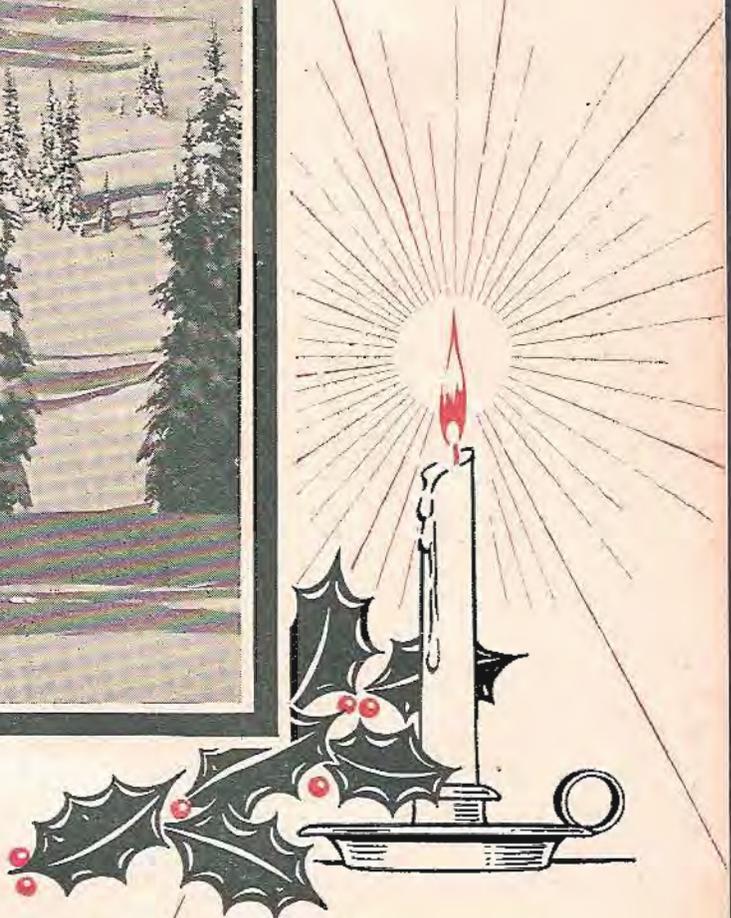
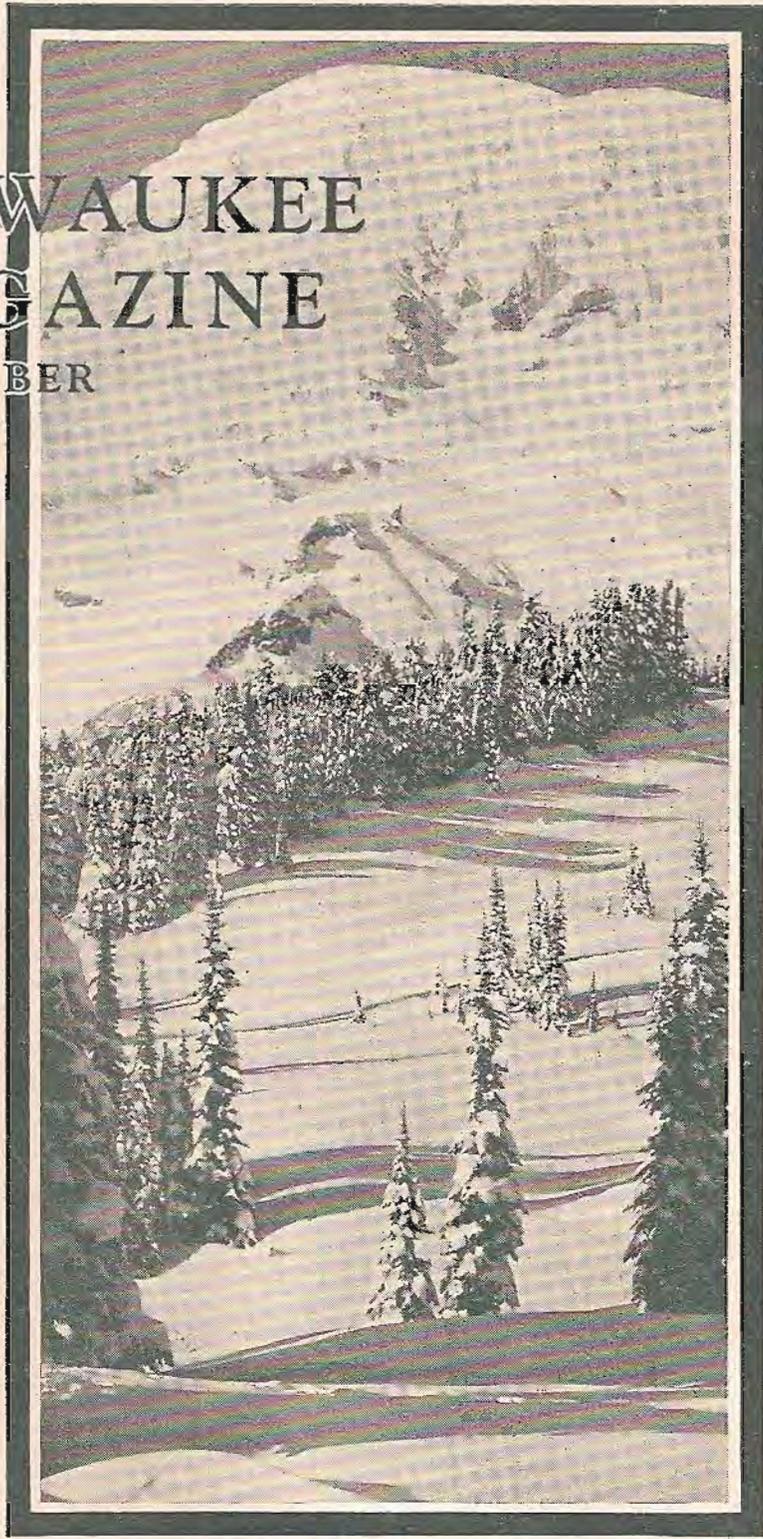


The
MILWAUKEE
MAGAZINE
DECEMBER
1936



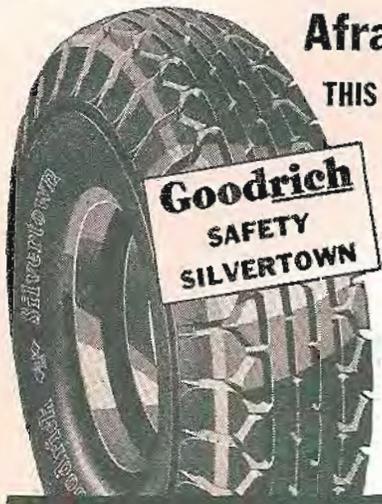
WARNING TO WINTER DRIVERS



"Trouble-Proof" Your Car!

**Save with Safety
Buy Goodrich
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Why spend the winter skidding, stalling, shivering in your car? Now is the money-saving time to get the Goodrich Tires—Tubes—Batteries—Heaters that you will need this winter. Remember, Goodrich Products are made to order for winter driving. That's why you'll get more "trouble-free" service and extra comfort.



Afraid of Skidding?

THIS NEW TIRE WITH SPECIAL "ROAD-DRYING" TREAD WILL PROTECT YOU

● Smooth, worn tires mean "danger ahead" on wet, slippery roads. Get Goodrich Safety Silvertown Tires now. The 3 big center ribs in the Silvertown tread sweep away water—giving the double outer rows of cleats a drier surface to grip. And only Silvertowns give you Golden Ply Blow-out Protection. *Yet they cost even less than other super-quality tires!*



MORE HEAT—QUICKER HEAT WITH THIS NEW "BOILER-TYPE" HEATER

● This new Goodrich De Luxe Heater, with its amazing "heat trap" and other features, is specially built to "shiver-proof" your car in every nook and corner. Yet this Goodrich De Luxe Heater actually costs less than many old-type heaters!

NEW-TYPE BATTERY GUARANTEED NEVER TO COST YOU A CENT FOR REPAIRS OR REPLACEMENT

AS LONG AS YOU OWN YOUR CAR

● Think of it! No matter how long you own your pleasure car or how far you drive that car, if the Goodrich Kathanode Electro-Pak you buy fails to give you satisfactory service, it will be replaced without charge, as clearly stated in the written guarantee. Made with the exclusive Power-Saving Top Cover. See it today.



SPECIAL CREDIT CARD

FOR ALL CHICAGO, MILWAUKEE ST. PAUL & PACIFIC R. R. EMPLOYEES

As an employee of this company, your credit is established with the Goodrich Stores listed below. Just select what you need and make your own long, easy terms. No delays. No red tape. Your purchase will be delivered or installed at once. Come in today.

THESE GOODRICH STORES WILL SAVE YOU MONEY-TIME-TROUBLE

GOODRICH STORES

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8th & Grand Ave.
Dubuque, Iowa
7th and Iowa Sts.

Kansas City, Mo.
15th & Olive Sts.
3744 Broadway
Madison, Wis.
515 University Ave.
Mason City, Iowa
125 First St., S. E.
Milwaukee, Wis.
1401 W. Mitchell St.
1223 W. Walnut St.
132 E. Kilbourn at Edison
Minneapolis, Minn.
209 Washington Ave., S.

Omaha, Nebr.
2406 L. St.
20th & Douglas Sts.
Ottumwa, Iowa
Cor. Main & Washington Sts.
Rockford, Ill.
227-229 S. Church St.
St. Paul, Minn.
942 Payne Ave.
1636 University Ave.
6th & Exchange Sts.

Seattle, Wash.
Cor. Virginia & Westlake Ave.
535 First Ave., S.
Sioux City, Iowa
5th & Jackson Sts.
Sioux Falls, S. Dak.
Main Ave. & 10th St.
Spokane, Wash.
827 W. Second Ave.
Tacoma, Wash.
21st & Pacific Ave.

A Christmas Hymn



"Calm on the listening ear of night
Come Heaven's melodious strains
Where wild Judea stretches far
Her silver-mantled plains.

"Celestial choirs from courts above
Shed sacred glories there;
And angels with their sparkling lyres
Make music on the air.

"The answering hills of Palestine
Send back the glad reply
And greet from all their holy heights
The dayspring from on high.

"On the blue depths of Galilee
There comes a holier calm
And Sharon waves, in solemn praise
Her silent groves of palm.

"'Glory to God,' the sounding skies
Loud with their anthems ring,
Peace to the earth, good-will to men
From Heaven's eternal king.

"Light on thy hills, Jerusalem,
The Saviour now is born,
And bright on Bethlehem's joyous plains
Breaks the first Christmas morn."

—E. H. Sears.



On Wooded Shores

"Fair scenes for childhood's opening bloom

For sportive youth to play in
For manhood to enjoy his strength
And age to wear away in."

DIDN'T Whittier put into expression what every human heart longs for?—place for the children to grow up in; open spaces for youth to expand and find an ampler vitality; a spot wherein to live more abundantly and a haven of rest for the evening of life.

There are lots of such places scattered about on this green earth, but the problem is to find just the right one and the way to its realization. During many years of traveling about on the west coast always your correspondent finds the way back, in mind and memory and in person, too, to the verdure, the scenic loveliness, the lush vegetation, the gorgeous flowers and the soft air of the Puget Sound country—always with a yearning for the hills, the mountains, the woods and the silvery, gleaming waters; for the flowers, the little nestling homes and the peace and serenity of that countryside.

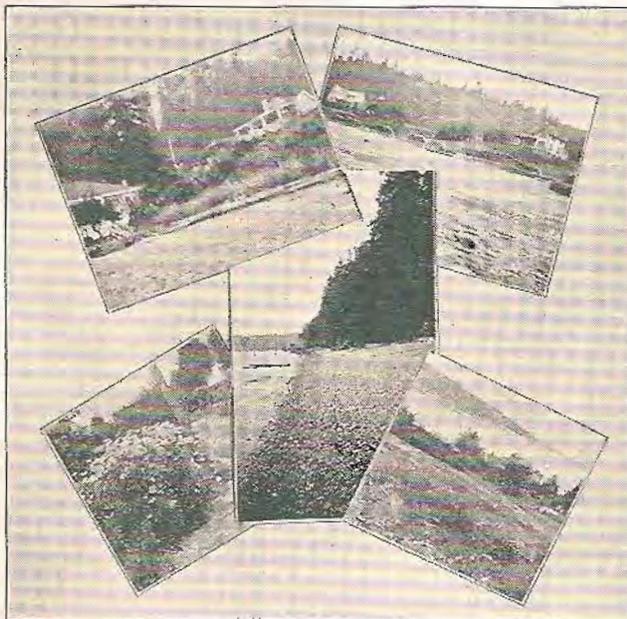
Believing there are many others with similar longings, your correspondent would like to tell readers of *The Magazine* of an afternoon recently spent on the wooded shores of Puget Sound.

Driving along the shores of the Sound, over perfect highways that lead about the curving shore line, now high up on the hillsides where a silvery line of water just separates you from towering majestic peaks; or speeding on, close to the waterside whose banks are dotted with lovely homes—not estates entirely, but little spots of verdure and flowers with cozy little houses set in their midst—you are told that it only takes a matter of four years to transmute the "raw land" of the woods and hills into such little gardens of Eden as line these highways.

Incredible. But there they are in the picture, and the happy folk who dwell there all tell the same story. Here, perhaps, is a little home surrounded by berry fields, grapevines and vegetable plots, while all about the house are roses, tall dabbia blooms and every possible variety of floral beauty. The owner points to a patch of dense woodland next door to his place and says his was like that five years ago, and he already has netted returns on his investment, from his gardens. But, he adds, he

didn't buy the place to make money on, but for a home, "though there's no harm in getting something from the land to pay the living expenses."

Over beyond, right where the hills slope sharply to the Sound, you spy a sign board with a finger pointing down a country road that leads to the waterside. It is heavy forest and the air is tangy with the odor of pines. Through the trees are glimpses of the shining water. Let's turn in and follow that road into the forest primeval. Ah, the sound of axe on wood—someone felling trees? Yes, a man steps out as we draw up beside the clearing. He is going to make a home for himself and his good wife right here on the shores of Puget Sound. "Age to wear away in"—for he



Scenes Along Puget Sound Shores

tells us he is a retired railroad man. And they too are going to live out the span among their flowers and with their little garden. They are going to live in sight of the calm waters of Puget Sound, the silences of the great snow-covered mountains like a balm on their hearts; and the soft sea-swept air lending its health and strength.

A little farther on, more sounds of hewing and cutting—a younger man is bustling about a new little cottage, giving it a few final touches before he and his little flock move in and take possession. He began his clearing about a year ago, and now the flowers are abloom, the grass is green, the play-yard is ready, the fruit is started, so here indeed are "fair scenes for childhood's opening bloom and for manhood to enjoy his strength."

We drive on—a sigh for what may not, right now be, but some time . . . some time. . .

If any curious reader desires further detail, the editor will be glad to furnish same.



B. J. Schilling

For Congratulation, for Cooperation and for Courage

B. J. Schilling, G.A.P.D., Chicago, Receives Recognition

WHEN it comes to being in a dozen places at one time, doing a score of things all at one moment and always with a smiling face, Mr. B. J. ("Bernie") Schilling has no equal, and his outstanding services during railroad week, in Chicago (July 13 to 18), have been recognized in the following letter and the medal accompanying it.

Mr. B. J. Schilling, G.A.P.D.,
Chi., Milw., St. P. & Pac. Ry.,
Chicago, Ill.

Dear Sir:

It gives us real pleasure to present you with this silver oxidized medal, commemorating your splendid participation in making a success of Second Annual Railroad Week.

We of the Executive Advertising Committee of Western Railroads take this opportunity to thank you for your loyal cooperation, rendered during a busy season. We congratulate you also on the success you and the other members of your committee attained. The teamwork was admirable, the spirit was strong, and the result proves that railroad men can be depended upon to fight for their just share of public recognition.

With the advent of air-conditioning, Western Railroads "came out fighting," to borrow a sporting phrase, and we propose to keep on fighting until we regain more lost ground and reach advanced objectives.

This medal, therefore, stands for congratulation, for cooperation, and for courage.

Thank you again for your part in this undertaking.

Cordially and sincerely yours,

H. G. Taylor,
H. W. Siddall.

(Executive Advertising Committee)

This is the second year that Mr. Schilling has been awarded the medal for outstanding service in the interest of the success of Railroad Week.

The Brute

"On my trip to South America I saw a lot of beautiful panoramas."
"I thought you told me you wouldn't run around with those native girls."

L. M. Jones, Assistant Passenger Traffic Manager

THE many friends of Mr. Lester M. Jones are extending hearty congratulations on his appointment to the office of Assistant Passenger Traffic Manager of The Milwaukee Road, which took effect November 1st. Mr. Jones entered the service of this railroad on December 6th, 1911, as ticket seller in the Minneapolis city ticket office under Mr. Charles R. Lewis. His advance from that position was rapid, for in June of the following year, he was promoted to traveling passenger agent under Mr. W. B. Dixon, who was then assistant general passenger agent located at St. Paul. During the World War, Mr. Jones served as General Agent, Troop Movement Section, United States Railroad Administration, handling the movement of troops from South Dakota, and later, from the Twin Cities and Fort Snelling. When the railroads were returned to private ownership operation, on March 1st, 1920, he was made general agent of the Passenger Department with headquarters in St. Paul, succeeding to the duties of Mr. Dixon, who was transferred to Chicago. In 1924 Mr. Jones was appointed superintendent of sleeping and dining cars and in the latter part of this year returned to the traffic department as assistant general passenger agent, from which position he succeeds to the new office of his recent appointment.

Mr. Jones is peculiarly fitted for high position in passenger traffic. He is genial and dynamic, a tireless worker, and has the quality of "vision" in a high degree.

Paul Light of the St. Paul News, wrote a story in that paper about "Les" Jones, telling of the attention and care his forethought provided for a young Norwegian girl traveling alone and for the first time in this country; and how his quiet arranging for her comfort transformed a long and what might have been a lonely journey to the Pacific Coast on The Olympian, into a gala progress, the young lady writing back: "Every attendant on the train called me by name and I felt I was traveling with old friends. They gave me stamped post cards to send back to Norway, Indian pictures, calendars and souvenirs. And



L. M. Jones

they seemed to have as good a time as I did. They spoofed me cautiously about being scalped by the redskins. And when they delivered me to my aunt in Seattle, they gave me a big bunch of roses."

The story concludes: "This column was intended to be about Les Jones. He had arranged all these things for my young friend. . . . The point I intended to make is that Les Jones is one of the finest passenger men I've ever met, which is saying a lot, because they're all so fine. When I knew him years ago I made a prediction that some day he would reach the top. Shortly after my forecast he became superintendent of dining and sleeping car service for The Milwaukee. To that job he brought new standards. He made his road famous the world over. And this week I read that he had again been promoted, this time to a position not far from the top. . . . My congratulations go not to Les alone. I congratulate The Milwaukee Road." To which The Milwaukee Road friends of Mr. Jones subscribe unequivocally.

Fair Deal for Railroad Men

UPWARD of 75,000 men who were unemployed a year ago are now working on American railroads. That fact is an effective reply to representations, from whatever source, that railroad employees do not share in the benefits of increased rail traffic, and that they have little at stake in further legislation affording the railroads equality of competitive opportunity with their rivals.

In July last, 90,329 more employees received railroad pay checks than in July, 1935. Many men with partial railroad em-

ployment last year are now working more regularly. Others are working longer hours, with corresponding increase in their incomes from wages. Improvement in these latter respects is conclusively indicated by official reports showing increase, more than proportionate to increase in the total number of employees, in the number of hours worked at straight time, and by approximately 20 per cent increase in overtime hours.

More railroad employment, of course, is due to more railroad traffic and the

accompanying additions to gross railroad revenues. Money that is not first collected in payment for transportation services can not be paid out in railroad wages. Whatever to the contrary may be said about the subject by those who, for reasons that serve their own ends, most railroad employes have had opportunity to learn the constant relationship between the traffic volume of their own lines and their own jobs. They are too familiar with force decreases, layoffs and reduced hours in periods of light traffic to be fooled by misrepresentations, whether made by agents of highway and water carriers, or by certain chronic critics of the railroads and everything affecting their conduct.

Facts proving the uniform influence of rail traffic volume on railroad employment are plentiful for everyone, including those who may not have learned what most railroad men know from practical experience. In the five year period, 1931 to 1935 inclusive, the average number of revenue ton miles of freight handled by the railroads annually was 37.2 per cent less than in the preceding five year period. In the latter five year period there was a decrease of 36.7 per cent in the average number of railroad employes.

In the period 1931 to 1935, inclusive, 611,032 fewer people were employed by the railroads, on the basis of the annual average, than in the preceding five years. They were paid 42.2 per cent less in wages. Decrease in railroad employment and wages went down with railroad tonnage and revenues. Who doubts that the lessened railroad employment and lower wage payments were direct results of the decline of 43.3 per cent in railroad revenues by which they were accompanied? Who does not know that this revenue decline was in part due to the competitive disadvantages of the railroads under federal laws? Who believes that the increasing railroad employment now being experienced is not a direct result of greater volume of railroad traffic?

Current improvement in rail traffic volume is largely due to better business conditions generally. In some part, it is probably due also to the fact that highway carriers no longer enjoy all their former competitive advantage. As a result of federal legislation, railway and highway carriers are now more nearly on a competitive equality, so far as regulation is concerned. Further improvement in railroad volume is reasonably to be anticipated as general business conditions get better. But complete railroad recovery will not be accomplished until the railroads are granted complete equality of competitive opportunity with all their rivals, under regulatory laws.

The task of establishing equality in regulation of all carriers is far from finished. It will not be finished until Congress has enacted legislation placing water carriers under regulation comparable to that it has recently applied to highway carriers, and legislation removing the long-and-short-haul rate re-

(Continued on Page 15)

Vacation Memories

Enjoyment of Vacation Trips Enhanced by Courteous Treatment

THE vacation trips are over, the tourists are mostly back home with happy memories of their traveling experiences, as the letters received from satisfied travelers which come in to headquarters amply testify. Long trips are always attended with some inconveniences and when this is recognized by those who are in charge of the service a railroad offers, and every effort made to minimize the inconveniences by making the pleasures and comforts outstanding, the acme of travel enjoyment is reached.

Courtesy and unobtrusive attention are the watchwords of Milwaukee travel service, so that it is gratifying to know that patrons of The Milwaukee Road have experienced and enjoyed those attentions sufficiently to "write home" about it. From a few of the many letters received complimenting our service, our trains and our employes, the expressions of satisfaction will indicate that the memories of the summer vacation trips are happy and the recollections of those who aided in making the journey really pleasant.

It Was a Glide

Mr. Rud. Shorer of 2523 North 13th St., Milwaukee, writes:

Dear Mr. Haynes: How is it your office isn't tempted three or four times a week to lock the office door and ride the HIAWATHA? I used it for the first time to Milwaukee, leaving Chicago at 1:00 p. m. and was surprised that no extra tariff was charged for so keen a ride—to correct my statement,—it was a glide.

On boarding, one is immediately impressed with the embellishments of modern appointments and comfort. You learn more after the HIAWATHA leaves the station and clips along on even miles as she takes to the open road.

Even in the diner one is conscious of its smooth, steady rising. Speed, yes, but the very light movement of the train seems never to interfere with the skill of eating, as otherwise demanded on trains, the coffee always maintains its level in the cup. Besides it is the most economical diner I have yet had the pleasure of sitting in. Kindly convey to Mr. L. M. Jones that I think he has a most genial steward aboard under whose supervision one receives kind and courteous attention, as I did from the busy waiter who served me under the badge No. 1.

Continued success to your HIAWATHA, and since I do not drive a car but am dependent upon trains and ships, I like to see the railroads come to the fore again. I do not ride the buses!

Again with best well wishes.

(Signed) Rud Shorer.

Never Hesitate to Travel Alone Again

Mrs. R. A. Fenske of Menasha, Wisconsin, a deaf-mute, had her transcontinental journey made so comfortable and enjoyable that she "will never hesitate to travel alone again" on The Milwaukee Road. She writes:

"I was a little bit dubious about making such a long trip by train alone, as I can neither hear nor speak, but I soon found out I need have no anxiety.

I travelled 'summer tourist' class and was treated with the utmost courtesy by every member of the train crew I came in contact with. As each new conductor came on duty he made it a point to meet me and assure me of excellent service.

No matter what kind of weather, the air-conditioning and indirect lighting made it very comfortable.

The scenery all along the route was very beautiful and all who have never seen the mountains have a wonderful treat in store for them if they travel out west.

After making this trip I would never hesitate to travel alone over the Chicago, Milwaukee, St. Paul and Pacific Railroad."

(Signed) Mrs. (Minnie) Fenske.

Increased Feeling of Good-Will

By the courteous attentions rendered by our agent at Hazelhurst, Wis., Mr. and Mrs. H. H. Rasche of Milwaukee, found a cottage for their summer vacation outing, and some "minor causes of complaint" against the railroad were made to seem insignificant. They write:

Mr. Geo. B. Haynes.

Dear Mr. Haynes:

We are writing to commend your station agent at Hazelhurst, Wisconsin, Mr. L. W. Staeger.

A few weeks ago we went to Hazelhurst by train, with the intention of renting a cabin or cottage in which to spend a few weeks' vacation. We did not have a car, and it would have been very difficult for us to travel around looking at different places, had it not been that Mr. Staeger took us to several different places, when not on duty, in his own automobile.

Mr. Staeger did not profit financially in any way by driving us around, but did so simply to be helpful to a somewhat stranded couple. We appreciated his generosity very much, and feel that a man of such a calibre should be brought to the attention of his superiors.

Recently we have had some minor causes for complaint against your road, but the many courtesies tendered us by Mr. Staeger during our stay in Hazelhurst have made these sources of irritation seem insignificant, and have increased our feeling of good will toward your line tremendously.

Cordially yours,

(Signed) Mr. and Mrs. H. H. Rasche.

Future Trips to the Coast Will Be Made Via the Olympian

Mr. W. W. Spangler of Park Ridge, Ill., enjoys the courtesies and comforts of Olympian service for his third trip to the Pacific Coast, on that famous train:

Mr. L. M. Jones.

Dear Sir:

I have recently returned from a round-trip to the North Pacific Coast and this constitutes my third journey of a similar nature. Each time I have ridden Nos. 15 and 16, more generally known as the OLYMPIAN.

Undoubtedly, many people have likewise availed themselves of your facilities, but I

wonder whether their enthusiasm prompted them to tell you about the pleasure of their trip. I feel as though I would be negligent if I failed to do so.

The satisfaction derived from periodic visits to your dining cars was predicated on two important factors:

1. A wide variety of the choicest foods, properly prepared and reasonably priced.

2. Service by courteous and efficient waiters under the supervision of capable stewards.

I trust that your entire personnel is performing on a par with Messrs. Riester and Triggs because they certainly were successful in creating a congenial and homelike atmosphere in your eating emporiums.

Needless to say future trips to the North Coast will, wherever possible, be via the OLYMPIAN, the train with the friendly atmosphere.

Yours very truly,

(Signed) W. W. Spangler.

From the Bond Traders' Club, Chicago

The Bond Traders' Club of Chicago express in the following their satisfaction with the service, and their appreciation of courtesies received: "On behalf of the Bond Traders' Club of Chicago and our guests on our special train operating over your lines from Seattle to Chicago, we wish to express our appreciation for the very fine handling of this party by your Mr. B. J. Schilling. We are very much pleased with the dining car service and especially appreciate your assigning Mr. Durkin and Mr. Dolphin to travel with our party. The Pullman service under the direction of Mr. Allen, Pullman conductor, has been all that could be desired and we are very grateful for the efforts of your operating department to bring us on time into Chicago.

(Signed) R. C. Randall, president; E. H. Welch, chairman, transp. committee.

Also from Mr. John W. Clark, a member of the party on the Bond Traders Special, the following:

Mr. Geo. B. Haynes.

Dear Sir:

I recently returned from a trip under the direction of your Mr. B. J. Schilling. This trip was arranged for the Chicago Bond Traders' Club to the National Security Traders' Convention in Los Angeles and the train went via your road to Omaha, thence to Los Angeles, and you picked it up again at Seattle and hauled it back to Chicago.

The purpose of this letter is to compliment your road on having such a fine representative as Mr. Schilling. He was courteous, able, and always very helpful. The trip certainly could not have been accomplished in the way it was without his efficient direction.

Should the National Security Traders' Association again meet in the west, I can express no other hope than that we use the Milwaukee under the management of Mr. Schilling.

Very truly yours,

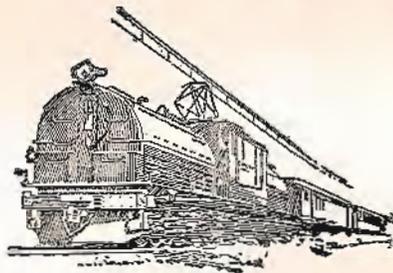
(Signed) John W. Clark.

Never Traveled on a Finer Train

Mr. Charles V. Winn of Pasadena, Calif., member of the Board of Lectureship of the First Church of Christ, Scientist, Boston, Mass., enjoyed a trip on the HIAWATHA during the summer and wrote as follows: "I have been travelling most of the time for the last seven years, and during that time, have, on many occasions, used your line. I think that your service is exceptionally good. I have used practically every railroad in the United States, but I do not

(Continued on page 12)

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



Much has been written emphasizing the importance of courtesy in contacting the public.

Courtesy is not a mere gesture that is planned ahead of time and in a studied manner; and to make a ceremony of small services performed that another would do instinctively is not true courtesy.

Acts of courtesy are most effective if spontaneous, and giving an imitation of a courteous person instead of really being one is merely acting and not an expression of feeling.

Courtesy, like charity, begins at home and by cultivating the habit of being courteous to each other we will naturally be friendly and polite to patrons.

A handwritten signature in black ink that reads "J. D. Finch". The signature is written in a cursive style with a long, sweeping underline.

Chief Operating Officer

(Submitted by Mr. E. A. Witt, Chief Clerk to Chief Operating Officer).



THE MILWAUKEE MAGAZINE

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No. 9

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CARPENTER KENDALL, Editor

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

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Appointments

IN ADDITION to the appointment of Mr. L. M. Jones as Assistant Passenger Traffic Manager, effective November 1, other changes in the Passenger Department, due to the death of Mr. W. B. Dixon are: Mr. W. J. Cannon, formerly assistant general passenger agent, promoted to the position of general passenger agent. Mr. Cannon is a veteran in Milwaukee service, having begun his railroad career as office boy in the general offices in Milwaukee, rising to other positions in the same department. His entire business life has been spent with this company.

Mr. Joseph Caldwell, formerly assistant general passenger agent, advanced to 1st assistant general passenger agent. Mr. Caldwell, too, is a veteran in Milwaukee service, having begun work with the company as telegraph operator on the River Division, entering the passenger department at St. Paul as chief clerk and, later, as traveling passenger agent.

Mr. T. H. Fenton is appointed traveling freight and passenger agent with headquarters at San Francisco, succeeding Mr. I. E. Roark, resigned.

Mr. Harry Sengstacken is appointed general agent at Boston, succeeding Mr. F. D. Dodge, deceased.

William Dolphin is appointed superintendent of sleeping and dining cars with headquarters in Chicago. Mr. Dolphin was formerly assistant superintendent of sleeping and dining cars with headquarters at Tacoma.

Thomas M. Durkin, formerly dining car inspector, is appointed assistant superintendent of sleeping and dining cars with headquarters at Tacoma.

Both Mr. Dolphin and Mr. Durkin have had wide experience in catering. Both have had service as dining car stewards on *The Olympian* before being promoted to supervisory duties.

Won the Round-Robin Tournament

ENJOYING a satisfactory season in the WRIGHTWOOD PLAYGROUND INDUSTRIAL LEAGUE, composed of patron industries, the HIAWATHA softball team of Fullerton Avenue went on to win the round robin tournament sponsored by the Booster Club and, along with it, a beautiful trophy as well as individual player awards. The results of the round robin were as follows:

Sept. 21st—Hiawatha, 9; Olympians, 3.
Sept. 22nd—Hiawatha 11, Division St. 9.
Sept. 23rd—Hiawatha 12, Eng. Dept. 3.
Sept. 25th—Hiawatha, 3, Traf. Dept. 2.

The tournament culminated an active season by all teams, the Traffic Department

ment competing in the *Chicago Evening American* Tournament, the Olympians in the Chicago Railroad League, while Division Street and the Hiawatha team competed in industrial leagues made up of the following firms, all valued patrons:

DIVISION ST. LEAGUE

Deep Rock Oil Corp.
Dry Zero Corporation
Monarch Leather Co.
Chicago Rawhide Co.
Excelsior Steel Co.
Westinghouse
Petoskey Cement Co.
Wilder & Company
Hoffman Stafford Co.
Morton Salt Company
Hollis & Duncan
Raymond Brothers
Atlas Box Company

HIAWATHA LEAGUE

Belmont Radio Company
Eugene Dietzgen Company
A. F. Dormeyer Mfg. Co.
H. M. Harper Company
Signode Steel Strapping Co.
Stewart Warner Corporation
American Teletype Corp.

The trophy and gold-plated buttons were presented to the players at the Booster Club meeting held October 20th. (Picture on page 26)

Joseph T. Averitt

FOLLOWING a long illness, Mr. J. T. Averitt, coal traffic manager, died at his home in LaGrange, Illinois, on November 1.

Mr. Averitt, who was 61 years of age, was born at Harristown, Ill., and entered railway service in 1898 at Goodwine, Ill. In 1911 he was appointed assistant general freight agent of the C. T. H. & S. E. Ry., now operated by the Milwaukee Road; and in 1920 was appointed general freight agent of that road.

He came from that position to the Milwaukee Road in 1921, as coal traffic manager.

Funeral services were held on November 4, at LaGrange, with burial at Decatur, Ill. Mr. Averitt is survived by his widow, to whom the sympathy of his many friends of the Milwaukee Road is extended.

George P. Flood

SUDDENLY, at his home in Grayslake, Ill., on November 8, occurred the death of George P. Flood, veteran in Milwaukee service, and at the time of his passing, special assistant to the general manager at Chicago. He was 61 years of age.

Mr. Flood entered the service of the engineering department of this railroad, in Chicago, in 1908, and since 1913 had been a member of the general manager's

staff. His duties, which required extensive travel, gave him a wide acquaintance in industrial and traffic circles. He was highly esteemed by his superiors in office and popular among his daily associates.

Funeral services and interment took place in Libertyville. Mr. Flood is survived by his widow and two sons, to whom the sympathy of the Milwaukee Family is extended.



Walter H. Kuhls

THE appointment of Walter H. Kuhls as coal traffic manager for The Milwaukee Road was announced last month by E. B. Finegan, freight traffic manager. He succeeds Joe T. Averitt, who died Nov. 1.

Mr. Kuhls has been associated with the coal traffic department of The Milwaukee Road since 1924. His headquarters are in the Union Station in Chicago.

The appointment became effective Nov. 16.

TALKING POINTS FOR RAILROAD MEN

TAXES represent a proportion of the price purchasers pay for gasoline at filling stations throughout the great central states, practically twice as great as the proportion of that price based on transportation charges. Under established oil trade custom the delivered price of gasoline, in tank car lots or wholesale quantities, is regularly based on current prices in the largest Oklahoma refining section, plus rail freight rates to Chicago, or to other destination markets. The delivered price is based on the rail freight rates in all instances, regardless of whether the gasoline is transported from Oklahoma by rail. The rail freight rate from Oklahoma to Chicago is less than 2.45 cents

(Continued on page 12)



Mr. J. T. Gillick Presenting "Bob" Walker with Fifty Year Button

Celebrated His Golden Anniversary

ROBERT J. WALKER, 1886-1936

MR. ROBERT J. WALKER, commonly known among his many friends as "Bob," celebrated fifty years of service with the Milwaukee Railroad on November 2, 1936. He entered the service of the company as station baggage-man at Sioux City, Iowa, on the date shown, remaining there until 1889, when he was transferred to the baggage department at Milwaukee, Wis. He remained at Milwaukee in that capacity until promoted to the position of milk traffic agent for the company in 1892 with headquarters at Chicago, where, in addition to his duties as milk agent he also acted in the capacity of settling certain baggage claims.

"Bob" is a man of sterling character, always industrious and a very pleasing personality and a cheery smile for all which has made for him and the railroad a host of friends.

In years gone by "Bob" acted in an advisory capacity for the health depart-

ment of the city of Chicago during the early days of the milk industry.

His anniversary date was climaxed with a testimonial dinner tendered to him at the Traffic Club by the milk industry of the Chicago area and a rail-

road day in his honor by one of the Lions Clubs of Chicago.

Our most sincere best wishes are extended to "Bob" in the years before him.

Traveler's Reminiscence

Musing on a "stream-lined"
 In the evening's hazy glow—
 Train winding o'er the mountain
 Mirrored lakes so far below;
 Rock-ribbed hills all etched in copper,
 Rough-hewn figures stand in view—
 Fleecy clouds drift lightly o'er us,
 Sun's last rays come crumbling
 through;
 Just rolling 'long and glimpsing
 Little home-fires here and there—
 Wonder if in each quaint dwelling
 The god of Love dispels all care;
 And if abides true kindness
 And a wholesome sympathy
 Which makes of Life the all-worth-
 while

With rich security.
 Just rolling 'long and dreaming
 So comfy, cool and gay,
 For I'm heading straight for happiness
 I'm going home today!
 It matters not the riches,
 The grandeur I have seen—
 Just rolling HOME

Magic word, celestial word—serene.
 Mabelle McDougal.



Standing at Attention in Union Station, Chicago

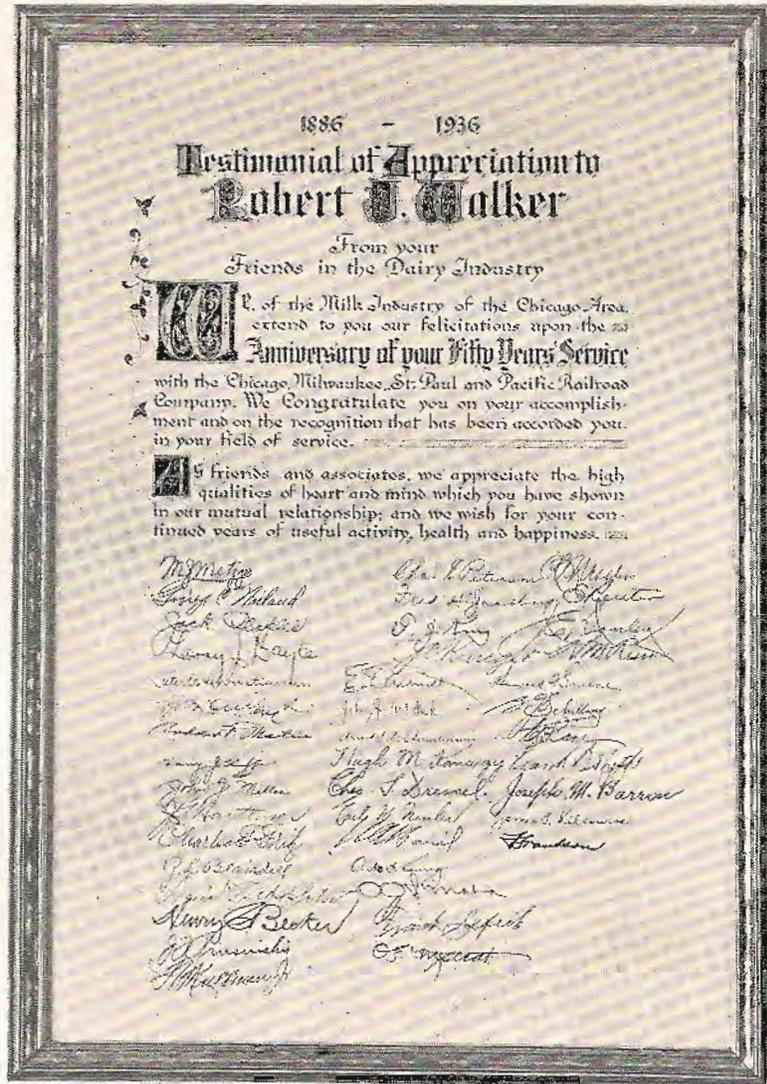
Armistice Day Observance

ARMISTICE DAY was observed by the American Legion Posts of the four railroads operating into the Chicago Union Station in a colorful ceremony staged immediately prior to 11 a. m., November 11, in the station concourse.

The uniformed color guard, buglers

and drummers of the Legion Posts representing the Alton, Burlington, Milwaukee and Pennsylvania Roads participated.

Pictured are some of the members of Pioneer Post No. 768, the Milwaukee Roads Post. Tom Walters, of the Auditor of Expenditures office in Chicago, commander of the Post, is in the middle foreground.



SPECIAL COMMENDATION

Why Employes Fall Off Engines or Tanks

By Thomas Galey, Machinist, Bensenville, Ill., Shops

BENSENVILLE records indicate that we "are on our toes" on this subject. (The record of ten years without an accident of this nature speaks for itself.)

In my belief, seeing is 99 per cent of accident prevention. The employe who can see the hazards around him has a chance to take safety precautions.

"Why do men take chances?" Some walk blindly into known hazards, trusting that providence will bring them out safely once more, and it is evident that the control of the human element is the great problem. We have guards and safety devices of almost every description for this work, which I will mention later in this letter.

Merely telling men to be careful and to use safety devices provided will in itself accomplish little in the way of preventing accidents. Success in safety is how you go about it. Thoughtlessness and carelessness too frequently are the major causes. Guarding cab decks, tops of engines, tanks, runningboards, etc., is essential and mechanically possible, but guarding the human mind is a very delicate operation and can be accomplished only by fairness, good-will and constant understanding.

Another important detail is the attitude of the shop foreman or lead man towards safety. This attitude is generally considered the determining factor in the success or failure of accident prevention. As I see it, it is the matter of applying the Golden Rule in its fullest extent. The foremen bulldozing days are gone. Show me a safety first foreman and I will show you a safety first gang, or vice-versa. When a foreman goes through the shop he should find time to say good-morning to his men. Perhaps the fellows do not expect this but they surely appreciate it and the results are amazing. Man does not work for his pay check alone. He takes pride in doing his job well, and experiences a real thrill in knowing that good work is appreciated. This creates a condition that paves the way for a sound safety program.

The above may seem a long step from the real issue of this article—accident prevention. Quite the contrary is the case. It is absolutely necessary that a feeling of confidence be established between employe and employer. This can be accomplished only by friendly, co-operative contact.

This seems a fitting time to discuss standing orders and precautions now in effect which when followed to the letter go a long way toward preventing accidents from falls.

Too often a man or men will start working without first seeing that all safety appliances made for safety on these overhead jobs are in proper place to protect them.

(1) Cab deck. A few years ago our master mechanic issued specific orders not to work in cab or engine separated from tank, without first seeing that a board or other barrier is placed across cab entrance, this to protect men who momentarily forget tank has been taken away.

(2) When engine has been separated from tank, men should never be permitted to climb up grab-irons or make-shift ladders to work in cab or firebox. Have what is known as crossover ladder and platform placed back of engine before work is started thereon, so men can climb in from either side without taking a chance.

(3) When engine is being moved for any cause, men should not be allowed to ride on runningboard, footboard or tcp.

(4) Keep runningboards clean at all times; they are not there to hold throttle gear or material of any kind which could easily be tripped over. Whenever possible replace handrails and grab-irons to their proper places after jacket and lagging have been temporarily removed, so men can work without danger of falling off at any time.

(5) When mounting or dismounting heavy materials such as air pump, generator, bell, bell yoke, smokestacks, etc., use proper eye bolts, slings or tongs made for this purpose, and lead man only to give signals to crane operator.

The constant adherence to rules in effect and safety appliances with proper illumination will, in my opinion, maintain our enviable record.

A Safety Lesson for Foremen

The following is part of a letter written by a roadmaster to his foremen.

FOLLOWING are some pointers I want to give you on safety and working conditions. I want you to read this over carefully and also let your men read it.

"As you well know, a large proportion of railroad employes' injuries and accidents are due to poor judgment, violation of rules and instructions, and often to a complete disregard of possible consequences.

"In the early days an injury was regarded as an accident, but as a matter of fact, except in rare instances, they were and are anything but. Accident means anything due to an unforeseen or unavoidable cause or circumstance. Surely on that basis, the man who meets with an injury because he did not wear goggles when he had been instructed to do so, or a man who falls to keep his

hands or feet in the clear, after being told several times, if injured, cannot claim an accident.

They have violated instructions and their injuries are really due to their failure to use their eyes or brains. They fail to see and to think, and pay the penalty with mishap.

"Safety is not something which can be rammed down a man's throat and even if it could be, no good would result. His conversion, when and if it comes, will take place because his foreman has put safety into his heart, because he has the wish to pick up the hammer as an honest-to-God safety man, believing the safety principle is just and right."—National Safety Council.

Things to Remember

WORRY: When things go wrong, worry will not help. Get busy and find the answer to your troubles. Here are several good rules. Remember them:

1. Be sociable. Making and keeping friends helps you to forget your troubles.
2. Don't let fear tell you what to do. The bravest man is he who faces trouble in spite of fear.
3. Concentrate on your work while you are working. Concentrate on play while you play.
4. Use your mind. The healthy brain is one that gets lots of exercise.
5. Simplify your work and play. Cut out confusion.
6. Get yourself under control. Never cultivate hate, fear and anger.
7. Don't be timid. Be courageous and self-confident. You can do it if you try.
8. Never turn your back on situations that need to be faced.
9. Avoid building up defenses, making alibis and dodging consequences. They get you nowhere.
10. Stop thinking only of yourself.

Remember—worry is one of the important causes of accidents.—Safety Instruction Card No. 148, National Safety Council.

FLASH—The Board of Directors of the Milwaukee Employes' Austin Credit Union at their regular meeting, Nov. 10th, declared another 6% dividend on share accounts—the total dividend will amount to about \$400.00. The Credit Union now has 181 members and a share account of \$8,500, and has loaned to its members \$28,500 since May 6, 1934. New members welcome. All members are urged to send in their pass books before Dec. 15th so the dividend on their shares may be recorded.

No Answer to This

"H'm," the publisher murmured. "Your handwriting's so indistinct I can hardly read these poems of yours. Why didn't you type them before bringing them to me?"

"Type 'em?" the would-be poet gasped. "D'you think I'd waste my time writing poetry if I could type?"

The Agricultural and Colonization Department

MONTANA CONSERVES WATER

Ten Conservation Projects

MONTANA is going forward with its well planned water conservation program. Through the State Water Conservation Board and in cooperation with the Federal Government several projects have been completed or are now in the process of construction.

These projects are reservoirs constructed near the head waters of important streams and a distribution system from those reservoirs to lands below that will without waste make possible the full use of each acre foot of reserve water. It is being done to stabilize the production and farm population of the state.

Each project is located in an area of available water supply as well as an area where its usage will contribute to the permanency of the type of farming or ranching most adaptable to the territory. On the whole these water conservation projects will be used to supplement the ranges by furnishing assured sources of feed supplies that can and will be stored for winter use or for use when pastures may not be sufficient to carry normal stock populations. Then the valley and bench lands will each become interdependent and together be able to maintain a uniform number of livestock and ranch families.

In Milwaukee territory there are several of these water conservation projects which are now sufficiently completed so that stockmen are estimating individual benefits. And, while all cannot be listed, a representative group with the acreages affected is: The Flint Creek Project, Drummond, 34,000 acres; the Willow Creek Project, Three Forks, 12,425 acres; North Fork of the Smith River, White Sulphur Springs, 10,500 acres; Deadman's Basin, Musselshell Valley, 46,000 acres; Winnett Project, Winnett, 2,000 acres; Grass Valley Project, Missoula, 6,000 acres; Red Butte Project, Baker, 700 acres; Ackley Lake Project, in the Judith Basin, 7,000 acres; Big Dry Project north of Miles City, 2,000 acres, and the Jefferson River Diversion Project, Three Forks, 11,000 acres.

This is a total of 131,625 acres scattered along the Milwaukee almost from the east side to the western border of the state. Each acre will henceforth furnish its share of the measure of security necessary in so vast a livestock producing state. The projects are evidences of united planning and effort leading to a permanent use of the state's land resources.

A GOOD POTATO YIELD 443 Bushels Per Acre

SOMETIMES reports of large yields are read with much skepticism and often referred to in a joecular vein. But here is one which cannot be discounted for it was literally checked and double checked.

Two brothers farming in partnership in one of the lake shore counties in upper Michigan raised 443 bushels of potatoes per acre of which over 90 per cent were marketable. In a year like the past growing season this certified yield is remarkable. It demonstrates what can be done when growers have the will to put into practice those principles that have been proven to be most profitable.

Incidentally, these two young men, the Gaspardo brothers, made a financial "killing" from their potatoes. Seed is selling for as much as \$2.50 a bushel.

UPPER MUSSELHELL PROJECT

Approved by Public Works Administration

WHAT is known as the Upper Musselshell Project has been authorized for construction. Definite commitments have been made by the Public Works Administration calling for an expenditure of \$776,364.00 which will be used for the construction of the project. \$427,000.00 of this amount will be a loan and will be paid back to the government by the water users.

The completed project provides for the construction of three reservoirs near the headwaters of the Musselshell River with a combined storage capacity of 34,500 acre feet of water. The reservoirs will be located near Durant, Forks and Martinsdale.



One View of the Intake Canal Which Will Conduct Surplus Water from the Musselshell River to the Dead Man's Basin Reservoir. At This Point the Canal Is 36 Feet Deep

The purpose of these reservoirs is to store and conserve for spring and summer use the early season flood waters of the river. After storage the water will be released to be used by ranchers and farmers located down stream. Such use will be mainly to irrigate land now under ditch and for which there is an inadequate supply of irrigation water. The lands so irrigated will be largely devoted to the production of feed crops for live stock that pastures during the summer on nearby and adjoining range lands.

It is reported that when this project is completed it will stabilize the live stock business in one of the finest grazing districts in all Montana as well as help regulate the stream flow of the Musselshell River throughout the year. It is further said that when this project and that of the Dead Man's Basin, now under construction, are finished that all the bottom lands along the Musselshell River from Martinsdale to below Melstone will be adequately supplied with irrigation water.

175 4-H Club Members Choose Milwaukee for Travel

IN WASHINGTON 40 4-H boys and girls ate their Thanksgiving dinner, then took a run for the Olympian that they might begin their trip to Chicago in time to arrive at the 4-H Congress on the opening day, Sunday, December 1.

Eastwardly from Washington the departure for the remaining 135 4-H'ers was later though any one of them would gladly have given up his or her share of turkey to be among those present at the National Hay, Grain and Livestock Exposition.

In each case the club member making the trip worked for the honor to represent his state by having completed his club project over a period of years. He must prove to be a success in his project activities as well as a real junior leader.

Our road was honored again this year as the choice of roads to transport these future agricultural leaders to this annual 4-H Congress, the "wind up" of a year's work well done.

The Judge's Epigram

"Dat wasn't a bad epigram of de judge's," said Plodding Pete.

"What did he say?"

"Thoity days."

"Dat ain't no epigram, is it?"

"Sure it is. I asked a fellow what an epigram is, an' he says it's a short sentence dat sounds light, but gives you considerable to think about."

The Famous Colleen Moore Doll House

HOLIDAY visitors to Chicago will be interested to learn that the Colleen Moore Doll House is playing a return engagement at The Fair. Those who did not have an opportunity to see their dreams of fairyland come true last year will have another opportunity to view a palace of magnificence in the form of this marvelous Doll House at The Fair. The doll house is a glorified toy, and last year four hundred thousand persons viewed it.

This fairy castle is traveling on a triumphant world tour of mercy, and is doubly welcomed because of the joy it gives to those who have an opportunity to see it, and because all who view the doll house know they are contributing to the happiness of handicapped children.

New furnishings are being added continually . . . the latest being a pair of diamond, emerald and platinum chairs for the fairy princess. It took nine years to build the doll house, which is now valued at nearly a half million dollars. It contains 200,000 pieces, each one worthy of a museum. The doll house is equipped with a golden organ which has 100 keys, each 1/16 of an inch wide, and plays by remote control. The wonder of grown-ups and children is the weeping willow tree in the enchanted garden . . . it cries real tears. The floating stairway in the great hall is a thrilling sight . . . the floor in this room is of onyx and the pillars are finished in gold.

The turrets and towers of the fairy castle depict many flights of fancy . . . many flights into the realm of fairyland. The living room has murals that tell

the story of Cinderella. Cinderella's quarter-inch glass slippers are on exhibit, as well as Hans Brinker's silver skates, the chairs of the Three Bears—so tiny they are mounted on pins and are shown in a glass bell 1½ inches high—and the goose that laid the golden eggs.

The library has steps of tortoise shell which lead you to shelves that contain some of the smallest books in the world—all by famous authors. Many of these volumes are less than one inch square, and among them is the smallest Bible in the world, and a New Testament the size of a baby's thumbnail. It is so tiny it must be read under a magnifying glass. One of the books has the toe prints of the Dionne quintuplets, made when they were very small.

In the enchanted garden we find a silver sedan chair for the princess and a coach made by the Fisher Body Craftsman's Guild which is a duplicate in every detail of Napoleon's coach. The living room has a chandelier of pear-shaped diamonds and is valued at \$60,000 . . . which gives you some idea of the splendor of modern fairyland. The palace has a tiny grand piano with music by famous composers, and a radio, of course.

The great cities of Europe are waiting to see this castle of enchantment . . . and this, in all probability, will be the very last opportunity for Chicago to see it because it is "booked solid" until 1938.

Therefore, all are invited to see the home of the fairies who dwell in the magnificent Colleen Moore doll house at The Fair.

Vacation Memories

(Continued from Page 6)

think I ever travelled on a finer train than the HIAWATHA.

Now that I am going to be home for a year, I could not let this opportunity pass to express my gratitude for the part your railroad has played in helping me to carry on my work. Your advertisement in the Christian Science Monitor is very much appreciated.

(Signed) Charles V. Winn.

A Pleasure to Recommend The Milwaukee Road

Mr. E. S. Hampton of Palmyra, Pa., enjoyed a western trip and of the seven thousand miles involved, none were more delightful than on The Milwaukee Road. His letter:

Mr. Geo. B. Haynes.

Dear Sir:

Just completed taking a trip to various points in the far West using No. 5 from Chicago to Minneapolis and the OLYMPIAN from Aberdeen, S. D., to Seattle, Washington.

Of the seven thousand miles we travelled, none was enjoyed more than the time we spent while travelling on the CMSTP&P.

Although all service was satisfactory, believe it is only fitting and proper that I mention that Conductor Taylor of No. 5 from La Crosse, Wisconsin, to Minneapolis, and Porter Frank McGill of the OLYMPIAN were outstanding and worthy of commendation. Everyone seemed well pleased.

It will be a pleasure to recommend your route to anyone inquiring about trips to points reached by your railroad.

Yours truly,

(Signed) E. S. Hampton.

Slightly Embarrassing

Young Doctor—I'm afraid I made a mistake in filling in a death certificate today.

Old Doctor—How was that?

Young Doctor—I absent-mindedly signed my name in the space left for "cause of death."—*Pathfinder*.

Talking Points

(Continued from page 8)

per gallon and almost one-twelfth of that is likewise represented by the taxes the railroads pay. The total revenues of Class I railroads from the transportation of all refined products of gasoline, including gasoline, were little more than one-fourth as great in 1935 as the total tax collection on gasoline.

Approximately 60 per cent of the amount advanced by the U. S. Public Works Administration to railroads to stimulate recovery in the heavy industries, through railroad purchases, has been returned to the federal treasury, either through payment by the railroads directly or sale of the railroad notes to private interests at a profit to the government. Thirty per cent of the loans to the railroads by the Reconstruction Finance Corporation have been repaid. More than 12½ per cent of the total RFC loans to railroads were repaid in the first seven months of 1936. The two government agencies now hold the obligations of the railroads for only about forty per cent of the total amount loaned to them during the depression, and the Chairman of the RFC reports that the railroads are no longer borrowing from

government agencies for the reason that they can secure loans from private lending agencies on more favorable terms. Federal experience with loans to railroads during and following the World War is thus being repeated in connection with recent government loans to the railroads. Approximately 3 per cent of the government loans to railroads in the World War period are still outstanding. Nearly 97 per cent have been paid, with interest, which in the aggregate, yielded a profit to the federal treasury on the transactions.



Dorothy Dalton, Lewistown, Montana, and her Christmas Turkey.

THE MILWAUKEE RAILROAD WOMEN'S CLUB

Mobridge Chapter

Jeannette Hopper, Historian

THE regular October meeting was held at the club rooms, October 19th, president Mrs. Haanes presiding. A short business meeting was held, during which time monthly reports of standing committees were read and approved. Our total membership reported was 247—there being 83 voting members and 164 contributing.

Mrs. Haanes appointed a nominating committee for officers for the next year to report at our regular meeting in November.

Our president stated that inasmuch as our next meeting date will be close to Thanksgiving it is planned that the chapter hold a turkey benefit for those attending the meeting.

Bank night was instituted at this meeting whereby names of paid-up voting members were written on paper slips and placed in a container and the name of the lady drawn would receive \$1.00, if she were present at the meeting. If not, the drawing would continue until a name of a member present was drawn. The lucky person to draw the \$1.00 at this meeting was Mrs. Dora Anderson.

Mrs. Haanes announced that plans for our annual Thanksgiving dance were under way and at our next meeting more detailed announcement would be made regarding same. The club officers were appointed as a committee to take charge of this project.

Following the business meeting bridge and whist were played until lunch was served by Mesdames Moran, Swanton and Haanes.

Savanna Chapter

Nelle Claire Murphy, Historian

MORE than 150 Milwaukee Railroad employees and their families attended the departmental meeting held Monday evening, November 9th, in the Lydia T. Byram Community House under the auspices of the Mechanical and Store Departments.

A 6:30 pot luck supper was served. The girls employed in the Mechanical and Store Departments and the wives of some of the men employed in these departments did the serving. Following the supper there was a program which included a ballet dance by Grace Mulder; song and tap dance number by Betty Davis; tap dance by Jean Rita and Thelma Ann Scherman; song and tap dance number by Betty Davis, Matt Law and Jean Mulder. Miss Ramona Powers was in charge of the group of dancers.

After the program dancing and a social time were enjoyed. Music for the dancing was furnished by the Merry-makers orchestra.

Mrs. Raymond Phillips was chairman of the dining room committee and Mrs. William Doherty was the kitchen committee chairman.

New Lisbon Chapter

Mrs. Georges Oakes, Historian

ON September 29th the fourteenth regular meeting of New Lisbon Chapter was called to order by the president, at the American Legion Hall.

Fourteen members were present to give the club motto.

Reports by the secretary, treasurer and committee chairmen were read and approved. The president informed us that our club had received twenty dollars prize money for going "over the top" on its membership drive.

Fifty-three cents sunshine money was collected.

After adjournment, preparations began for our picnic supper, which we had planned at our last meeting. Tables were set for fifty-five railroad women and their families.

Everyone reported a fine time. This was our first meeting and get together since June 30th, for we had recessed during July and August.

Miles City Chapter

Mrs. N. A. Helm, Historian

MILES CITY Chapter held its regular monthly meeting at club house with an attendance of 38 members. The meeting was called to order by our president, Mrs. Moss, all repeating the "club motto."

Our treasurer, Mrs. Anne Davis, reported a balance on hand of \$191.84.

Mrs. Nimbar, welfare chairman, reported \$8.73 spent for welfare during the month, 6 personal calls made, 3 telephone calls, and 2 families reached.

Mrs. Custer Greer announced the membership has reached 450, which is a splendid record, and we won the 20 dollar membership prize for the year.

The following officers were nominated for the new year: President, Mrs. Moss; first vice-president, Mrs. P. H. Nee; second vice-president, Mrs. M. Gilmore; recording secretary, Mrs. Jeanette Tarbox; corresponding secretary, Mrs. Harry Ricus; treasurer, Mrs. Anne Davis; historian, Mrs. Catherine Caudel.

A skit entitled, "A Take Off on a Bridge Game," by Lois Nelson, Ollie Mae Loehr, Jane Eastwald and Helen Lindeberg, and 2 vocal selections by Ruth Terry were greatly enjoyed by all.

A delicious lunch was served by Mrs. Nimbar and Mrs. Wise, after which cards were indulged in.

Bensenville Chapter

Mrs. William Wolf, Historian

AT our September meeting plans were made for a bazaar to be held in November. We made our quota in membership and received the 20 dollar prize, thanks to the hard work of our membership chairman, Mrs. J. Bodenberger. Our membership is now 80 acting and 106 contributing.

On October 7th, the regular meeting was conducted by our president, Mrs. J. Brossard, with about 40 members present. Monthly reports were given by the various chairmen. After the meeting we had a little surprise for one of our past presidents. Mrs. R. Tanning, whose silver wedding anniversary was celebrated on October 10th. Our club presented her with a bouquet of roses. We wish Mr. and Mrs. Tanning many more happy anniversaries.

On October 19th, we gave our anniversary dinner; about 95 members were present. We were indeed happy to have Mr. and Mrs. C. L. Whiting as our guest of honor. Adding to the pleasure of the event we also had with us Miss Rose Elshelman. With the best wishes of the Bensenville Chapter, Mrs. J. Caport presented Mrs. Whiting and Mrs. Brossard with bouquets.

After the supper cards were enjoyed. This indeed was a happy event, and the club hopes to have many more such celebrations.

Mason City Chapter

Mrs. W. L. Gaffney, Historian

AT our November meeting we enjoyed a pot-luck luncheon, and it is needless to say we had a real banquet. A short business meeting presided over by our president, Mrs. Wm. Ingraham, was held. We sang our song, "Boost, Milwaukee, Boost," then repeated our club motto.

Mrs. R. Goltz, treasurer, reported a balance of \$384.33 in our treasury. Mrs. R. MacGregor reported 10 telephone calls, 3 personal calls and 1 card sent during the month. Mrs. Ingraham appointed a committee of 5 to act as our nominating committee.

The business meeting was followed by bridge and five hundred. Mrs. Roy Sizer received high prize in bridge and Mrs. Jim Love, low. Mrs. Harold Milnes was awarded high prize in five hundred and Mrs. K. L. Kirst, low. The members as well as our guests voted we had a royal good time.

Sioux City Chapter

M. Landon

THE regular club meeting was held at the home of Mrs. Capewell, Monday, September 21. Mrs. Class, assisting hostess. After a short business session, Mrs. Cline presented Mrs. Jefferson with a farewell gift in appreciation of the splendid work she has done for the chapter.

A "pot luck supper" was enjoyed in the club rooms September 28. A program of music and dance numbers followed the dinner. An added feature of the evening was "Bank Night," two dollars being given to the member present holding the lucky number. Business was transacted, followed by an evening of cards.

Mr. and Mrs. Earl Jefferson have departed for Perry, Iowa, to make their home, the chapter thereby losing very faithful and active members.

Various activities for the winter months are being planned by Mrs. Snyder, "Ways and Means" chairman. A turkey "contest" at the November meeting, we expect, will be profitable.

Minneapolis Chapter

Mrs. G. F. Hancer, Historian

THE Board meeting of the Minneapolis Chapter was held at Miller's Cafe for the noon luncheon and the business meeting, with ten members present. The meeting was opened by our president, Mrs. Bagnell. She was very glad to see so many out. Our treasurer reported \$309.38 on hand. Mrs. McEwen, our hustling membership chairman, reported 610 up to date. Two letters of thanks were read from families that received help, by our membership welfare chairman, Mrs. Arthur Peterson.

The regular monthly meeting of the chapter was held in the club rooms with 65 present. The hostesses of the potluck supper were Mrs. J. W. Johnson, chairman, assisted by Mesdames Holbrook, Bagnell, Grace, Peterson, Hindreth, Neese, and Hancer. After the supper, cards were played at eight tables. At the meeting a dance was discussed, to be held in the near future at the Curtis Hotel. There were two cakes left from the supper, which netted \$6.00.

Our board meeting was held at the Miller Cafe, with eleven members present.

The regular monthly club meeting was held at the club rooms. In spite of a very stormy night there were 76 members present. Mrs. McDermott was chairman of the potluck supper, assisted by Mesdames Benson, Feidler, Ubel, Kuzenka, Kline, and Henderson. Mrs. Bagnell appointed Mrs. Holbrook to act as chairman of the nominating committee, with Mrs. Benson and Mrs. Johnson. Mrs. A. J. Neese, our "Ways and Means" chairman, reported that the dance for December 4 was to be held at the Curtis Hotel with Hillary's Orchestra to play, also had 600 tickets out and she hoped that all would do their part. Mrs. Grace, our "sunshine" chairman, told us that Mr. Gromskut of the inter-state was giving the club a thirty-pound turkey for our Christmas party, which will be held the first Monday in December and we hope that we will have a large attendance.

Milwaukee Chapter

Mrs. E. A. Grothe, Historian

REGULAR meeting of Milwaukee chapter was held on Monday evening September 21. After routine business a birthday party was given for our president, Mrs. J. H. Valentine, by members of the board. A lovely birthday cake together with gift and bouquet of red roses were presented Mrs.

Valentine. After partaking of the cake, ice cream and coffee, all present played Bingo.

Monday evening October 19 the regular meeting was held and presided over by our president, Mrs. Valentine. The nominating committee was appointed, headed by Mrs. Graf with Mesdames M. L. Hynes, J. C. Prien, Prohl and Kester assisting. After meeting adjourned Mrs. Sylvia Schunck introduced Miss Pfeifer of the Wisconsin College of Music who entertained the club with a selection of readings. Coffee and cake were served and Bingo played at one cent a game.

On the evening of October 21, Mrs. C. E. Larson and her committee gave a pillow case card party which was enjoyed by men and women of the club. Coffee and cake were served.

A demonstration luncheon was given by Mrs. Gallauer and committee on November 2. A delicious luncheon was served to about 70 ladies after which cards were played.

The Board held its November meeting at the Club Array where a delicious fried chicken luncheon was served the 11 members present after which plans were made for a busy month in December with annual dinner and bazaar December 10, regular meeting the 14 and the big Christmas party December 21.

On November 2 several ladies from the Chicago chapter attended our luncheon. Among them were Mmes. Harstad Barry and Fraudzen. We are always glad to have members of other chapters with us.

Malden Chapter

Gladys B. House, Historian

OCTOBER 18th, our chapter held a six o'clock pot-luck supper at the club rooms, for the members and their husbands. About seventy-five attended. After supper the evening was spent in playing cards. Mrs. Burns won the first prize at Bridge and Mrs. Davis the consolation. Mr. Davis won the first prize at Pinochle and Mr. Vassej the consolation. A wonderful time was reported.

Mrs. James Donlon, Sr. of St. Marie's visited our chapter and enjoyed renewing old acquaintances.

Mrs. May, our first president, who has been very ill at the Sacred Heart Hospital in Spokane, has returned to her home. Mrs. Raasch, who is also ill in the hospital is much improved and expects to come home very soon.

At our October meeting, our president, Mrs. Poole appointed the nominating committee for our annual election of officers to be held in November. The committee consisted of: Mmes. Choate, F. D. Wood and Donovan.

Mrs. James Donlon, Jr. of St. Marie's, and Mrs. Ray Donovan of Spokane, who recently moved here, were welcomed to our chapter at our October meeting.

Janesville Chapter

Nelle Murphy, Historian

JANESVILLE Chapter has had a most successful and profitable fall season. Receipts from a number of parties and other sources, raised the total in the treasury on November 1st, to \$434.02.

Mrs. George Ryan reported welfare for September and October included forty telephone calls, 7 personal calls and \$10.00 donations not requiring disbursement from the treasury. In addition, \$13.41 was spent for food and milk. One family of eight was reached.

Mrs. J. Stearns, sunshine chairman reported 13 cheer cards and 10 sympathy cards sent. One spray of flowers was also given.

November 3rd, officers for the coming year were elected: Mrs. Thos. Kenough, whose charming personality and warm sympathy have made her two years' as president uniquely successful, will be succeeded by Mrs. J. A. Lovas. Mrs. Lovas has taken an active part in the work of the club and as chairman of various committees

has proved exceptionally efficient. We wish her unlimited success in her new office.

Mrs. J. J. McCarthy and Mrs. H. Dallman, both faithful workers and popular members were elected 1st and 2nd vice presidents respectively.

Mrs. Wm. Bennett, who so ably filled the vacancy left by the death of Miss Blanch Hayes, was elected secretary.

Mrs. J. E. Hymer succeeds Mrs. Wm. Taylor as treasurer.

Mrs. George Ryan, past president and member of many committees, both local and general, will be our historian. The quality of Mrs. Ryan's work is too well known to need further mention.

Just a word about our social activities for the past two months: On October 29th a Hallowe'en party was held for the members. The women came in costume which afforded a riot of fun; Mrs. J. E. McCarthy as a ballet dancer won first prize, with Mrs. Albert Hunter as a witch, second. Mrs. McCarthy also entertained with dancing and recitations.

An appropriate supper of sauer kraut, spare ribs and pumpkin pie was served by Mrs. J. Dowd and her committee. After supper cards were played.

On November 8th, the chapter entertained the veterans who had been in service 35 years or more, wives and widows of veterans and husbands of club members. A dinner was served at 6:30 with Mrs. J. Fox presiding in the kitchen. The delight of the diners was manifest praise of her success. Mrs. J. Hymer had charge of the dining room. A gold and silver scheme was carried out. Mrs. J. A. Lovas and Mrs. James Sollinger arranged the program which comprised talks by some of the veterans, tap dancing and several numbers by the German band.

Three Forks Chapter

Inez Wade, Historian

THREE FORKS Chapter held its October meeting on the 13th of the month. After the opening ceremonies, led by our president, committee chairmen gave reports. Our membership chairman reported seventy-five members, forty voting and thirty-five contributing. Mrs. J. W. Lane of that committee deserves much praise for securing, herself, thirty-two members.

The chapter has been giving a group of card parties which have been very successful both socially and financially.

Plans have been made for a Christmas party to which all members and their families will be invited.

After the business was transacted, cards were played. Mrs. Coffin won high score; Mrs. Jenkins, second, and Mrs. Wade, low.

At the close of the play, refreshments were served by the hostesses, Mrs. Markel and Mrs. Wilcox.

Spokane Chapter

Mrs. W. H. Hunter, Historian

THE first Fall meeting of Spokane Chapter was held September 22nd when we were happy to have Miss Etta Lindskog, secretary-general as our guest. Miss Lindskog was paying an official visit to western chapters.

The meeting was held in the Crescent tea-room with luncheon at twelve o'clock. Malden Chapter was represented by ten members, as guests. About sixty were in attendance. Mrs. G. H. Hill, president of the local chapter presided at the business session and introduced Miss Lindskog who gave an interesting talk on the aims and the activities of the various clubs. She said it had been a very successful year, with substantial gain in membership and much welfare work done. It is encouraging to hear of the progress the club as a whole is making.

The regular business of the chapter was taken up and reports of the various chairmen were heard.

The article in the September number of the Milwaukee Magazine from Spokane

Chapter was read. Our club is becoming popular in the city and has a prominent place in the city federation. We are also receiving fine publicity in our daily papers, which is gratifying, as it brings not only our club and its work favorably before the public, but also is a good publicity feature for The Milwaukee Road.

Miss Lindskog brought greetings from Mrs. Carpenter Kendall president-general. New members were introduced at this meeting.

Mrs. Poole, president of Malden Chapter was asked to speak, and told of some of the activities of that unit of the club, and the good work it had accomplished.

For the next meeting, the members were asked to bring a covered dish, as luncheon will be served. A book review is promised.

In November a minstrel show is to be given. In the dollar contest, Mrs. House of Malden won the money.

Mmes. Quinn, Morisette, Hays and Ashton of Coeur d'Alene and Mrs. Gregory from Metaline Falls were present. Four past presidents were also present, and were introduced. They were: Mmes. Jones, Leaming, Shook and Moody.

Mrs. Poole invited the Spokane Chapter to Malden for the meeting at which Miss Lindskog was to be their guest.

Davenport Chapter

WE resumed our meetings again in September with a very substantial increase in our membership. We are very grateful to the men in the various departments for the splendid cooperation given us in our drive for new members. This enabled us to qualify for the prizes.

We held a successful rummage sale October 17, realizing the sum of \$33. This will be used for Christmas baskets.

A supper followed our business meeting in November for the employes and their families. Several reels of Milwaukee pictures were shown during the evening.

The year will be brought to a close with our Christmas party after our December meeting. Plans are being made for a program at that time.

Wausau Chapter

Mrs. A. I. Lathrop, Historian

THE Wausau Chapter held the November meeting at the club house November 9. The following officers were elected for the ensuing year: president, Mrs. J. E. Whaley; first vice president, Mrs. Leo Ziebell; second vice president, Mrs. Felix Slomski; secretary, Mrs. Warren Essells; treasurer, Mrs. J. A. Jacubec; historian, Mrs. A. I. Lathrop.

Mrs. Essells, good cheer chairman, reported that ten calls had been made. It was reported that the club had 109 active members and 93 contributing, a total of 202. Mrs. Lathrop read the treasurer's report in the absence of Mrs. Jacubec. It was reported that \$124.50 had been raised for a man on the division who has very poor health. It was decided to ask each member to bring a pound of something and a can of fruit for the Christmas meeting, to be used in the Christmas baskets. The favors in bridge were won by Mrs. H. L. Vachreau and Mrs. Felix Slomski, and in five hundred by Mrs. Walter Freeburn and Mrs. Lawrence Nowitzke. The hostesses were Mmes. Vachreau, Henry Wagner, Lou Wagner and William McEwen. Out-of-town members who attended were Mmes. E. P. Little, Irma; William Fredricks, Minocqua; Frank Fredricks, Harshaw, and C. H. Ranaby, Merrill.

Austin Chapter

Inez McCarthy, Historian

THE board members of Austin Chapter gathered in the club rooms September 3 to take up the work where they had left off for the summer. Mrs. Charles Hoffstadter and Mrs. Walter Whiteside were hostesses for a delightful one o'clock luncheon. A lengthy business meeting followed and plans were made for a rummage sale

to be held during the month; Mrs. B. H. Brown was chosen chairman. During the summer recess the club room kitchen was redecorated and when it was shown to the ladies they voted to have the club room painted also. To help defray the expense, the board members volunteered to sponsor a card party on September 30, for which Mrs. O. C. Peed was chosen chairman. The good cheer chairman, Mrs. Carl Voelker, reported \$5 personal and 150 telephone calls and 5 messages of cheer and sympathy—a total of 29 families reached during the summer.

The regular picnic supper was held Tuesday evening, September 8. The tables were beautiful with large bouquets of gladiolas from the garden of Mrs. George Haseltin.

Barbara and Mary Lou Hartsock gave a tap dance. They were accompanied on the piano by Miss Inez Jarvis; Marie Giovanetti sang two solos, accompanied on the piano by Mrs. Joseph Cionan. Mrs. Lieb gave a very interesting talk on her recent trip. At cards the winners were Mrs. O. C. Peed in contract, Mrs. Charles Hoffstader, auction, and Mrs. Jens. Anderson, "500."

On October 8 Mrs. W. R. Smith and Mrs. H. J. Igou served a lovely one o'clock luncheon to the board members.

In respect to the memory of our beloved vice-president, Mrs. G. A. Van Dyke, the members stood at attention for one minute. Her sudden death was a shock to us all and the members, one and all, feel that a vacancy, which cannot be filled, has been left in the loss of so devoted a member. Mrs. H. B. Hinckley, Mrs. O. C. Peed and Mrs. E. J. Blonley were appointed to draw up resolutions in her memory.

There were 370 telephone, 45 personal calls, and 12 messages of cheer and sympathy sent during the month.

On Friday, October 23, a card party was held. Mmes. George Haseltine, N. B. Hinckley, W. R. Smith and W. Whiteside were hostesses, assisted by Mmes. W. J. Cambren, Henry Heslip, C. L. Weigle, L. M. Flannery, Thomas Clements and O. N. Nicholson.

October 13 about 75 attended the picnic supper and enjoyed the program. Marjorie Craig gave a reading, Mrs. Harry Feeley, an accordion selection, and Mrs. Henry Weber, a "Talk on Old Erin." She recently spent six weeks in Ireland.

The ways and means chairman, Mrs. W. H. Deere, reported \$55.85 from the ice cream social, rummage sale held in September and the \$20 received from the governing board.

The safety first chairman, Mrs. N. J. Igou, gave a very interesting talk on fire prevention.

On November 5 Mrs. O. C. Peed and Mrs. F. P. Luskow served a delectable one o'clock luncheon to the board members. Mrs. O. C. Peed reported one basket of groceries sent during the month. Mrs. Deere reported that a new and larger candy machine will be installed soon. A nominating committee of Mrs. H. J. Keck, Mrs. Hailey Kough and Mrs. Thomas Damm were appointed.

It was decided to hold a card party on November 17. Mrs. William Massino and Mrs. W. H. Deere to be hostesses, assisted by Mmes. Frank Ryan, Sam Seigfried and Fred Peck.

A large number were out November 10 for the supper, program and cards. The following program was given: Vocal selection, Janeth Aune Mooney, accompanied on the piano by Mrs. Leonard Decker; three vocal solos by Percy Hopkins, accompanied by Mrs. Doris Harder; a skit by Mesdames F. P. Meany, Charles Hogan, Louis O'Malley, Joe Tassar, H. Krause and Sanford Mogen.

During the business meeting the following officers were elected: president, Mrs. George Haseltine; first vice president, Mrs. W. J. Leib; second vice president, Mrs. Leon Comeau; treasurer, Mrs. W. R. Smith; secretary, Mrs. E. J. Bloomley; historian, Mrs. Frank Doering; and corresponding secretary, Mrs. John Anderson.

At cards Mmes. O'Malley, Harris, Igou, Henry Heslip and Ed Boyle were winners. It was voted to hold a Christmas party for the children of the Milwaukee families.

Portage Chapter

Mrs. L. B. Smith, Historian

THE fiscal year of Portage Chapter is now drawing to a close after a very successful year with a membership of 165, with Mrs. Louis Hamele as president.

Each meeting has brought out a large attendance of 70 to 80 members, including members from Watertown, Pardeeville and La Crosse. The meetings have been followed by cards and bingo and a very delicious dinner.

During the year a large card party and rummage sale were held, both of which proved very profitable. At the December meeting a quilt will be given as a prize to the lucky ticket holder.

The program committee, of which Evelyn Connor is chairman, has put on many splendid programs during the year.

A board meeting will be held Monday, November 16, to plan for the annual Christmas party for the children, the Christmas and cheer boxes. Much time and effort have been devoted to relief work

with food, clothing, fuel, etc., and many calls have been made.

Alberton, Mont., Chapter

Mrs. C. A. Bolton, Historian

REGULAR MEETING for November of Alberton Chapter was held in the club rooms. The president, Mrs. H. H. Brown, presided. Regular business was transacted. Correspondence was read, discussed and placed on file. Election of officers for the ensuing year were: president, Mrs. C. S. Averill; first vice president, Mrs. J. A. Drake; second vice president, Mrs. C. H. Wilson; secretary, Mrs. C. E. Cornwall; treasurer, Mrs. S. B. Eisiminger; historian, Mrs. C. A. Bolton. Installation will be held the first meeting in January.

Plans were made for our Christmas party at our December meeting.

Good Cheer Chairman Mrs. C. W. Healey reported three cards sent in October. She held lucky number to win \$5 at our dance. We cleared \$10.75 at our first bank night card party. Mrs. E. J. McClain won the \$1; the second bank night party is November 18. December meeting will be followed by social hour of cards. Our outgoing president, Mrs. H. H. Brown, hostess. The Christmas greeting to all clubs on the line.

Fair Deal for Railroad Men

(Continued from page 5)

restrictions from railroads, which everyone agrees it is not practicable to apply effectively to highway and water carriers.

The Senate passed the measure providing regulation of water carriers at its last session, but it did not reach the floor of the House. The House passed the Pettengill bill, repealing the long-and-short-haul clause, but it was chloroformed in a Senate committee. Notwithstanding quite general agreement that both measures would have become law at the last session, if permitted to come up for final consideration, work in their support must now start all over again.

Both measures will be re-introduced when Congress re-convenes. The obstacles that were placed in the way of their passage at the last session—principally by those with more interest in other things than in the welfare of the railroad employes and the stability of the industry in which they work—will be again set up. Past experience has indicated the type of opposition that may be expected at the ensuing session of Congress. Continued and concerted insistence by railroad employes, and all their friends, that there shall not be further delay in giving railroad men and the railroad industry a "fair deal" in competition with their rivals is required to overcome that opposition. And railroad employes may be sure that the selfish interests that have thus far succeeded in delaying a "fair deal" for railroad men and railroads will leave nothing undone to influence further postponement.

Convincing evidence that equality of competitive opportunity is essential to complete recovery and stabilization of railroad employment is afforded by an undisputed statement made several months ago by the chairman of the Interstate Commerce Commission, Charles D. Mahaffie. In a formal opinion, filed in a case decided by the commission, he declared that "non-competitive traffic

will no longer support an adequate rail-service." A greater share in competitive traffic is consequently essential to complete railroad recovery.

Chairman Mahaffie, in the same opinion, likewise expressed the conviction that greater freedom in making competitive rates is necessary "to save some of the remaining traffic to the railroads." The long-and-short-haul clause, beyond question, is the greatest regulatory obstruction to such freedom.

Commissioner Eastman, as federal coordinator of transportation, found that approximately 50 per cent of the freight tonnage originating in the United States is now availing itself of alternative rather than rail transportation. In face of such a fact, it is not reasonable to assume that satisfactory recovery and stabilization of railroad employment will ever be possible until the railroads are given the "fair deal" that is denied them under present conditions.

If, as Chairman Mahaffie has stated, the commerce of the country does not afford sufficient non-competitive traffic to support an adequate rail service, it necessarily follows that the railroads should be given equal opportunity with their rivals to share in the country's competitive traffic, so far as that opportunity is dependent upon public regulation. A share in competitive traffic being essential to enable the railroad industry to support itself, regulation that restricts railroad enterprise and natural ability to compete is plainly an artificial aid to their rivals.

If 50 per cent of the country's originated freight tonnage is subject to competition, restrictions that prevent the railroads from competing on even terms with other carriers for that tonnage are clearly an interference with the industry in which railroad men work, and an obstacle to railroad employment. A merchant, prohibited by law from meeting the prices of his competitors in seeking the trade of one-half of his possible customers would be under no greater handicap.



SAID TO BE HUMOROUS



The Guy in the Glass

When you get what you want in your struggle for self,
 And the world makes you king for a day,
 Then go to the mirror and look at yourself
 And see what that guy has to say.
 For it isn't your father, mother or wife
 Who judgment upon you must pass.
 The fellow whose verdict counts most in your life
 Is the guy staring back in the glass.
 He's the fellow to please, never mind all the rest,
 For he's with you clear up to the end,
 And you've passed through your most difficult task
 If the guy in the glass is your friend,
 You may be like Jack Horner and chisel a plum
 And think you're a wonderful guy;
 But the man in the glass says you're only a bum
 If you can't look him straight in the eye,
 You can fool the whole world down the pathway of years
 And get pats on the back as you pass;
 But your final reward will be heartaches or tears,
 If you've fooled the guy in the glass.

"I hear you have a fine cow," said the stranger. "What will you take for her?"
 "Wait a minute," replied the farmer cautiously. "Are you the new assessor or has my cow been killed on the railroad?"

Of Course!

A rather stout schoolmistress was talking about birds and their habits.
 "Now," she said, "at home I have a canary, and it can do something I cannot do. I wonder if any of you know just what that thing is?"
 Little Eric raised his hand.
 "I know, teacher," he said. "Take a bath in a saucer!"

Fat Facts

Nothing is so helpless as a fat girl in a rumble seat, unless it's the guy with her.

Not Avoirdupois

Pluma: "Sakes alive, I don't believe no woman could be so fat."
 Ruth: "What are you reading now, Pluma?"
 Pluma: "Why, this paper tells about an English woman who lost two thousand pounds."

The best reducing exercise is to shake the head violently from side to side when offered a second helping.

Unfold, Ye Portals

Epitaph in Lee, Mass. cemetery:
 "Open wide, ye golden gates
 That lead to the heavenly shore.
 Our father suffered in passing through,
 And mother weighs much more."

Argument

When, and when not, is a discussion an argument?
 He was on his way home when suddenly he heard sounds which betokened a bitter quarrel between a man and woman. Without a moment's hesitation he hurried to-

wards the pair. "Tut, tut!" he cried, "pray cease this unseemly argument."

"What business of yours is it, comin' buttin' in here?" spoke the man. "Besides, this ain't no argument."

"Yes, but I heard—" began the peacemaker.

"Never mind what you heard," broke in the husband. "To be an argument there's got to be a difference of opinion, ain't they?"

"Yes," conceded the peacemaker.
 "Well, there ain't no difference of opinion here," said the man. "My wife thinks I ain't got to give her none of my week's wages, and I know durned well I ain't."

Long-Winded Speakers

After an hour and a half of preaching, a clergyman who was given to both long-windedness and fanciful flights of oratory, was just getting warmed up to his sermon on immortality.

"I looked up to the mountains," he shouted, "and I said, 'Mighty as you are, you will be destroyed; but my soul will not.' I gazed at the ocean and cried, 'Vast as you are, you will eventually dry up, but not I.'"

And then he wondered why his hearers smiled.

One Performance Only

A proud parent called up the newspaper and reported the birth of twins. The girl at the news desk didn't quite catch the message over the phone.

"Will you repeat that?" she asked.
 "Not if I can help it," was the reply.
 —Frvol

An Elevating Subject

"This paper says that a man talks of flying to the moon. Do you think he can?"
 "Of course he can. Anybody can talk about flying to the moon."

Too True! Too True!

Freshwed: "My wife likes tea for breakfast, while I like coffee."
 Oldwed: "You'll soon get used to tea."

They Talk to Themselves

A tired English traveler in France was thankful to see a cafe whose sign bore the words: "Herein is spoken French, English, Spanish and German."

Upon entering he asked for the interpreter.

The waiter answered, "We have no interpreter, M'sieur."

"Then who speaks the languages?"
 "The travelers, M'sieur," answered the waiter.

Just Forget It

The genius of the president of the Rotary club had carried him to big success in business without much aid of education.

He was asked to distribute the prizes at a school and made the usual speech of good counsel.

"Now, boys," he said, "always remember that education is a great thing. There's nothing like education. Take arithmetic. Through education we learn that twice two makes four, that twice six makes twelve, that seven sevens make—and then there's geography."

Couldn't Fool His Honor

The magistrate gazed solemnly at the woman on the witness stand.

"How old are you, madam?" he asked.
 "I'm 'round twenty, your honor," she sweetly smiled.

"Yes, I know you are," he replied; "but how many years is it since you got 'round it?"

Taking It Literally

The new office boy had been instructed how to answer calls. Just before noon a man asked, "Is the boss in?"

"Are you a salesman, a bill collector, or a friend of his?" the boy inquired.

"All three," was the answer.
 "Well, he's in a business conference. He's out of town. Step in and see him."

Mr. and Mrs.

Sunday School Teacher: "Can any of you little girls tell me who lived in the Garden of Eden?"

"Yes, teacher—the Adamases."

Cautious Prospect

The hotel clerk was waiting impatiently as the prospect took so long to read the names on the register.

"Just sign on that line, please," said the clerk.

The prospect was indignant and retorted: "Young man, I'm too old a hand to sign anything without reading it first."

Service

Fastidious Diner—I'll have a portion of chicken; it must be cockerel, and this year's bird, and nothing but the leg will do.

Waiter—Very good, sir. Right or left leg, sir?

A Real Problem

Bridget—I pity the street sweepers.
 Nora—I thought they had a pretty soft snap.

Bridget—Why, they haven't any place to sweep the dirt where it won't show.—*Pathfinder.*

Seasons Mixed

"Janitor, you could cool our apartment nicely if you would run ice water through the radiators."

"Can't be done, madam."
 "What did you have in them last winter?"—*Christian Science Monitor.*

Mean Enough, Surely

Stranger—Can you tell me what the mean temperature of this place is?

Native—Sure; it's so mean that in winter the women use ice cakes as fuel for their cook stoves, and in summer it is so hot the drug stores get rich selling boiling water for cooling drinks.

Holding Out

Mr. Meek—Darling, haven't I always given you my salary check the first of every month?

Mrs. Meek—Yes, but you never told me you got paid twice a month, you unprincipled embezzler.

D&I—First District

E. S.

MRS. W. G. BOWEN and daughter, Virginia, of Ottumwa, Ia., visited their Savanna friends for a few days during the latter part of October.

Mr. James Nolan of Los Angeles, California, returned to his home after a six-weeks' visit with his parents. Mr. and Mrs. William Nolan, and sister, Nell, of Savanna.

Announcement has been made of the marriage of Miss Mary Pulley, only daughter of Iowa Divn. cond. and Mrs. H. J. Pulley of Savanna, to Mr. Spencer Nesbitt, which took place in Chicago on April 30. They were attended by Mrs. C. E. Abel of Chicago, aunt of the bride.

With the advent of fall weather, everyone's thoughts turn to the get-together meetings held annually in the Women's Club House at Savanna, and on Nov. 9th occurred the first departmental gathering. The Mechanical and Stone Departments were in charge. About 150 were present at the pot-luck supper, which was followed by a short business meeting of the Women's Club and the evening was then turned over to the entertainment committee with Mr. L. V. Schwartz and Miss Ann McDermott, chairman. Tap dances were given by Peggy Haas, Betty Davis, Jean Mulder, Matt Law and the Scherman twins and a ballet dance by Grace Mulder. Dancing for the grown-ups followed the program—and everyone had plenty to eat and an enjoyable evening.

Engineer B. F. Haas of the D&I—First Dist., who submitted to a major operation in the Savanna City Hospital recently is improving and we hope will soon be back on his old run.

Engr. and Mrs. O. A. Croghan observed their 24th year of married life with a celebration at the family home in Savanna on Sunday, Nov. 1st.

Engr. and Mrs. R. E. Hansen and daughter, of Savanna, visited in Minneapolis on Nov. 14th and attended the Minnesota-Texas football game.

Fall and Winter Fashion Book

Each of these patterns is 15c. The new 32-page Fall and Winter Pattern Book, which shows photographs of the dresses being worn, is now out. (One pattern and the Fall and Winter Pattern Book—25c.) You can order the book separately for 15c. Address Pattern Department, the Milwaukee Magazine, 11 Sterling Place, Brooklyn, N. Y.

8844. Luxurious Pajamas. Designed in sizes 14, 16, 18, 20; 32, 34, 36, 38, 40 and 42. Size 16 requires 4½ yards of 39-inch material. With short sleeves 4½ yards is required. Price 15c.

8848. Clever Suit. Designed in sizes 12, 14, 16, 18, 20; 30, 32, 34, 36 and 38. Size 14 requires 4½ yards of 54-inch fabric. Lining for the coat requires 3¾ yards of 39-inch material. Price 15c.

8840. Make this Modish Frock. Designed in sizes 12, 14, 16, 18, 20; 30, 32, 34, 36 and 38. Size 14 requires 4¾ yards of 39-inch material. Price 15c.

8737. Adorable Princess Frock. Designed in sizes, 4, 6, 8 and 10 years. Size 6 requires (for dress) 2¾ yards, (for panties) ¾ yard plus ½ yard of 35-inch contrasting material. Price 15c.

8855. Ideal for House or Street Wear. Designed in sizes 14, 16, 18, 20; 32, 34, 36, 38, 40 and 42. Size 16 requires 2¾ yards of 54-inch fabric plus ¼ yard of 39-inch contrasting material. With the skirt cut on the bias 2¾ yards of 54-inch wide material is required. Price 15c.

8626. Easy to make this frock. Designed in sizes 36, 38, 40, 42, 44, 46, 48, 50 and 52. Size 38 requires 3¾ yards of 35-inch material, with ¾ yard contrasting. Price 15c.

7758. Toy Goose. Designed in one size, 15 inches in length. It requires ½ yard of material 35 inches wide for the goose and a piece ½ yard long and 7 inches wide for the bonnet. Tie strings of ribbon, ½ yard. Price 15c.

I. & S. M. Division

H. J. S.

IT WAS with great sorrow that we learned of the sudden death of chief dispatcher, Roy E. Wood, who passed away at his home in Madison, S. D., the afternoon of Oct. 17th from heart failure and our heartfelt sympathy is extended to the bereaved relatives and family.

Mrs. Wood wishes to express her appreciation for the kind expressions of sympathy, the beautiful floral offerings, and to those who acted as pall bearers.

Conductor Geo. Damm was on the sick list for about three weeks the latter part of October, but is now back on the switch job at Albert Lea.

Switchman F. D. Bacon, Austin Yard, underwent a tonsillectomy during October, and is now back to work feeling much improved.

Deepest sympathy is extended to the bereaved family and relatives of engineer Loren Trenary, who passed away in Minneapolis the night of Nov. 3rd. Burial services were held at Austin, Nov. 6th. He had been in the service of the Milwaukee Road for about 38 years, and made his usual run to Minneapolis on passenger train No. 3 the afternoon of Nov. 3rd.

Violet spent a couple days' vacation in Winona the week-end of Nov. 15th.

Bert Voorhees, Ben King and Lena Nodene cashed in on the football pools recently.

Also, understand that cond. Monty, V. J. Williams and Rose Krulish each received a chicken dinner from Scotty on a raffle.

What two engineers were in Chicago recently, wrote their wives to join them over the week-end, but forgot to mention where they would meet them in Chicago?

Rumor has it that Dick Hogan is doing considerable traveling on the C.G.W. We'll leave it to D. K. to find out at what station Dick alights from the train.

Well, pheasant season is but a memory and the nimrods are all getting lined up for the poultry shoot at Todd Park the 22nd. After that, boys, better keep an eye on the calendar—Xmas isn't far off.

Glad to see trainmaster Bill Lieb back on the job after being confined to his home with a severe cold, for a couple weeks.

Cashier Guy Williams, switchman Ed. Tuckek, fireman B. Elsner, and probably many others whose names I didn't obtain, are probably sitting out in the brush at this writing, waiting for a fleet-footed animal commonly known as the deer, to line up with their gun sights. Good luck, boys, and don't just "pass the buck," bring him home.



ON THE STEEL TRAIL

THE DIVISION NEWS-GATHERERS

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
 Mrs. C. E. Zimmerman.....Care Superintendent, Green Bay, Wis.
 Miss E. Stevens.....Care Superintendent, Savanna, Ill.
 Miss N. A. Hiddleston.....Care Mechanical Department, Minneapolis
 Mrs. O. M. Smythe.....Care Car Department, Minneapolis, Minn.
 Ira G. Wallace.....Clerk, Red Wing, Minn.
 W. J. Zahradka.....Care Superintendent, Aberdeen, S. D.
 A. T. Barndt.....Care Supt. Car. Dept., Milwaukee Shops
 F. J. Swank.....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, Mobridge, S. D.
 A. M. Maxeiner.....Local Agent, Lewistown, Montana
 Mrs. Edna Bintliff.....Care Dispatcher, Mitchell, S. D.
 Miss Ann Weber.....Care Agricultural Department, Chicago
 Mrs. Pearl R. Huff.....Care Superintendent, Miles City, Montana
 Mrs. Nora B. Decco.....Telegrapher, Three Forks, Montana
 Albert Roesch.....Care Superintendent, Tacoma
 R. R. Thiele.....Local Freight Office, Spokane
 K. D. Smith.....Operator, Portage, Wis.
 H. J. Montgomery.....Mechanical Dept., Milwaukee Shops
 Kenneth Alleman.....Seattle Local Freight Office

Iowa (Middle and West) Division

Ruby Eckman

SEVERAL social affairs have been held in Perry during the last few weeks, following the announcement of the engagement of Thelma Young, daughter of Mrs. C. E. Robbins to Charles Grimm. The wedding will take place in California.

Dan Finnane, who worked as a section foreman for the Milwaukee for fifty years, will spend the winter in Billings, Mont., and Seattle, Wash.

Engineer George Becker has been at the Mayo Hospital for some time following a major operation.

William Lee, for about forty years a car inspector in the Perry yard force died from injuries he received when struck by a train in the yard the morning of October 23rd. Mr. Lee was seventy years of age and only recently he and Mrs. Lee celebrated their golden wedding anniversary with all of their children and grand children being with them. The wife and three sons survive. One son, Ray, who is also a car inspector for the Milwaukee, was working with his father at the time he was injured.

Engineer W. H. Young, who has been on sick leave for several months, tuned up the Pontiac in October and in company with Mrs. Young and Mrs. Jennie Shipton enjoyed a very pleasant motor trip through the Ozarks, and on to Hot Springs, Ark. En route they stopped at Excelsior Springs and dropped in at the cottage where Engineer Wesley Leonard and wife were staying, to enjoy a birthday breakfast prepared by Mrs. Young and Mrs. Leonard.

The Milwaukee employees who witnessed the football game October 31st when the otherwise unbeaten team from Minnesota went down to defeat at the hands of Northwestern can say with pride, "One of Our Boys Made It." DeWitt Gibson, the big tackle on the Northwestern squad is a son of machinist DeWitt Gibson of the Perry round house force. The young man has been a student at Northwestern three years and all Perry radios were tuned to the stations reporting that game and were pleased to hear of the fine work DeWitt did.

Train dispatcher Earle Edwards who has been making his home in Marion, has moved his family to Perry as he will work in the Perry office this winter while dispatcher R. P. Edson is on sick leave.

Roscoe Ivey, son of signal maintainer Walter Ivey of Bagley and Kathleen Donovan, daughter of Dr. Donovan of the Milwaukee force at Perry were married October 18th. The wedding was attended by parents of the young people and a few close friends. Roscoe is a salesman for a motor company in Perry.

Elizabeth Yates-Larson, daughter of Arthur Yates of the Wausau round house force, and her new husband, were visiting friends in Perry the latter part of October while on their honeymoon trip.

Lester Rector, of Perry, and Miss Florence Theulen, daughter of section foreman J. C. Theulen, of Bayard, were married the last part of October. The young people

will make their home in Perry. Agent C. W. Hall of Templeton station also has a new son-in-law as his daughter was married the fore part of October, and switchman D. M. Flynn's youngest daughter has announced her engagement to a San Francisco doctor.

Roger Snipe, son of engineer J. Snipe, who has been a student at the University of Missouri, was named to the 1935-36 underclass honor list in October. Placement on the honor rank list is based on above average scholastic achievement.

Conductor Russell Eckhart's wife has been confined to a Cedar Rapids hospital for some time, necessitating an extra conductor being on one of the Savanna-Perry time freights.

Operator H. E. Merkle of Manilla station was called to Los Angeles, Cal., the fore part of October by the death of his father. Horace arrived at the family home a few hours before his father's death. Herman Krasche worked as second operator during his absence.

Richard Black of the Des Moines division force returned to work the latter part of October after a ten weeks' layoff following an operation for appendicitis. He resumed work as fireman on the Storm Lake run with engineer Morse.

Engineer Fred Peterson and wife had a nice trip the fore part of November when they went to Spartansburg, South Carolina, to visit their daughter and her family. Fred was promised some mountain fishing and some quail hunting while in the south and as he is an ardent sportsman it is needless to say he enjoyed both experiences.

Engineer W. B. Howe and wife were among other Perry folks attending a State meeting of the B. of L. F. & E. at Boone recently and engineer Howe had the honor of being the delegate present with the greatest number of years of continuous membership in the organization. Billie has been a member for fifty-four years, most of which time he has also held membership in the engineer's organization. There were also several fifty-year members present.

Bert Sipes, for many years a conductor on the Des Moines division, died in a Des Moines hospital the latter part of October after a week's illness. Bert started his railroad career when a young lad at Perry, doing his first work as Caller at the age of 13 on the Iowa division. He later transferred to the Des Moines division and made Des Moines his headquarters. He was on the Des Moines-Herndon way freight run for a long time. Bert is survived by his wife, two brothers, a sister and two step sons, one of them being Glenn Hughes, agent for the Milwaukee at Adaza. Bert was one of the most popular employees on the Des Moines division.

West End Trans-Missouri Division

P. R. H.

THE stock business handled this Fall on this division has equalled that of the year 1934, when it was at its peak and at

that time it was stated that we would never again meet that figure, as the Government was shipping all the stock from this part of the country. The stock is still coming through. This record indicates more intensive solicitation on the part of our Traffic Department at Miles City, for which they are to be highly commended.

Electrician W. E. Striker of Miles City roundhouse is confined in the local hospital following an operation for acute appendicitis recently. Reports are that he is getting along fine, which his many friends will be glad to hear.

Mr. and Mrs. Fred Marx of Miles City, parents of Mrs. Ann Anderson of the superintendent's office, left November 10th for Princeton, N. J., to visit Mr. Marx's brother whom he has not seen for about thirty years.

Engineer Al Boltz of Miles City is confined in the Holy Rosary Hospital, following a major operation recently. His many friends hope he will have a speedy recovery and soon be back on his job again.

The following have been employed as brakemen on the west end of the Trans-Missouri Division during the past month:—John J. Browning, Cecil W. Tarbox, Leslie C. Hosman, Vern A. Hill, Geo. B. Childers, Jos. M. Kirwan, Daniel P. Brady, Dexter Burns, Paul J. Smith, Hubert France, Jos. L. LaBrie.

Here is an unusual set-up: In 1896 Chauncey Tarbox, who is now passenger conductor on the Trans-Missouri Division, made his first trip as brakeman with H. Keeler, on the Valley Division. Don Keeler, son of H. Keeler, made his first trip as brakeman with conductor Tarbox in 1909, and Cecil Tarbox, son of conductor Tarbox, made his first trip as brakeman in October, 1936, with Don Keeler.

H. E. Riccius, Arnold Running, Norman Anderson, Geo. Baber, Kurst Weil, George Aitchison, of Miles City, Herman Hendrickson of Billings, Cecil McGuin, H. P. Schultz, and A. E. Kellum of Harlowton went deer hunting on Spring Creek in the Belt Mountains north of Martinsdale, for a few days in October. George Baber, Kurst Weil, and Herman Hendrickson each brought back a deer. They all reported a grand trip.

Talking about hunting—here is one for the book. Lee Parks and his brother were on their way home for dinner from Miles City shops Saturday, November 7th, and saw some wild geese light in a vacant lot just East of the superintendent's office. The Parks Brothers went home and got their guns and car and came back and shot six wild geese. Some record.

E. A. Meyer, Mgr. of Safety Department of Chicago was present at the Safety First Meeting held by superintendent Nee, November 9th.

N. A. Meyer of Seattle was a caller in Miles City, November 2nd.

A. E. Bennett, former agent and operator at Thunderhawk, S. D. who has been sojourning in Los Angeles, Calif., for the past year on account of ill-health passed away at the home of his son November 9th.

We extend our sympathy to the surviving relatives.

W. A. Squier, chief clerk in the city traffic office at Miles City, is under observation and treatment at the local hospital. Mr. Squier has been in poor health for several weeks. His many friends hope for his speedy recovery.

Mrs. Wm. Cullen, wife of chief carpenter at Miles City passed away at the Holy Rosary Hospital, October 17th, after a brief illness. The remains were taken to Des Moines, Iowa, for interment. Mrs. Cullen was possessed of many womanly qualities, which endeared her to all with whom she came in contact, and her passing brought a deep sense of sorrow to the neighbors and friends of the family. Our heartfelt sympathy is extended to Mr. Cullen in the loss of his loved one.

Mr. and Mrs. E. E. Manaige, of Miles City, were entertained at the home of their son, Mr. and Mrs. Barney Manaige, November 11th, the occasion being the 74th birthday anniversary of the parents, their birthdays falling on the same date. On November 18th, Mr. and Mrs. Manaige will celebrate their golden wedding anniversary at their home, with their immediate family and close friends. They have been residents of southeastern Montana for nearly a quarter of a century. We congratulate this couple on their long wedded life, and wish them many more years of health and happiness. Mr. Manaige has been an employe at Miles City roundhouse for several years.

Superintendent P. H. Nee held his November Staff and Safety First Meeting in the Women's Club, November 9th, at 1:30 p. m. The October traffic meeting was held in the evening of the same day.

Miss Mary Haggerty, daughter of machinist Wm. Haggerty, and Miss Bernice Peterson, daughter of machinist helper Arthur Peterson, at Miles City, represented the local high school, November 11th, at Bozeman where they attended the Student's Home Economics Club Meeting. They report a very profitable and enjoyable time.

C. A. Nummerdor, H. L. Pitner, Harry J. McMahon, Jos. Peschl, Swan Nelson of Miles City motored to Billings the afternoon of November 13th to attend the Billings-Butte Football Game.

Madison Division

GOLDEN wedding anniversaries: Mr. and Mrs. Frank Lyne of Madison and Mr. and Mrs. Frank Shipley of Cross Plains. We congratulate the Lynes and the Shipleys and wish them the greatest happiness.

Ed Moe, section foreman confined in Stoughton Hospital resulting from an accident is getting along nicely and will be around in a few weeks.

George Dunn has been on 21 and 6 in place of Ed Deards. Geo. is a busy body these days commuting between Mineral Point and Madison to supervise the building of his new home on South Shore Drive.

Franklin St. station has had a general change in structure by Fritz Construction Co. It has the appearance of a modern station and Joe Speckner in charge of ticket sales is proud of it.

Hugh Jones has a brand new Terraplane with all the gadgets.

Kenneth Lutz, cashier at Edgerton, is on the sick list and during his absence, L. S. Adair is filling in.

J. E. Aylward, agent at Black Earth, has taken an extended leave and will winter in Florida.

Art Rogers, engineer, still possesses that long range oil gun and believe it or not, it works.

Homeward bound on Saturday night, Con Higgins, brige foreman, snored through Mazomanie and when he awoke the train was passing Black Earth—Curses.

Frank King is summer vacationing after spending three months in Milwaukee on brige construction. During his at home, Frank has been in leaves, storm windows, paint, etc.

WIDE GAUGE—A roadmaster with his

section gang was inspecting one of his branch lines when the motor car suddenly dropped between the rails. In a raised voice the roadmaster said, "Now what's wrong?" The section foreman answered, "Darned if I know, the same thing happened yesterday."

I&D Items

E. C. A.

MR. LOUIS A. GODDARD, conductor for 46 years, passed away at his home at Mason City, November 3rd, after an illness of eight weeks. He is survived by his wife and two nephews. Burial services were conducted at McGregor, Iowa. The I&D Division extends sympathy.

Mrs. John L. Tripp, Sr., wife of section foreman Tripp, passed away at the Park Hospital, Mason City, Nov. 4th, following an illness of some time. The I&D Division extends sympathy to Mr. Tripp and family.

Mr. Wm. Nelson, from supt. of B. & B. G. Tornes' office, Chicago, was in Mason City latter part of October going over some work with the Engineering Department.

Mr. J. E. McConahay, signal supervisor, of Milwaukee, Wis. was a recent caller at Mason City handling some business on the I&D Division.

We are informed that SVG knows just what the future has in store for him since a recent trip to Mitchell and return, and tells everyone interested that they will be able to find out, via the "Grab Bag" just what is in store for them.

Reports indicate that the West I&D has already experienced a good deal of snow, and the temperature in this particular locality has gotten down to a point where it gives most everybody that BRRrrrrr feeling.

Supt. Ingraham and division engineer Tusler recently made trip over the West I&D accompanied by division supervisors. Mrs. J. H. Phillips, wife of file clerk, superintendent's office, Mason City, recently returned home following a trip to California to visit relatives.

"Uncle Andy," to a few of us, or "Looie" to others, has registered a few complaints due to his inability to secure sufficient rain water since Nov. 3rd for his "sunflower." Hello, Looie.

Mr. L. J. DeSomery, instrumentman, division engineer's office recently spent a day at Minneapolis in the district accountant's office on business.

Mr. and Mrs. J. H. Gumm are now residents of Mason City. Mr. Gumm is employed as rodman in the division engineer's office.

A recent occurrence, known only to a few, centers around Presho, S. D. and concerns our good agent Fred W. Burke. As we recall, Mr. Burke was acting as bachelor for a few days and before Mrs. Burke's return had purchased for her a very nice new gas stove. It seems agent Burke has a weakness for baked beans and was experimenting with a pressure cooker. Fred neglected to push the right button or something to that effect, and there was a terrible explosion. We may not have some of the facts in the case correctly, nevertheless there was an awful explosion.

THE I&D Division proudly displayed the New Hiawatha train at several points on the division the week of Oct. 4th. While at Mason City, one of its scheduled stops, nearly five thousand people, by actual count, went through the train. Supt. Ingraham with division officials accompanied the train over the division.

Rodman P. O. Hansen of Division Engineer's office, Mason City, returned to school at Ames, Iowa, latter part of September, and Mr. F. A. Quinnell of Chicago, formerly in Mr. Strate's office, reported October 1st for duties as rodman.

Mr. A. T. Gravelle of Mason City is now employed in division engineer's office as tapeman.

Another World's Series has passed and as has been the custom for the past two or three years, CEM and FHD were fortunate enough to collect their share of the pools.

The Colonel advises that the correct address is Greenville, South Carolina. My humble apologies, Col.

Mr. P. Roller, water inspector, stopped over at Mason City recently on regular trip over the division.

The two tie gangs under foreman Gust Carlson and E. M. Bayliss have completed their work on the I&D Division and have been disbanded. Ballast gang under foreman J. P. Whalen has also completed work on the division and are working on the Iowa Division at this writing.

News from Elliott Bay-Seattle Local Freight Office

AT this time we regret to write of illness and death of Mr. John Prentice, father of Martha Prentice, clerk at the local freight office.

W. J. McMahan, better known as "Mac," has returned from a hunting trip east of the mountains. Mac bought a couple nice pheasants back with him. However he did not get enough of them to pass around so we will let him decide how good they were.

The Kress Family of Deerfield, Ill.

Here we have a picture of conductor Bert Kress, Mrs. Kress and their family of sons and daughters, taken twenty-one years ago; another picture of conductor



Kress and Mrs. Kress, their sons, daughters and grandchildren, taken on August 9th on the occasion of a family reunion at their home in Deerfield, Ill.

The ten Kress children and their



Due to the longshoremen's strike Frank Berg is again back at the local freight office.

Fred Rasmussen whose home is out at Angle Lake says he has a tough time coming in due to the heavy fogs that have developed lately. Anyone having a good fog light that they do not care for please send it to Fred.

Willie Lindsey has been off for a couple of days due to illness.

John Robinson, our veteran janitor, is still on the four to twelve midnight shift. John always has a smile for everyone he meets.

At the present time Fred Woodhead is working as janitor again. We are glad to see Fred back again.

Dan Buchanan and Ed White are still doing the heavy trucking at the local freight office.

Leonard Macklem just bought Rube Tard's Chevrolet. He says that he will race anyone now.

Nate Jones, son of Mr. George Jones, our cashier, was a recent visitor. He was over here to visit his folks, also say, hello, to all his friends and enjoy some of that good old Puget Sound weather.

Rose King has moved in to her new home. We are expecting to receive an invitation to see it any day now.

Herb Carpenter was off for one day. However, at this time we were unable to find out just where Herb went.

Stanley Holtum has moved into his new home. He likes it very much.

Mildred Fetter won the President's electoral vote contest that they had in the local freight office. Congratulations, Mildred, on winning the \$25.00. Also the candy tasted very good.

The Milwaukee Bowling League is still going along at a fast clip. Here is the present standings.

	Won	Lost	Pins	Avg.
Local Freight	10	5	13003	800
General Freight	9	6	12509	834
Yard	8	7	11625	775
Engineers	3	12	11205	753

The five high scores are:

	Games	Pins	Avg.
Ward	13	2212	184
Villata	15	2651	177
MacLennan	15	2583	172
Foreman	12	2052	171
Von Atzigen	9	1532	170

High score (10 frames)—Chapman, 246; (team) Yard, 948.
High score (30 frames)—Ward, 600; (team) General Freight, 2680.

Yours truly,
Kenneth Alleman, Clerk,
Seattle Freight Office.
"BOOST MILWAUKEE—There's no better railroad."

Kansas City Division

K. M. C.

MRS. H. G. JOHNSON and small son departed on October 20 for St. Paul to visit with relatives for an indefinite period of time.

The Charles L. Shafer home at 1018 West Third street, Ottumwa, was recently purchased by dispatcher John L. Sanford and is now occupied by his family.

Mrs. J. W. Sowder, wife of chief clerk, attended the convention of the International Disciples of Christ in Kansas City the middle of October.

On October 31 Ivar R. Carlson of the superintendent's office, drove to Rochester, Minn., and returned the following day, bringing with him his brother-in-law, C. G. Sedore, who had been a patient for ten days in the Mayo hospital.

Mrs. R. S. Cooper, wife of train baggage-man, received word of the sudden death of her father on October 21 in Moline, Ill.

Kenneth Taylor, employed on the Iowa Division and living in Cedar Rapids, was in Ottumwa on November 4 and 5, visiting with his brother Merwin, who has been connected with the engineering department in Ottumwa for about two months.

Machinist Ben Brown, Ottumwa, is a patient in the Veterans' Hospital in Des Moines. Mrs. Brown was a visitor at the hospital on October 21.

On October 26, engineer Lloyd Wilcox was notified of the death of his mother, Mrs. Mary Wilcox, who had been ill for about two months. Burial took place in Knoxville, Iowa, her home. She is survived by her husband, two sons and one daughter.

Word was received of the serious injuries sustained by the seventeen-year-old daughter of machinist A. L. Tuller, who was in an automobile accident in Sacramento, Calif., on October 21. Mrs. Tuller departed the following day for California to join her daughter.

The month of September was spent by Mrs. Tom Kemp with her daughter and son-in-law in Victoria, Texas. While there they visited the old missions in that part of the state and spent several days in San Antonio.

Mrs. Mike Reynolds, accompanied by her granddaughter, Susanne Daugherty, left Ottumwa for Los Angeles early in October, where they joined the parents of Susanne, Mr. and Mrs. Moss Daugherty, who moved their residence to Los Angeles this past summer.

Nell Bowen of the superintendent's office attended the State Convention of the Eastern Star in Davenport October 26, 27 and 28; also visited with relatives in Savanna, Ill., while on her vacation.

Wisconsin Valley Division Lillian

SUNDAY, October 11th, The Hiawatha made its first trip on the Valley Division and on Wednesday, October 14th, it was placed on display and inspection at the various stations. Nearly 2,000 persons inspected the train at Merrill, hundreds at Tomahawk and over 4,000 at Wausau. Besides Mr. Hoehn, officials on hand for the inspection trip included John C. Prian, general agent, Milwaukee; F. H. Campbell, general inspector, car department, Milwaukee; Frank J. Newell, representative public relations department, Chicago; F. P. Miller, La Crosse, district master mechanic; F. E. Pooler, C. S. Smith and Wm. Taylor, all of La Crosse railroad police office; L. F. Donald, superintendent, La Crosse, and Tom Durkin, assistant superintendent, dining cars, Chicago. On exhibition was the brightly hued locomotive recently equipped with a jacket of steel and painted brilliant aluminum and orange locomotive, characteristic of the road's other streamlined engines; the tap-room dining car, day coaches, baggage car, and the beaver tailed parlor car.

Mr. and Mrs. M. E. Donovan have returned from Tomahawk, where they attended the funeral of the latter's brother, Oscar Mick.

Mr. and Mrs. M. and son John visited at Tomahawk and Wausau recently.

As guests of PURINA CHOWS and breakfast foods, fifteen Tomahawk residents invaded St. Louis, Mo., and the Tomahawks not only came and saw but they conquered. The city was theirs and when they left every Missourian who came in contact with the Tommies possessed a wooden hatchet and literature describing the most popular vacation center in north-

ern Wisconsin. The delegation composed of Messrs. and Mesdames Otto Ahles, Nike Elde, O. K. Welty, A. R. Houns, Stanley Likwarz and R. R. Wurster, and Dick McCarthy, Nile Searl and E. H. Stern, joined a crowd of 300 feed dealers, fox breeders and farmers on a special train arriving at St. Louis Wednesday evening, October 7th. The Purina guests were taken to various hotels in cabs. The train stopped at Springfield, Ill., two hours while the passengers inspected Lincoln's tomb. Early Thursday morning the visitors were taken to the Purina Experimental Farm at Gray Summit, Mo., which is devoted entirely to the testing of feeds and feeding programs for livestock and poultry. The guests returned to the Purina Headquarters where they were served at a banquet and entertained by young men and women employes of the company. Lincoln county had the largest delegation on the trip and Tomahawk had the largest group from any city. Dick McCarthy held a reunion on the train with Conductor S. J. Loomis with whom he started work on the railroad 20 years ago. Everyone aboard the train and all who met the Tomahawks in St. Louis clamored for "one of the red hatchets." The supply of 300 was exhausted shortly after arrival in the Missouri city.

Mrs. William Ruder, Merrill, passed away at eight o'clock Monday evening, Nov. 2nd, at a hospital in Merrill. Funeral services were held Thursday afternoon, Nov. 5th. Burial was in the local cemetery. Mr. Ruder is baggageman at Merrill. Sympathy is extended to him and two children who survive, by the Valley division employes.

Mrs. A. I. Lathrop has been visiting at Viroqua during the illness of her father.

Mrs. E. J. Czmsnske has returned to Madison after a brief stay at her home in Wausau. Mr. Czmsnske is seriously ill at the Madison General hospital.

One of the largest wall-eyed pikes taken around Merrill this year, weighing almost nine pounds, was caught at Rest Lake by Lynn Robarge, assisted by his grandfather, John Kains.

Northern District—Car Department

O. M. S.

GCF, J. Hemsey, and lead airbrake man P. Garvey inspected air pump cars at



Milwaukee Road Champions—Soft Ball League.

La Crosse after release of cars from rip rap service.

Carman Herbert Schultz returned to work on Minneapolis Light Yard after being employed temporarily at Mankato, repairing cars in gravel service.

Einar Hauger, clerk in car department, Minneapolis shops, attended the football game between Northwestern and Minnesota on October 31.

J. E. Mehan, from the Milwaukee office, was a South Minneapolis caller October 20.

We extend our sympathy to—
John Turk, carman at shops, in the loss of his wife, who sustained fatal injuries when struck by an automobile October 28.

Mrs. August Strom and surviving members of the family, due to death of August Strom, veteran carman of thirty years' service with the Milwaukee, on October 31.

Mrs. Charles R. Carlson, widow of Charles R. Carlson. Mr. Carlson passed away November 11. He had been employed as carman at Minneapolis shops about twenty years, but had been ill for the past year and a half.

Car Inspector Gustaf A. Johnson returned to work this month following an absence of a year due to sickness. We are glad to see him back at work again.

La Crosse-River Division— Second District

Ira A. Wallace

REUBEN BARTELS and a party of friends journeyed to the western part of the state during the recent pheasant season and they returned with the limit. A big pheasant supper was held at the Bartels' home.

On October 15th the Hiawatha Club of Red Wing entertained thirty-five Milwaukee employes and their families at the Izaak Walton Club House. A wonderful supper was served, which was followed by an impromptu program consisting of community singing, games and dancing.

Frank Auman of the Police Department has been getting a few good assignments this fall. He accompanied the Minnesota football special to Seattle and was a guest there of the Seattle Police Department. Frank also made the trip to Evanston for the Northwestern game, and is now planning on the game at Madison. Needless to say, there are many who would have swapped jobs for a few days.

Herb Birlor of Lake City is confined at his home due to illness and latest report is that he will soon be back on the job. During his absence he is being relieved by Frank Anderson.

October 18th marked the completion of fifty-five years of continuous service for Wilfred Johnson, our crossing flagman. Wilfred is confident of beating John Horan's record.

Engineer Emil Olson, who for the past three years has had the Cannon Falls run, plans on moving back to Austin in the near future.

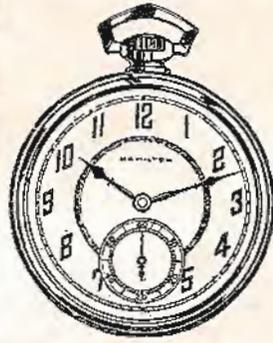
Richard, the small son of Fireman Bruce Patterson, is still in a local hospital as the result of a collision with a car while coasting. He is suffering from severe bruises and shock, but is expected to be able to be moved to his home in the near future.

We extend our sincerest sympathies to the wife and children of the late Olaf Johnson, veteran conductor who passed away while on duty in the Wabasha Yards. Death was attributed to heart trouble. Mr. Johnson transferred from the I. and M. to the River Division in 1919, and was known by all as a trusted, conscientious employe and a true friend. Funeral services were held in Minneapolis.

Section Foreman George Loer has taken a leave of absence for the balance of the winter. George has left for the northern part of the state for the deer season.

The semi-annual Safety First and Claim Prevention Meeting was held at Hastings on Oct. 13th. Mr. Dougherty of the Claim Department gave a very interesting talk on Claim Prevention. Supt. L. F. Donald conducted the meeting.

Your Local Watch Inspector Deserves Your Patronage



MILTON PENCE
29 E. Madison Street -- CHICAGO, ILLINOIS
F. H. BARTHOLOMEW
2353 Madison Street -- CHICAGO, ILLINOIS
H. HAMMERSMITH
332 W. Wisconsin Avenue MILWAUKEE, WIS.
CHAS. H. BERN
Union Station Bldg. -- CHICAGO, ILLINOIS

The above are
Official Watch
Inspectors for



The MILWAUKEE ROAD

Consult them when considering the purchase of Watches or Jewelry

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

R. R. T.

THE many friends of Mr. and Mrs. Harry Hill, of the local freight office at Spokane will be very glad to learn that Mrs. Hill has so far recovered from her recent illness as to be able to be up and around, and sincerely hope that it may not be long until she has entirely recovered her health.

Mr. John Wiklund of Tacoma has been appointed roundhouse foreman at Othello. He is no stranger to that busy division point as he formerly served as night roundhouse foreman there.

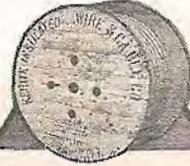
Mr. Jack Wright, traveling engineer, has been transferred from Tacoma to Spokane in the same capacity and has established his home here.

Walter Ellis, night car clerk at Spokane freight office, and Mrs. Ellis have returned from a two week's vacation trip during which they certainly permitted no grass to grow under their feet, for in that short period they visited relatives in South Dakota; various points in Minnesota; St. Marie's, Idaho, (their former home) and at Portland. They were fortunate during all the travel this involved never to be late or to miss a train or other connections; their entire program was carried out without a single hitch. Nevertheless they were very glad to get home again after all the excitement.—During Mr. Ell's absence Tom Quinn of the freight house force performed his duties very acceptably.

Norman James, son of Joe James, foreman of the second trick switch crew at Spokane, has recently been breaking in as a switchman under the tuition of his father and other friends and is showing signs of becoming a real railroadman in season. We must not forget, by the way, to tender our belated congratulations and best wishes on Norman's recent marriage to Miss Julia Callahan, a very charming young lady of this city.

Roundhouse foreman Nels Stromberg of St. Marie's was on a brief vacation recently, improving on the deer season in Idaho to do some hunting; the mechanical department at Spokane, however, inform us that if Mr. Stromberg got any deer you could not prove it by any venison received at Spokane.

Jess Jones, of the first trick switch crew at Spokane, has returned to work after a vacation spent at his cozy hunting and fishing cabin in the magnificent mountain wilderness near Lake Sullivan in Pend d' Oreille County. He was thoughtful enough to bring back tangible proof of his hunting prowess, in the shape of a 260 pound buck



The careful investor judges a security by the history of its performance.

KERITE

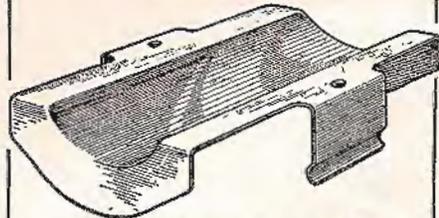
In three-quarters of a century of continuous production, has established a record of performance that is unequalled in the history of insulated wires and cables.

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deer, one of the largest reported here this season. Jess is justly proud of his trophy, all the more as another one of our local deerlayers, usually recognized as the unchallenged champion marksman of the Northwestern States, this time came back without so much as having seen a deer. We refer, of course, to our good friend Henry McGinnis, of the Spokane car inspection force, who made such a sensational bag two years ago, hitting a buck in mid-air in a thirty foot leap. Mr. McGinnis was at his mountain home in the Montana wilderness not long ago, before the season was open. Strolling along a long-disused logging trail in the timber he was suddenly confronted not twenty feet away by a beautiful doe. Henry stood and looked at the doe and the doe looked at Henry for several minutes; he had no gun with him, but gun or no gun, season or no season, he wouldn't have had the heart to harm the beautiful creature. Even when Henry began to talk to her she did not stir and not until he made an incautious movement did she finally take to flight. But that was before the season opened, afterwards the deer never went within miles of him.

A very charming church wedding of interest to the Milwaukee family at Spokane was that celebrated on the evening of November 4th which united Bill, the youngest son of Mr. and Mrs. W. W. Ellis with Miss Jackleen Brooks of Spokane (we must state in self-defense that that is the way the young lady spells her first name) in the presence of a large number of friends. The wedding was followed by a reception at the bride's home in this city. The young couple will make their home here. We extend our very best wishes and congratulations to the newlyweds.

To return to the deerhunters once more, we learn that engineer Allen Gustafson, of the Medicine Falls run, has just reason to be very much provoked indeed. He was successful in bringing down a very fine buck but a misguided chap with an atrophied conscience succeeded in purloining the carcass while Mr. Gustafson was not looking; you can imagine the righteous wrath of a hunter thus robbed of his prey.

Engineer Louis Dulik (of the Spokane-St. Marie's run) and fireman Bill Williams (of the Spirit Lake run) were also out hunting and Dulik succeeded in getting a good buck, he has been proving it to his friends by generous distribution of venison.—Another successful hunter was engineer Charlie Mitchell who was busy cutting up his kill when we heard of him. Upon the whole the Milwaukee hunters did pretty well, but, sad to relate, no hunting stories have been turned in by those experts. John Stiltz of the Spokane switching force, Ted Novotny of the Union Depot, and Tad

Rosenberger of the Spokane roundhouse. As one of them assures us: "Well, we'll give 'em snus next year!" (Of course our readers in the effete East will not know what "giving 'em snus" means in this Paul Bunyan State.)

During the open season on prairie chickens and the like, just past, the friends of certain renowned hunters living at Malden had expected to hear great things from, let us say, for instance, Messrs. Grant and Earl Anderson; but continued silence, backed by the total absence of receipts of any chickens, leads them to believe that the season down that way was not so favorable this year.

Conductor Ralph Duell has now drawn Nos. 63 and 64 between Spokane and St. Marie's and is wrestling with the midnight way freight; Dan Kelly is now doing extra work.

After Henry Harris had worked on the new clerk's position at Spokane local freight office for some time, Jay Dyer has now taken over this position and is handling demurrage and interchanges. Jay is an old timer in the office, though he has been absent on leave for some years; everybody was pleased to welcome him back.—Henry Harris is back on his usual job in the freight house.

Fred Hoover drew the assignment as foreman of the third trick switch crew at Spokane. Joe James is back on the second crew, after he worked on the first shift during Jess Jones' absence, while he was on first. John Stiltz was foreman on the second shift.

The New Hub of the I. & D.

Wm. Lagan

CONDUCTOR FRED GARDNER of Yankton, S. D., visited relatives in Sioux Falls, recently. While here Fred enjoyed some pheasant hunting.

Conductor W. L. Eckert and wife of Sioux City expect to spend Christmas in Long Beach, Calif., as Bill says the northwest winds are making him more California minded every day.

H. J. Brown, former agent at Hawarden, and Mrs. Brown visited old friends on the division recently. Everyone was glad to see them and hope they will spend their next vacation in these parts.

Yardmaster E. O. Eckert and Dispatcher J. Jamison, both of Sioux City, have returned from a trip to South Bend. Both were driving new Studebakers on their return.

One of the best and probably one of the best attended claim prevention meetings was held at Yankton, S. D., recently. Mr. Ennis presided and many instructive ideas

OUR cars are heavily insulated and maintained in a high state of repair. Carriers can depend on this equipment to protect them against claims due to lading damage by heat or cold.

UNION REFRIGERATOR TRANSIT CO.
Milwaukee, Wisconsin

for claim prevention were brought forward by those in attendance.

Operator Sam James of East Yard, Sioux City, is vacationing in California. While away he is being relieved by Operator C. C. Smith.

Roadmaster J. M. Murphy of Sioux Falls, who is an ardent football fan and also quite an authority on the game, attended the Creighton-Marquette game at Omaha recently and reports that both teams were in great form and that it was one of the best games he has seen in recent years.

Agent J. C. Paulson has received the permanent appointment as agent at Delmont, S. D., and A. W. Sanborn as agent at Ravinia, S. D.

We regret to report the passing of Mrs. W. B. Anderson, wife of passenger conductor W. B. Anderson of Sioux City. Mrs. Anderson passed away in San Francisco while en route home from Los Angeles where she had been visiting a sister who was very sick. Mr. Anderson had accompanied his wife on the trip. The employees of the Milwaukee wish to express their sympathy to Walter in his bereavement.

Passenger brakeman W. E. Penrod who has been off duty for quite awhile on account of sickness has returned to work looking quite well again.

Chief dispatcher H. L. Hoskins of Sioux City has been elected president of the Associated Veterans of the Russian Railway Service Corps for the third consecutive term at the Veterans' convention held in San Francisco.

Close observers of the weather around Sioux City are predicting another severe winter. They are basing their predictions on the amount of woolen lingerie which has already been donned by section foreman George Popper of that place. Old timers say this is a sure sign of a plenty cold season.

Drafts from the Drafting Room

H. J. M.

THE M. E. office extends its heartfelt sympathy to Martin A. Biller, clerk in S. C. D. office, in the loss of his wife, who passed away October 23 after putting up a gallant eight-day battle for her life after having given birth to a son. The baby is getting along nicely.

Arthur (Streamline) Schultz, the back-up artist, now knows what it is to have something back up on him. That car battery of his again fell so low as to force Art to get out and crank. Every precaution was taken to avoid getting hurt, when—bang!—there she went. Art called up and said his hand was torn off. Two days later he showed us where he was hurt. We looked awful close and soon found a slightly discolored fingernail. Better watch out in the future, there, feller.

At last, IT has arrived. The car department drawing staff, after a strenuous eight-month steady grind, can relax and go places and do things. Vacations are in order. L. L. Lentz was the first to get a reprieve. He's devoting quite a lot of his

time to rebuilding his newly acquired midget racing car, which will go out after records and what not around November 26. Yes, sir, L. L. Lentz, racing car owner. We'll all form in line for "Annie Oakleys."

L. D. Horton has taken his full vacation of three weeks in one stretch and most be going places and seeing things, as no word has been heard of him since he left.

Einar Neisen also is forgetting work for quite a spell. It was said Einar will make use of his time by undergoing a minor operation on his foot. Now, is that a way to spend a vacation?

Tye Cannon and Vernon Green took a short three-day vacation and feel good to know they have quite a few days coming yet.

Saturday, October 24, was a holiday for the Pritchard family. A wedding took place. And who do you suppose got married? No, not Ruth. It was Morgan, store department clerk, or otherwise known as Ruth's brother. Congratulations to you and Sonny Boy and the new Mrs., from me to you (pl.).

Carl (Southpaw) Jaeger marbled his way into the lead of the railroad members of the Bethesda Bowling League. He now averages 172. H. Uecker second with 170.

A. Schultz	163
H. Montgomery	153
H. Chandler	150
H. Odegaard	128

In a special match game H. Chandler was snowed by Monty, 501 to 453, even though everyone knows that Monty was bowling under wraps. Quite a bowler. However, we won't mention the results of the preceding week, when Chandler just nosed Montgomery out by shooting away over his head.

Newcomers—Clarence "Moco" Wellnitz, magician and electrician, replaces Willard P. Williams as Odegaard's stooge. Better be careful how you treat him, Ode, or he'll be pulling eggs out of your pockets. Moco was with us some six years back, but he now is sporting a "soup strainer" or "cookie duster" under his nose.

Jones, special apprentice, replaced Bill Lee, whose time was up. Welcome to our midst.

The blueprint vault acquired some new "A" size cases and quite a crew was on hand to maneuver the cases into their stalls. Jones, Schultz, Lester and "Line Coach" Engelke sure made short work, pushing, tugging and pulling, and got a week's exercise squeezed into an hour's work. The boys must have been in good shape, as no complaints of being sore were heard.

The daily skat game is getting to be lots of fun—watching. Each participant has two kibitzers and they play the hand. The player just lays out the cards when he is told and takes all the blame for losing and none of the credit for winning. One has to fight his way into the card room to watch these games now.

Jack Armstrong, the All-American boy. What a bowler! Watch him in the future.

SMART WIFE PICKS RIGHT GIFT

HONEY, I'M SO TIRED I HARDLY KNOW IT'S CHRISTMAS

WAIT TILL YOU SEE THAT CHRISTMAS TREE

HUH! A PRESENT FOR THE OLD MAN, EH?

THIS TIME I DIDN'T TAKE ANY CHANCES ...OPEN IT UP

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Beloit, Wisconsin

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

D. H. A.

THE extra force of dispatchers employed here temporarily were layed off Saturday, November 7th, Mr. Walter Horn leaving for his home at Malden, Wash., Mr. A. E. Farr to Miles City and Mr. Neal Grogan to Lewistown, Mont. Mrs. Hazel Dennis left for her home at Henry, S. D. where she will join her husband, who is a coach in the schools there. We are sorry to lose this fine bunch from our midst but we hope business continues so good that they will eventually be sent back here.

Mr. and Mrs. Herman Wahl were called to St. Paul by the death of Mrs. Wahl's mother.

Mr. and Mrs. Frank Currah spent a few days at Minneapolis with their daughter, Helen, who is a student at the University.

James Caldwell, Jr. attended the cosmeticians convention at Minneapolis and Chicago going from there to Pierre for the State Board Exams.

Mrs. F. J. Swanson of Redfield, a former Mobridge resident, spent a few days here visiting old friends, the house guest of Mr. and Mrs. Elbert Taylor.

Night roundhouse foreman, Norman Hopp, suffered a heart attack and was taken to the Mobridge Hospital for treatment. Later Mr. and Mrs. Hopp left for Seattle where he will receive medical treatment.

Paul Nylan and J. E. Langenbacher received some bruises from a slight accident on the branch line and are now patients at the Mobridge Hospital.

Dick Johnson and Lucille Lentz students at Yankton College spent the week end with their parents here. Robert Jamieson who is attending Minnesota University also visited his grandparents over the week end.

Mr. Frank Finch spent a few days at Harlowton, Mont. visiting at the home of her brother Oscar Vachreau and family.

Mrs. Ivan Kern left last Friday for Seattle, Wash. after spending the past two months' here with her husband.

Mrs. A. R. Phillips who underwent an operation at the Mobridge Hospital is improving nicely.

Mr. and Mrs. Paul Nylan are now comfortably settled in the Dr. Sarchet home. Miss Jean Sarchet who is attending St. Mary's Academy at Faribault, Minn., visited at her home last week.

Mrs. Robert Scott accompanied by her mother, Mrs. Lena Kammerud, visited with relatives in Wisconsin for three weeks.

Mr. and Mrs. Leo Swanton and Leo's mother, Mrs. Elizabeth Swanton, hunted pheasants around Sisseton for a few days and also visited old friends.

Wm. Harcastle who is attending Aberdeen Normal spent Sunday with his parents here.

Engineer Wm. Bunting has now recovered from his selge of pneumonia and able to return to his home again.

Miss Eleanor Schneider of Redfield spent a few days with her parents Mr. and Mrs. Carl Schneider.

Mr. John Shields of Bowman, N. D. who has been a patient at the Mobridge Hospital is much improved, and able to return to his home.

The Mobridge Creamery & Produce Company keep us busy icing cars and loading turkeys for Eastern points, as far East as New York in preparation for turkey day or Thanksgiving which is so near at hand and that reminds us that by the time another month has rolled by Xmas will be here so we take this means of wishing all our readers a happy and joyous Yuletide.

Good Old Dubuque Shops

Lucille Miller

MR. FRANK FERNSTROM, former general foreman at Dubuque Shops and now general roundhouse foreman at Milwaukee paid us a visit recently. It was good to see our former boss again and to realize he hadn't forgotten his "Alma Mater."

The dismantlers are removing the several buildings which are no longer in use at this point, and the place is taking on a different appearance. Lew Howell, your pipe and tin shop, and Jim Smith, the old boilershop, are now only bits of history—gone but not forgotten.

It was nice to hear the cashier at Dubuque freight house, Ed Doran's voice over the telephone once more. Ed has been laid up for several months and he claims he's just as glad as we are, and maybe a little gladder.

Titus Maus is holding the record for pole climbing—Chet Huber says he is the world's worst steeple-jack. But as for Titus he says it was a case of knee-shakey-sickness and he always was a land-hugger, anyhow.

As Santa Claus will be making his annual call very, very soon—we would like to have the following remembered:

Case Ball wants a couple of pounds of soda—he claims it's good for anything that ails you and makes you feel young.

Stanley Lange—bring him a pair of overalls—remember Santa, the old nursery rhyme, patch-upon-patch—that's the condition of the ones he is wearing.

Bring Sam Muir a good strong pipe—he smokes "Fragrant" and see that the combustion chambers are tight.

An official notice should be brought to Fred Schreiner—he wants to know when to deposit the Landon ballot he is still carrying in his pocket.

Joe Piltz, the human wood-pecker, would like a new set of blocks to match the rest of his set.

A nice white suit to match his broom is what Pete Theobald wants most of all; also a cap with his official position printed thereon, just to avoid errors.

Replace Hank Klavitter's Model T was a more modern run-about. Smithsonian Institute will give you a good trade, Santa, as Hank's we believe was the original-first-model.

Miley McLaughlin would please like a net so that none of the "big ones" get away.

And Charley Pullen, Santa, please bring him a pop-gun in order to protect wild-life. (On his last hunting trip Charley bagged a tame rabbit and a chipmunk.)

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Oil Treated Screenings and Stoker Coal

Low in Ash

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Free from Sulphur

THE WONDER COAL

La Crosse-River Division—First District

Scoop

EXTRA AGENT A. H. BAEK has been appointed agent regularly at Melvina.

Extra agent Robertson is relieving Wm. Reusch at Medary tower a few days.

Extra operator Hogan relieved Jack Hayes at the same point a few days.

Extra agent Meyers is relieving regular agent at Hartland.

We understand "Big Chief Hiawatha" Ambros, pilot of the new Hiawatha, nearly developed writer's cramp from signing so many autographs for the big crowd that went through our new Hiawatha train on its tour of the railroad before being placed in service.

Jim "Lumberline" Tearney, night caller, Portage yard, recently took unto himself a much needed and well earned vacation in the northern part of the state by auto. He claimed he was so far away from the railroad that it cost his better half eight bucks to send him a postal card.

Agent Jaeger of Brookfield was off recently due to the death of his father at Gillette. He was relieved by extra agent Butler.

At Portage recently occurred the death of Arthur Williams, well known by all the "rails" hereabouts. He was past eighty and had been retired for several years. He was associated with the railroad for many years, having charge of the newspaper and candy concessions on the Northern division, McQueenys and M&P trains, and in later years he operated a cigar store in Portage, afterwards taking a job as roundhouse caller with the railroad. His cheery good nature toward everyone won him a host of friends and he will be missed among the ranks of the old-timers.

Marion Newton, switchman, Watertown yard, passed away after a lingering illness. He started railroading in La Crosse yard and was at Watertown for many years.

Just received word of the death in Milwaukee of Milo Shackley, who was for many years a passenger conductor on the La Crosse division.

The sympathy of the division is with the families of the above employees who have passed beyond.

Operator Emil Loesser, we understand, is still looking for the blackhanders who placed a bomb in his Pontiac one day when he was about to drive home from work. It was one of those smoky kind that make a big noise and leave no trace of the guilty party. He should get in touch with Mike Tracy; maybe Mike could help him out, as one Hallowe'en Mike lost his perfectly good cow for a scraggly old horse, and is still looking for the fellers that made the change.

Mr. Dougherty of Mr. W. L. Ennis' office, Chicago, recently gave a talk at a claim prevention meeting at Portage, which was well attended by all able to be on hand.

Northern Montana

Mac

PATRICK J. TOBIN, 76, veteran Milwaukee conductor and one of Central Montana's best known residents, died at Lewis-

town the morning of October 31st, death coming as the result of a severe attack of pneumonia, with which he was taken early in the week.

Pat Tobin, as he was known by his host of friends throughout this section, was one of the oldest men in point of service with the Milwaukee. He entered the service of the old Jawbone railroad as a conductor and brakeman in 1908, having prior to that time been employed by the Union Pacific and Great Northern. For the past several years he had been on the Lewistown-Winnett run, and his always cheerful disposition will be missed by the many patrons and friends on that route.

He is survived by the widow, a daughter Mabel, of Washington, D. C. and a son, James of Hollywood, Calif. and four sisters, two of whom reside in San Francisco; one in Red Bluff, Calif., and one in Portland, Ore. The sister in Portland is a nun.

Funeral services were held November 4th. The pallbearers were former associates: J. L. Linblom, Joe P. Smeltzer, Frank E. Curtis, W. R. Goldbrand, W. E. Douglas and G. F. Baumgartner.

The Milwaukee employes join with the many friends in extending sincere sympathy to the bereaved widow and children.

The heavy shipping season for livestock on the Northern Montana is about over. The stockmen were well pleased with the one feed Milwaukee service to the eastern markets. During the season, just coming to an end, Lewistown loaded 335 cars, Roy 203, Winifred 172 and most of the other points from fifty to one hundred cars.

Assistant superintendent N. H. Fuller is sporting a new Ford coupe in addition to his large Terraplane. The smaller car has come in very handy in going over the line looking after the heavy livestock loading.

Mrs. O. S. Porter, who was confined to her home for several weeks, is able to be out again.

Mrs. Dorothy Douglas Belote and daughter, Sannie Sou, left for Los Angeles, Calif. where they will make their future home.

Mrs. A. M. Maxeiner departed for Binghamton, New York, where she will visit her daughter, Mrs. John E. Denton and family, until the first of the year when she will be joined by her husband who will go on his vacation during the Christmas holidays. She was accompanied by her niece Miss Leona Cashmore, of Dillon, Montana.

Miss Alberta Ramsey, of Seattle, Wash., is visiting her parents Mr. and Mrs. James Z. Ramsey, of Denton, Mont.

Division freight & passenger agent C. S. Winship covered the Judith Basin territory in the interest of the Thanksgiving turkey business. He was successful in getting three carloads.

Neil Grogan, who has been acting as a trick dispatcher at Mobridge all fall, has returned to Lewistown to take up his regular assignment as second trick ticket clerk.

There have been a number of changes in assignments at stations in the past few weeks. J. L. Jost went to Highwood as permanent agent; Leo Scheewe to Hilger until "bumped"; C. J. Plumb to Roy succeeding L. Matson and D. W. Amick to Winifred in place of A. G. Ingalls who will spend the winter in California.

D. V. Phare has resumed his position as ticket agent at Great Falls after a long

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All wool. Cotton lined to prevent itching. Slide-down ear band. Washable. Non-binding. Unbreakable visor. Most good dealers sell the Kromer. If yours doesn't, accept no substitute, but send us his name. Should you order direct, be sure to state size.

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A great many people must like our fuel and service. Anyway, we appreciate every order and try to take good care of it.

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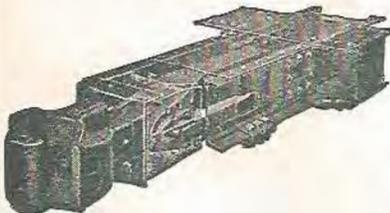
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SOUTH SHORE DIVISION...7391 So. Chicago Plaza 4100

KEESE DIVISION.....2516 Armitage Humboldt 0401

CHICAGO

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THE BUCKEYE STEEL CASTINGS COMPANY - Columbus, Ohio

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Illness. His many friends are glad to see him at his post again.

L. A. Gimbell, of Pownal, Mont., went to Tacoma, Wash., where he will remain over Thanksgiving.

Mrs. George Haines, of Great Falls, left for Seattle, Wash., where she will spend several weeks with her mother.

Mrs. Albert Henry, of Highwood, Mont., is visiting relatives in Bird Island, Minn.

Mrs. Walter Story and children are leaving for Denver, Colo. for a month's visit with her mother.

Mr. and Mrs. Homer Walton, of Walther, Mont., left for Seattle, Wash., the first part of November.

Ray A. Bame, who was time keeper with extra gang No. 4 has resumed his former position of general clerk in the Lewistown freight house. Guy L. Kester, former clerk went to Harlowton as car clerk.

L. J. LeVeque is back at his post on the Winnett run after an illness of several weeks.

Dub. Ill. Divn.—2d Dist.

E. L. S.

AMONG the many vacationists this summer, we forgot to mention the trip made by conductor W. L. Hertner and wife, to Seattle, Tacoma, and Spokane, the first trip of any length that they have enjoyed for some years. So many of the employees in train and engine service made extensive trips this year, and their reports of the crowded trains everywhere, bears out the fact that better times have surely put in their appearance, and the depression has taken wings at last.

Conductor W. L. Wiedner has purchased for himself a new Terraplane-eight, and expects to drive it back from Detroit in the near future.

Mr. Win. A. Stafford, clerk in the Dismantling Dept. at Dub. Shops departed on his vacation fore part of November for a two weeks' sojourn in Hollywood, maybe Penger, should he find Hollywood so fascinating and a movie contract forthcoming??

The territory between Brownsville and LaCrescent, Minn. is a very busy place these days, with graveling crews, extra gangs, work trains, etc., account raising track in that vicinity. This will greatly improve our railroad on that section of our division.

We extend sincere sympathy to agent M. E. Ferris, Caledonia, who suffered the loss of his father on Nov. 12th. Funeral services and interment made at Marquette, Iowa.

Agents T. F. Marshall, at Clayton, and J. A. Dean, No. Buena Vista are laying off two or three weeks,—opr. Lowe relieving Mr. Marshall, and agent Wilson doing the relief work for Mr. Dean.

Our caller at Dub. Shops, Chas. Pullen went a-hunting several days fore part of November, and was successful at least in bringing home a good batch of ducks. Better luck next time, Charles!

Our chief dispra, E. J. Crawford, is not only busy taking care of our ever increasing business, but since election day, has been busy paying out his election bets—those lucky Democrats!

Iowa (East) Division

J. T. Raymond

JOHN BERRY who for a long time was car clerk at Savanna is now connected with the Supt. Transportation Office and is engaged in the additional effort now being made to facilitate the unloading of movement of all cars. He visited Marion, officially one day in October and received a warm greeting. It's a good appointment.

Foreman Whalen and Mallas, each having large extra gangs of men, completed the latter part of October the new steel laying and the graveling to be done on the Iowa Division this year. The men returned to their homes and the cars belonging to the outfit went to Tomah, Wis.

Mr. and Mrs. H. B. Christianson of Miles City, Mont., arrived in Marion, Friday, October 16th, visiting with friends, leaving Monday to visit Mr. and Mrs. A. J. Elder

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on the Chicago, Milwaukee, St. Paul and Pacific Railroad, on Puget Sound
Established more than forty years ago.
Interest paid on savings deposits.
1892-1936

at Savanna, and thence back home via Chicago and Minneapolis.

Mrs. C. E. Mitchell and Mrs. W. K. Lothian visited the latter's daughter, Janet, who is attending an Art School in Chicago, the latter part of October.

Ray C. Blakeslee of Milwaukee spent several days in Marion making some improvements in the Telegraph Department, that are much appreciated by the force.

Signal maintainer Lytle of Savanna visited his brother Joseph at Marion, October 25th.

Agent M. B. Leonard of Monticello and his helpers put on a fine representation for the Milwaukee Road there in the parade celebrating the 100th Anniversary of the birth of the city. It was a very clever imitation of a box car. The upper portion of the good size body of the car was shown resting on automobile wheels and a man riding on top sitting at the broke wheel.

S. C. Lawson, signal maintainer at Marion, was found dead from a heart attack on the right-of-way at 9th Street, Marion, at 9:45 a. m., Nov. 9th by Ralph Waim and Jim Bartlett. Mr. Lawson had not been feeling well for some time. Not long ago he and his wife returned from a two weeks' visit in Tennessee and St. Louis. He was born 58 years ago in Dukedom, Tenn., and began work with this company, Nov. 1st, 1914, as maintainer and has lived at Marion since that time. There survives the widow, three sons and a married daughter. Mr. Lawson was a member of Marion Lodge No. 8, A. F. & A. M. and a former East Master, R. A. M. No. 10 and was

"Dad" of Marion Chapter De Molay, the Palestine and the I.O.O.F. Lodge at Cedar Rapids. He was a very active mason and to him belongs the credit of taking the initiative in the Grand Lodge of Iowa towards starting of the Masonic Sanatorium now located at Bettendorf, Ia. His friends around Marion and on the railroad were greatly shocked at his quick going. It has been long recognized that he loved the human family and was always willing to put forth an effort for their benefit. Many friends join with the Employes Magazine in expressing their sympathy to the family in their great bereavement. The funeral services were held at Marion, Thursday, Nov. 12th. The remains were taken to Dukedom, Tenn. for interment.

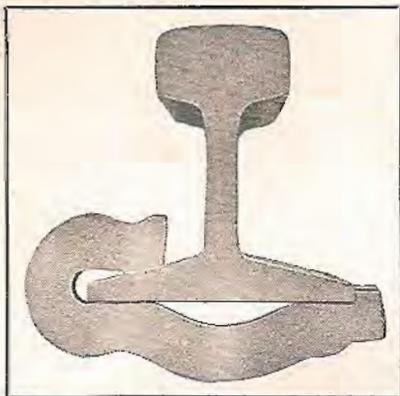
There were twenty-seven De Molay boys, including Allen Edwards and Richard Monthie of Perry, who attended the funeral services of Samuel Lawson at Marion in a body.

Phillip Shoup, 71, died at a Savanna hospital, Tuesday morning, Nov. 10th, from injuries suffered Monday night about 5 p. m. He was conductor on No. 92 and the car ahead of the caboose had a hot box which was discovered and attended to at Sabula. It is surmised that conductor Shoup lost his balance, falling from the train one mile west of Savanna. On arrival at the crossing his absence was noted and brakeman Beeson went back and flagged a close following train and brought him to Savanna. He began work with this company, Nov. 27th, 1897, as brakeman, was promoted to conductor, Aug. 25th, 1899. The last ten years he has resided

at Marion, running on No. 91 and 92 between Savanna and Marion. Lodge No. 6, A. F. & A. M. and the O. R. C. Surviving are the widow and two married daughters. Remains were taken to Lincoln, Ill., where funeral services were held Thursday, Nov. 12th. The company has, through his death, lost a good conscientious employe and his fellow employes a fine comrade. He was well known and greatly liked and his sudden death was a great shock. Phil will be greatly missed. The Milwaukee Magazine expresses sympathy to the bereaved members of the family in their great loss.

Elmer E. Shook expired suddenly in the depot at Monticello, Monday, Nov. 9th. He had been a conductor for a number of years on Nos. 90 and 97. On this date he arrived at Monticello at noon and after lunch and switching of the train, was ready to leave for Davenport at 2:15, when he collapsed, due to heart failure. The body was taken to his home in Davenport, Monday evening, where lives his widow and three daughters. Mr. Shook's date shows he began work on the Iowa Division, May 12, 1891, promoted to conductor, Aug. 21, 1900. Previous to this time he was a brakeman and conductor on the Dubuque Division. Notwithstanding his long battle with asthmatic trouble, he maintained a fine spirit of courage. His genial attitude made him many friends among the Milwaukee patrons and his fellow employes. He was a member of the O. R. C. Funeral services were held Wednesday, Nov. 11th. The writer could not get details. The Milwaukee Employes Magazine extends sympathy to the bereaved family.

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T-Z Products, as standard equipment,
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T-Z Railway Equipment Co.
310 So. Michigan Avenue
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The Division Loss Prevention meetings were held at Bristol and Montevideo on October 29th and 30th and proved to be very successful. The attendance was good and interesting discussions were held relative the handling of the freight claim problem on the division. Mr. C. J. Dougherty of Mr. Ennis' office was present and traveling inspector Bradford from Austin also attended the meetings.

Bob Burns, Secretary to Mr. Buford, was in Aberdeen recently and spent a couple of days looking over the city.

Agent A. J. Hart of the Railway Express Agency calls attention to the following article printed in the Aberdeen Evening News, dated October 20th, indicating that Aberdeen ranks first in the United States in the number of shipments received and made via the Railway Express Agency. The figures are interesting in that they reflect improved business conditions in the Aberdeen territory. The following is a reprint of the article:

"Aberdeen ranks first in the United States in the number of shipments received and made via the Railway Express Agency, according to a study received by S. W. W. Carr, Traffic Manager of the Commerce Association. A comparison of some of the points involved show:

City:	Population	Shipments Per Cent Persons
Aberdeen	16,465	42
Peoria	104,969	31
Port Huron, Mich. . .	33,361	27
Opp, Ala.	4,918	25
Birmingham, Ala. . .	259,678	19
Philadelphia	1,950,961	17

In other words, he said, for every 100 people in Aberdeen, there were 42 shipments made during the month of July. While this month would be lighter than many other months during the year, it still reflects the relative condition of business in Aberdeen compared with other points throughout the United States."

Well-Earned Promotion

THERE was great rejoicing at North Milwaukee Station recently when Edwin P. Stelzel, cashier at that point was promoted to chief clerk at the local office at Milwaukee.

The gang at the station presented Mr. Stelzel with a beautiful desk set for use in his new duties. Traveling auditor Frazer presented it with appropriate remarks and the sentiment of the office was expressed as follows with the gift.

"In commemoration of your promotion to higher rank, and as a little parting remembrance we tender this token of our esteem. While we will miss the pleasant associations of the past, we are happy and proud to be friends and close associates of one whom this company has seen fit to honor by a signal promotion. The undersigned wish you continued success and bid you God speed in your labors in the new field of endeavor."

H&D Notes

Wait

MISS NAOMI AHRENS of Montevideo and Donald Rue of Aberdeen were united in marriage at a quiet ceremony performed the evening of October 24th. Our congratulations are extended to the young couple. Mr. Rue is employed in the Perishable Freight Department at Aberdeen.

Mr. and Mrs. Pat Maloney of Montevideo were recent visitors in Aberdeen and report spending an enjoyable week-end in the Hub City.

It is with regret we learned that conductor Jack Barndt is in the hospital at Winona, Minn. as a result of an automobile accident which occurred on the dyke leading to the high bridge at Winona, Minn. The accident happened the evening of October 18th as Mr. and Mrs. Barndt were on their way to visit with relatives in Wisconsin. Mrs. Barndt received minor injuries and was released from the hospital a few days later.

Mr. E. E. Swan, agent at Westport, S. D., passed away on October 17th, the victim of a heart attack. Mr. Swan was 75 years old. He entered the service of the Milwaukee Road as an operator in April, 1908 and held positions as agent-operator at various stations, including Stewart, Loomis and Westport on the H&D Division. Mr. Swan was actively employed at the time of his death.

Mr. E. H. Bannon of Milwaukee and Mr. M. H. McEwen of Minneapolis were recent visitors at Aberdeen and attended the annual pheasant banquet sponsored by the Aberdeen Traffic Club. The banquet was held in the Elks Club on November 5th.

The Aberdeen ticket office has been well represented at two of the Minnesota football games this year, Don Owens taking in the Purdue game at Minneapolis on October 24th and Bill Geer sojourning to Evanston to see the Gophers play the Wildcats on Oct. 31st.

Jerry Beck of Ortonville has been appointed agent at Bowdle, S. D., and M. E. Gillson has been appointed agent at Westport, S. D. Mr. L. E. Nelson, formerly of Wegdahl, Minn. has taken the position of agent at Stewart. Mr. M. M. Hartzel has been appointed as agent at Hillsview. George Lieb for years employed as third trick operator at Ortonville was the successful bidder for the second trick operator's job at that point. Several other positions are on bulletin at the present time and we may expect to see more changes before everyone is settled.

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The Webster Lumber Co.

2522 Como Avenue, West
 ST. PAUL, MINN.

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

Nora B. Decco

WELL any way we won't have to worry any more about how Maine goes . . . and we won't have to lie awake nights trying to figure out how the Literary Digest could possibly get that way . . . Ho hum . . . wonder what we can put in the head lines now . . . well there will be something . . .

More new brakemen? For goodness sake, when you call a house now, you have to look to see if it's Father you want for fireman; or the youngest boy for the local east or John Jr., for time freight, and is it both on the same job and which is which, and why? Where do they use all the train men they hire? The Boardman always has a worried look on his face nowadays and the extra board is a large blank space mostly. Some one told me he stopped a school boy on his way home to see if he would graduate this year's school end or not so he could hire him to go braking.

There are many new faces, including Eddie Townsley lately of Fort Peck and Louis Kirwan from Deer Lodge. Well if these last two keep their eye on their dads they will make good railroad men any way. But they will have to step some.

Engr. Townsley who has been in Seattle hospital is very much improved and we all hope to see him back home again. Mrs. Townsley has been in Seattle with him.

Mrs. H. Leib who went back to Iowa visiting home folks has returned home again and is making the house over while Herman is out on a trip, at least that is what we hear. When he comes back in some morning he won't know the place inside or out.

Engr. Shaw tried that too while Mrs. Shaw was in Minneapolis last time, from what we can gather he sold the bath tub right out of the bath room and then thru no fault of his own the new one failed to arrive before Mrs. Shaw did, no doubt we have said plenty about this however.

Mrs. Rector, wife of agent Three Forks, spent a few days in Seattle first of November with her daughter there who is attending the University of Washington.

Mrs. John Smeltzer has returned home from a week in Murray hospital for medical attention. She is much improved.

Mrs. Gardner of Roosevelt Beach, Oregon, is a guest of her sister here, Mrs. Chester Bales. When Chester is called they park the new truck in front of the house and start for the mine and when Chester returns from the trip he takes the new truck and starts for the mine. That way there is no time lost and more nuggets brought home. This is the mining end of the Head Waters Fuel and Navigation, almost a defunct concern if you ask



CONTINENTAL SERVICE — WHY ?
 Because Accidents and illness occur.
 Because YOUR turn may be next.
 Because When it comes — YOUR PAY STOPS.
 Because The CONTINENTAL will pay for your LOST TIME.
 (No lodge to join—no initiation fee—no policy fee—easy payments.)

CONTINENTAL CASUALTY COMPANY
 (The Railroad Man's Company)
 CHICAGO TORONTO
 SAN FRANCISCO

me. We expect to reorganize as soon as conditions in the country permit and stock will be sold to any one who will listen to any of us, if we can see them first.

Mrs. McHale, wife of cond. McHale of this place has returned from the hospital. Butte, where she has been for several weeks, she is much better and we hope for a speedy recovery now.

We regret to write of an accident to cond. Steel during a trip east late in October, while switching he had the misfortune to cut off a finger of one hand, he is doing fine, and seems to think one finger more or less not much to worry about.

Cond. Donner of the GV local is quite sick at his home in Bozeman, cond. Gordon has the run while Mr. Donner is off, we hope to see him back on the run soon again. Cond. Burrel had the run for a few weeks before Mr. Gordon went on it.

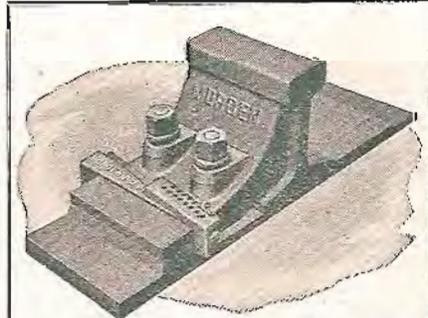
Cond. Sain has bid in the ditcher working on the east end out of Three Forks, which was held by cond. Burrow for some time before assignment. The pile driver also working on the east sub division held by cond. Hudson.

Mrs. Sam Winn of Deer Lodge has returned from Rochester where she has been for some time under medical attention. We learn she is greatly improved in health and are glad to know it.

Mr. and Mrs. W. H. Thompson were called to Chicago the last of October on account of the death of Mr. Thompson's mother in that city, she had been ill for some time. Besides Mr. Thompson two other sons remain. We extend our sympathy to this family in their great loss.

The death of John M. Mathison November 12th, in Deer Lodge occurred after an illness of several weeks. Mr. Mathison was born in Mosjeon, Norway, in 1857 and has been a resident of Deer Lodge for about 30 years where he was a building contractor. He leaves one daughter, and three sons one of whom, Oscar Mathison, has been train baggeman on this division for many years. We offer our sincere sympathy to this family.

Word was received here of the death of John Stoddart in Seattle recently after a short illness. Mr. Stoddart will be remembered by many here having worked in the local freight house some time during 1918 and 1919.



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FOR SALE: Toy Boston puppies and grown stock. All ch. bred. Priced reasonable. Blackhawk Kennel, 2414 12th St., Rock Island, Ill.

FOR RENT—Completely Furnished 3 Rooms—Private bath—Garage—3 Blocks from Milwaukee Station. Good Suburban Service. Roselle, Ill. Telephone 223.

FOR SALE—Modern bungalow, 5 rooms and sleeping porch. H. W. heat. On 73rd Ave., Elmwood Park, Ill. Owner, River Grove 2285-M. Bargain.

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

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FOR SALE—7-Room Modern Residence—sun porch—hot water heat—garage—two acres land—one block to St. Paul station. Owner on property. B. Landis, 3600 No. Mannheim Road, Bensenville, Ill.

FOR SALE—Modern 6-room Bungalow with bath. 30 min. from Chi. Loop. In village of 2000. Excellent schools. Both Protestant and Catholic Churches. Write Alfred Eichelman, Bensenville, Ill.

FOR SALE—9-room modern house on 8th Ave. S. E., Minneapolis, Minn. Reasonable. Write for further information to Mrs. Wm. Frommes, 417 8th Ave. S. E. Minneapolis, Minn.

FOR SALE CHEAP—2-Flat brick and frame house. 5 and 6 rooms, close to Lincoln Park, Chicago. Streets and alleys paved, no assessments. Good investment. 12 per cent on your money. Write for further information to R. W. Graves, Room 848, Chicago Union Depot.

FOR SALE—A nice little home of six rooms, about 60 miles from Sioux City, Ia. Located on a lot and a half of ground, with fruit trees and a fine cellar. All clear and very low taxes. Will accept \$500.00 cash. J. S. Spurr, L. B. 506, Sanborn, Ia.

FOR SALE—Four Lots Nos. 359-350-445-446 in Midland Heights Addition, Mason City, Iowa. Good Location. Close to School, Stores, etc. Also Small House, acre of land, shade trees, paved street, 3 blocks from Milw. Depot. For further information, write Lock Box 7, Sanborn, Iowa.

FOR SALE—Large dairy farm 1/2 mile from Athelstane, Wis., which has church and 2-room school. Large barn, silo, 2-car garage and other buildings. Some machinery included. Large trout stream running through land. For further information, write, 15 Withworth Ave., Iron Mountain, Michigan. Oscar L. Flori.

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To Milwaukee Patrons

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CHICAGO, ILLINOIS

FISH and OYSTERS

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

W. M. WALKER

213-215 S. Water Market Pilsen Station
Cor. Racine Ave. and 14th Place CHICAGO

The sudden death of Mrs. Edward Boyer of Deer Lodge while in Houston, Texas, occurred the first of November. She had not been in good health for some time and she and Mr. Boyer had gone to Texas trusting she would be benefited by the change. Her son was sent for and shortly after he reached Houston she passed away. Mrs. Boyer was well known and much beloved in Deer Lodge where she had lived for many years. The division extends most sincere sympathy to this family.

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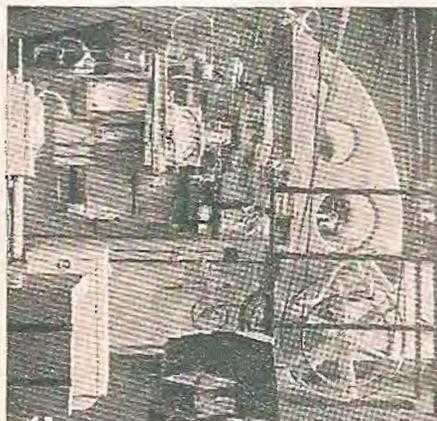
Journal Bearings and Bronze Engine Castings

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CHICAGO



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IRON-RESISTANT
The Original Rust Preventive



X-199
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Greater Candle Power

—Stronger and better diffused light.

—Sturdy construction.

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



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with or without
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Especially adaptable for Car Inspection, Maintenance of Way and Signal Departments. Supplied with spring bracket for vehicles if specified.

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



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(Division)

Name

Address

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YOU will find, in countless American homes on Christmas morning, eloquent evidence of the place railroads and railroading hold in the hearts of folks throughout our land.

In the memory of oldsters still living, the railroads completed the bold and romantic enterprise of binding the nation together with bands of steel from the Atlantic to the Pacific.

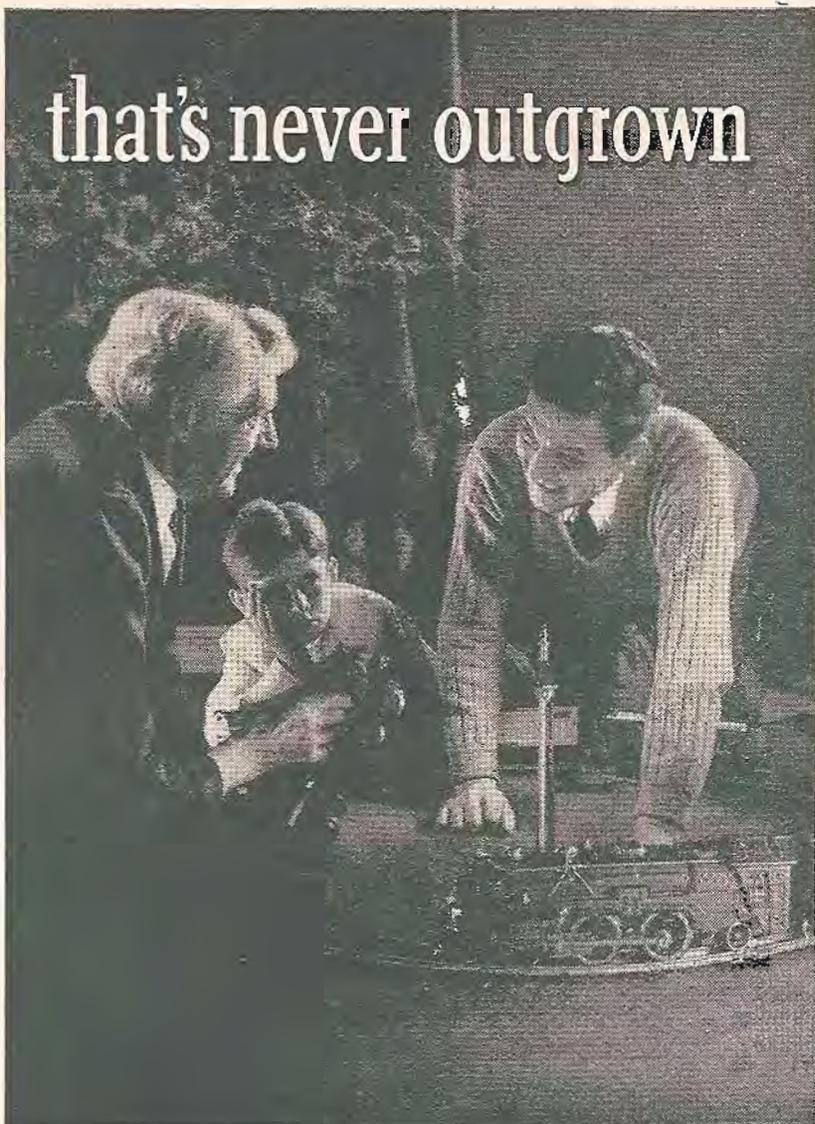
And by their enterprise today, the railroads continue to challenge the interest and stir the imagination of youngsters born and raised in an age of wonders.

Just as electricity has replaced the key and clockworks in many toy trains which gladden homes where they have a place under the Christmas tree—constant innovations contribute to the advancement of the nation's transportation and travel by rail.

You can doubtless name the more dramatic evidences of enterprises—air-conditioning, streamlined trains, electric and Diesel-electric locomotives—

yet these are only the obvious symbols of a vastly greater program of betterment which moves forward every day and every year.

To take a single example: \$172,000,000 have been invested during the past six years in laying heavier rails, an indispensable prelude to the *faster* schedules maintained today for both passengers and freight with a *safety* record which is the marvel of the world.



SAFETY FIRST—
friendliness too!

ASSOCIATION OF
AMERICAN RAILROADS