buford will live in Cincinnati.

Iron Mountain Chapter

Josephine Ambrosia, Historian

IRON Mountain Chapter held the fourth monthly meeting since its organization at the home of Mrs. M. J. Thornton.

After the business meeting a Christmas party was held and the members exchanged gifts. There was also a Christmas tree and the lunch was served by Mmes. M. Conery, Joe Ashenbrenner and R. Baldrice, who were our delightful assisting hostesses. A Christmas party was held for the children of members at the

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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.

Beloit Chapter

Mrs. Willard McIntyre

THE Milwaukee Railway Women's Club luncheon was held December 5th at Legion Hall and was a happy affair attended by 25 visiting club members from each of the Janesville and Madison chapters. The occasion was also in especial compliment to Mrs. Isabelle C. Kendall, acting president general of the organization, and Miss Etta Lindskog, general secretary, both of Chicago; Mrs. Charles Gregory, president of the Janesville club; Mrs. Carter, president of the Madison club, and Mrs. G. J. Ryan, Janesville, on the general board. Covers were laid for 100 guests at seven long tables. Mrs. James Barrett, president of the entertaining club, presided and was general luncheon chairman. Miss Elizabeth Gosselin gave a program of readings. Speeches by the visiting officers and hostess president punctuated the afternoon. The luncheon was in reciprocal compliment for one tendered Beloit club women last year. Mrs. John Reagan and Mrs. Thomas Flannigan were in charge of the menu, Mrs. Peter Clarke and Mrs. John Callahan, dining room, and Miss Dolly Howard and Mrs. W. J. Hughes, decorations.

On December 18th the annual Christmas party for members, employes and their families was given. One hundred seventy-five attended the pot luck supper which was served at 6:30, followed by a program given by the children, also the Lombards, formerly of WLS, entertained for a half hour. Santa Claus distributed a gift candy and apples to each of the 60 children present. Cards followed for the adults. Two turkeys were raffled, one being won by Dolly Howard of the Beloit office and the other by Henry Larson, fuel dealer.

At the meeting of January 9th Mrs. Flannigan gave a very interesting report for December. There were 22 families given aid, 24 Christmas baskets distributed, \$40 spent for fuel, total expenditures for the month amounting to \$117.85. The ways and means chairman, Mrs. John Yohn, reported the bake sale held December 15th and the turkey raffle netted \$30. The retiring officers finished the business of 1934, then escorted the new officers

to their chairs. The new officers are as follows:

President, Mrs. Henry Raasch; first vice president, Mrs. Walter Johnson; second vice president, Mrs. Edward McCann; recording secretary, Mrs. Wm. Steuck; corresponding secretary, Mrs. Ray Dawes; treasurer, Mrs. Elmer Stewart; historian, Mrs. Willard McIntyre.

The outgoing president, Mrs. Barrett, was presented with a gift of roses and linen. Miss Elizabeth Gosselin spoke on the work of the Y. W. C. A. Refreshments were served.

A series of tournament card parties was planned to be held at the Savings Bank community rooms, January 22nd, 29th and February 5th. A dance was also planned for February.

Kansas City Chapter

Mrs. Larson, Historian

THE December meeting was held on the 5th at the home of Mrs. E. G. Woodward. Meeting was opened in the regular manner and current business and reports taken care of. Plans were discussed for a benefit bridge to be held in January.

A slate was presented for the election of officers for 1935. The following were elected:

Mrs. Paul Affeldt, president; Mrs. E. G. Woodward, 1st vice president; Mrs. M. Brady, 2nd vice president; Mrs. D. C. Johns, treasurer; Mrs. R. C. Dodds, recording secretary; Mrs. Ralph Parker, corresponding secretary; Mrs. Roy Larson, historian.

We were sorry to lose Mrs. Woodward as president. She has the sincere thanks of the entire club for the great effort she has put forth the past year in stimulating interest in the club and the good work the club has done.

Meeting adjourned, after which Mrs. Woodward served tea.

The January meeting was held Jan. 3rd at the home of Mrs. Elizabeth Watson.

The regular reports were made. Welfare chairman reported the distribution of several Xmas baskets, which were much appreciated.

Several welfare cases were discussed and plans formulated for the benefit bridge to be held January 16th. We have to have a good attendance at this party, which will be held at the home of Mrs. E. G. Woodward. The meeting was well attended.

Meeting adjourned. Tea was served by the hostess, Mrs. Watson.

Alberton Chapter

Bertha Reeves Brasch, Historian

ON January 9th the first meeting of the New Year was called to order by the retiring president, Mrs. Healey, who gave a summary of the last year's work.

January 1st, 1923, cash on hand, \$20.42. Debts \$53.30. Receipts for the year \$281.82. Disbursements \$250.56, balance on Dec. 31st, 1934, \$31.26.

Membership Jan. 1st, 1934, 24 voting members, 9 contributing, total 33. Dec. 31st, 1934, 33 voting members, 74 contributing members, total 107 members, for which we received \$15 prize.

Our club received the gifts of a stove from Mrs. Averill, a sweeper from Mrs. Lewis and an electric clock and books from Mrs. George Sterling.

We have purchased a new desk, and curtains and congoeum rug for the kitchen.

Early in November we were saddened by the loss of Mrs. Rose Zuelkey, an earnest and ever active member of the club.

The newly elected officers are:

President, Mrs. Gaile McElhiney; first vice president, Mrs. Emily Brown; second vice president, Mrs. Elsie Hollenbeck; treasurer, Mrs. Wilson; secretary, Mrs. Vey Cornwall; librarian, Mrs. Lucille Gerity; historian, Mrs. Bertha Brasch.

The president appointed the chairmen of the following committees:

Ways and means, Mrs. Edith Averill; safety first, Mrs. Goldie Eisiminger; social,

Mrs. Emily Brown; purchasing, Mrs. Cora Lewis; auditing, Mrs. Jean Hyde; constitution and by-laws, Mrs. Eva Bolton; membership, Mrs. Nancy McClain; good cheer, Mrs. Healey; relief, Mrs. Etta Davenport.

After the meeting Mrs. McElhiney and Mrs. Emily Brown served coffee and cookies during the social hour. And now we are off at a good running start for the New Year, with many happy wishes to the entire Milwaukee family.

Our Passenger Service

(Continued from page 8)

Well Pleased in Every Way

Chicago.

Mr. B. J. Schilling, Chicago:

Dear Mr. Schilling: Just a word to thank you and your associates for the most pleasant journey that my mother and I had over the Milwaukee Road on my recent vacation.

I can assure you that your service was excellent and we were well pleased in every way.

(Signed) R. A. Cameron,
Manager Brokerage Department Prudential Insurance Co.

No Smoke Smothering on the Electric Trains

Seattle.

Mr. L. E. Brown, Agent, Welton, Iowa.

Dear Mr. Brown: We arrived in Seattle on time, and we sure had a delightful trip. So much wonderful scenery along the way. When we came to the mountains and they put on the electric motor, we found a new experience for us in the freedom from smoke as we passed through the tunnels. Tunnels give no smoke smothering experience when riding on the electric train.

The Milwaukee runs through some marvellously beautiful mountain scenery. We passed snow-capped Mount Rainier just when the first rays of the morning sun were painting its snow capped peak with every color of the rainbow—a most thrilling sight.

Then to add to the beautiful scenery and joy of the trip the trainmen gave us the most courteous service all the way.

We are sure glad we took the Milwaukee railroad for our trip west. Thanks to you for sending us this way.

(Signed) Rev. J. H. Hurley and daughter,
Mrs. G. Campbell.

Discovered "The Arrow"

THE CHICAGO THEOLOGICAL SEMINARY

5757 University Ave., Chicago

Mr. L. M. Jones, Supt. S. & D. C.

Dear Sir: For many years I have been traveling by another railroad between Chicago and Sioux Falls, S. D., but through the alertness of my secretary I "discovered" last week your "Arrow" train.

I have been so pleased with the excellency of your equipment and with the uniformly courteous service of your staff that I wish to send you a note of appreciation; and especially would I commend your engineers, who have regained what seems to be the "lost art" of stopping and starting trains smoothly, without bumps and jerks—an item which is of no small importance to sleeping passengers.

May the "Arrow" become more widely known, and may its service continue to prosper!

Very sincerely yours,

(Signed) Robert Cashman,
Business Manager.

The Drum and Bugle Corps

Chicago.

Mr. J. F. Bahl, Seattle, Wash.

Dear Mr. Bahl: From the viewpoint of the boys, we would like you to know that the Cle Elum-Roslyn Drum and Bugle Corps was treated with the greatest courtesy by the Milwaukee Railroad the entire length of the trip from Cle Elum to Chicago.

Michael Sol Collection

The porters kept the coaches clean as a

Dutch kitchen, despite the trash scattered around by the boys of the corps.

Another feature, and probably the most select was the service on the dining car. Mr. Landis, dining car steward, the cooks and waiters supplied the corps with the delicious and moderately priced food that can be cooked only by cooks of the Milwaukee.

Another point greatly appreciated was the fact that the boys thought they were going to travel on day coaches, but due to the ingenuity of Special Passenger Agent Mr. W. F. Roark, the coaches were transformed into sleeping cars.

If ever there were better service given by a railroad to its patrons, you will have to prove it to the Drum Corps.

Garth Mooney, Bugler.

Their Route From Now On

W. J. Cannon, A. G. P. A.

Just received the following from my friend Keenan:

"Your friend the Milwaukee Road sure put the 'work' on their crew on our train, as one would have thought we were the whole works on the train—we enjoyed our trip very much. We had never been over the Milwaukee to the coast before, but that will be our choice when going via the northern route from now on."

Am obliged to you for making their trip a pleasant one.

(Signed) F. Tolan.

None to Compare

Chicago.

Mr. George B. Haynes.

My dear Mr. Haynes: It is with extreme pleasure that I, as a very recent passenger on the Olympian, ask you, Mr. Haynes, to be so very proud of your traffic personnel.

Having just returned from a round trip on the Milwaukee Road to Seattle, Wash., I had ample time to be a keen observer and a pleased recipient of quite the most courteous service that can be rendered to passengers on trains. This service is offered in such a pleasing manner that it gives each passenger that grand feeling of being the only care in charge of the entire train personnel. It is so pleasant to notice the friendly spirit and individual interest shown by your traffic personnel to satisfy each passenger, whether it may be while en route, or seeking assistance in a ticket office.

Although my railroad trips have not been extensive, I have traveled on some of the best known trains in the United States, to western, southwestern, southern and northern points of interest, and as I recall to mind these earlier trips, not any one among them can begin to compare with the excellent service that I have received on the Milwaukee Road—the excellence of the dining car service on the Olympian is incomparable. Service on the other railroads is strictly a financial and mechanical duty, in comparison.

The pleasure of this recent trip means so much more to me than just from the pictorial point of view. All passengers on the Milwaukee Road are treated with such courtesy that no one need fear a curt reply to any inquiry, which has been known to happen in ordinary train service.

I would like to express my very sincere gratitude to your traffic personnel for their untiring efforts to satisfy me while being a passenger on the Olympian. Knowing how often we, who are in the capacity to serve the public, receive unkind and unjust criticism at times, creates within me the very sincere desire to give credit where it is so justly due, in return for the pleasure of excellent service received. The colored personnel is worthy of note in this commendation also.

May I ask you to give your personal recognition to the efforts of the following list of your able assistants, who contributed so much to my comfort and pleasure as a passenger on the Milwaukee Road. They really are deserving of this attention, and please award them the merits that are justly due them.

Mr. J. J. Hogan, City Passenger Agent, Butte, Mont.

Mr. C. H. McCrimmon, Traveling Freight and Passenger Agent, Portland, Ore.

Mr. O. D. Richardson, City Ticket Agent, Seattle, Wash.

Mr. James Carroll, Pullman conductor.

Mr. James Hickman, dining car steward.

Mr. Landis, dining car steward.

Mr. Avery, dining car steward.

Mr. Axel Olsen, dining car steward.

Mr. Hill, train conductor.

Mr. D. K. Sheppard, ticket seller, Chicago, Ill.

When I plan any railroad trips in the future they shall be so arranged, whenever possible, that I may use the Milwaukee Road as often as I can do so. This has been my second very enjoyable trip on the Olympian and most assuredly not my last.

Sincerely yours,

(Miss) Margaret A. Bressman.

2732 North Avers Avenue.

Courteous and Accommodating

Brooklyn, Mich.

Mr. Geo. B. Haynes.

Dear Sir: I recently made a trip via the Milwaukee Road from Seattle, Wash., to Chicago, Ill., and I wish to tell you how much I enjoyed the trip.

All the employes were so very courteous and accommodating, especially Mr. Aiken, conductor, and Mr. Hickman, steward, that it made it a real pleasure to me traveling via your line.

Yours truly,

(Signed) Mrs. G. M. Phillips.

Fine Impression of Milwaukee Road Service

FEDERAL RESERVE BANK OF ST. LOUIS

Mr. G. W. Stoltz, General Agent, St. Louis, Mo.

Dear Sir: Having just returned from recent trip to Pacific Coast I am taking an early opportunity of conveying to you the very fine impression which Milwaukee Road service made upon both Mrs. Ferry and myself.

The scenic features along the road were very interesting, especially west of Harlowton and the only regrets were that darkness prevented a further view of the magnificent panorama.

Service on your road was most excellent in every respect and it created so favorable an impression that similar service on none of the other railroads used during the trip quite equalled that of the Milwaukee. Following your Mr. Halverson's suggestion, an attache of your Seattle agency was at the station in Seattle to assist in making transfer to Northern Pacific train but this was not necessary owing to one-time arrival of the "Olympian."

I cannot forego especial mention of the very excellent dining car service en route nor the attentive and courteous manner of Steward R. F. Landis who was in charge of the diner on that trip and I am quite sure that both his courtesy and the high quality of the service rendered added very materially to the pleasure of the trip, and incidentally I might add that your dining car service excelled that of any other road we used after leaving Seattle.

Very truly yours,

Charles F. Ferry,

Traveling Representative, Federal Reserve Bank, St. Louis, Mo.

Worked Out One Hundred Percent

GENERAL FEDERATION OF WOMEN'S CLUBS

Minneapolis.

Mr. T. A. Morken, Minneapolis.

Dear Sir: I want you to know how much I appreciate the service given me by Mr. Guzy of your office. Recently he made out a ticket for me involving many complications, which worked out 100 per cent.

One difficulty that Mr. Guzy worked out was getting my trunk out of the city as

Mines on the Milwaukee Railroad

The Maumee Colliers Company

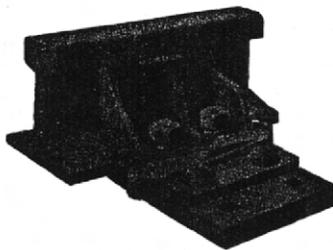
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FOR SALE AT A SACRIFICE—Residence lot in Edgebrook Manor, Illinois. 50x125, one-half block from Forest Preserve. Will take \$1,200 cash or sell on contract if desired. Address B. F. Hoehn, Wausau, Wisconsin.

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

FOR SALE—Cozy 3-room, modern frame bungalow with 1-car garage equal to a 5-room house on corner lots, 179x156. All improvements in and paid for. House is clear. Owner will take first mortgage, make payment to suit, beautiful place to raise vegetables and keep chickens. Located on Naperville Road, corner Lincoln St., Westmont, Ill. Owners, Mrs. J. Rapp, 1978 South 76th St., West Allis, Wisconsin.

FOR RENT—Four-room cottage. Gas, electric, garage, ¼ acre ground and chicken house. Two blocks to CMStP&P station. Inquire H. Hoffman, Jr., Itasca, Illinois.

FOR SALE—Lyon & Healy Melophone, silver plated with gold bell, built in F and E flat crook. This horn is made left handed same as a French horn. Leather case included.
This instrument cost me \$90, will sell for \$20. Marlow Stoltz, Perry, Iowa.

WANTED TO BUY—A used ¼ or ⅜ h.p. Gasoline engine. Write Box 10—Milwaukee Magazine, Chicago.

REVOLVER—S&W Military and Police, Cal. .38, Special, 6 inch barrel. Excellent condition. With belt and holster. \$30.0. A. G. Pollath, 621 E. Burleigh St., Milwaukee, Wis.

FOR SALE—House and two and one-half lots in Neshkoro (Marquette County), Wisconsin; large pleasant rooms, located in small town in vicinity of numerous lakes. Good fishing grounds—also hunting. Price reasonable. Write to H. A. Wentland, 718 South 30th Street, Milwaukee, Wisconsin. Telephone Orchard 4019W.

TRADE OR SALE—Lot in Nixon's Westchester subdivision, 35x125, improvements in, assessments, taxes paid to date. Would like lot on Chicago's northwest side, preferably Edgebrook or Forest Glen. Address H. W. Kirch, 5100 George St., Chicago.

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

EXPERT DEVELOPING, PRINTING, ENLARGING—Developing, 6c; 2¼x3¼ prints, 4c; 2½x4¼, 5c; 4x5 prints, 7c. Enlarging—4x5, 20c; 5x7, 35c; 6½x8½, 49c; 6x10, 45c; 8x10, 50c. Ray Melzer, 869 Union Station, Chicago, or 1155 N. Pine st., Glenview, Ill.

ROLL FILMS developed and 8 MIRRO-GLO prints, 25c. Enlargements on Double Weight paper, 5x7, 25c; 8x10, 40c each. Especially equipped to copy old faded photographs. Size to 4x5, 75c; 5x7, \$1.00 each. Extra prints either size, 25c each. All work guaranteed. O. Dahl, 1011 North L Street, Tacoma, Wash.

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.

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

I left the day that the strike began its activity with the baggage delivery.

Such painstaking as was manifest in Mr. Guzy should be made known not to your office but to other people who do not travel over your system as much as they should.

A grateful passenger.

Edna Godfrey (Mrs. H. S.),
Chairman, Division of Music.

One Hundred Per Cent Perfect Minneapolis.

The following letter expresses what many correspondents have written in regard to the new luxurious Milwaukee Road coaches:

"The new Milwaukee coaches surely deserve a compliment from the traveling public, therefore, I, as one, wish to offer my sincere compliments and a few words of appreciation. My grandparents, aunt and myself, on a recent trip to and from Chicago fully enjoyed traveling in this luxurious coach. In fact, it was hard to leave when the journey was over. Surely no one could ask for anything finer in a day coach, and it should certainly satisfy all demands of travelers.

Everything about it is very alluring; the ornamentation and color effects are beautiful; it rides easily and the soft, roomy upholstered seats give solid comfort. To my estimation it is one hundred per cent perfect.

It has been a pleasure to write, and I am sure my letter cannot be more warmly accepted than we have accepted the new Milwaukee Road coaches.

Sincerely yours,

Dorothy Bentler,

A Train Lover and a Train Booster.

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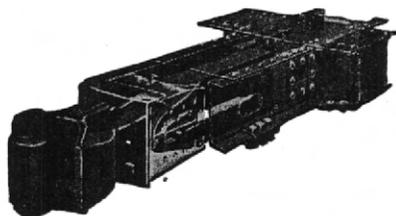
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From 26 coal mines in 14 seams. From 2 briquet plants and 1 by-product coke plant.

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