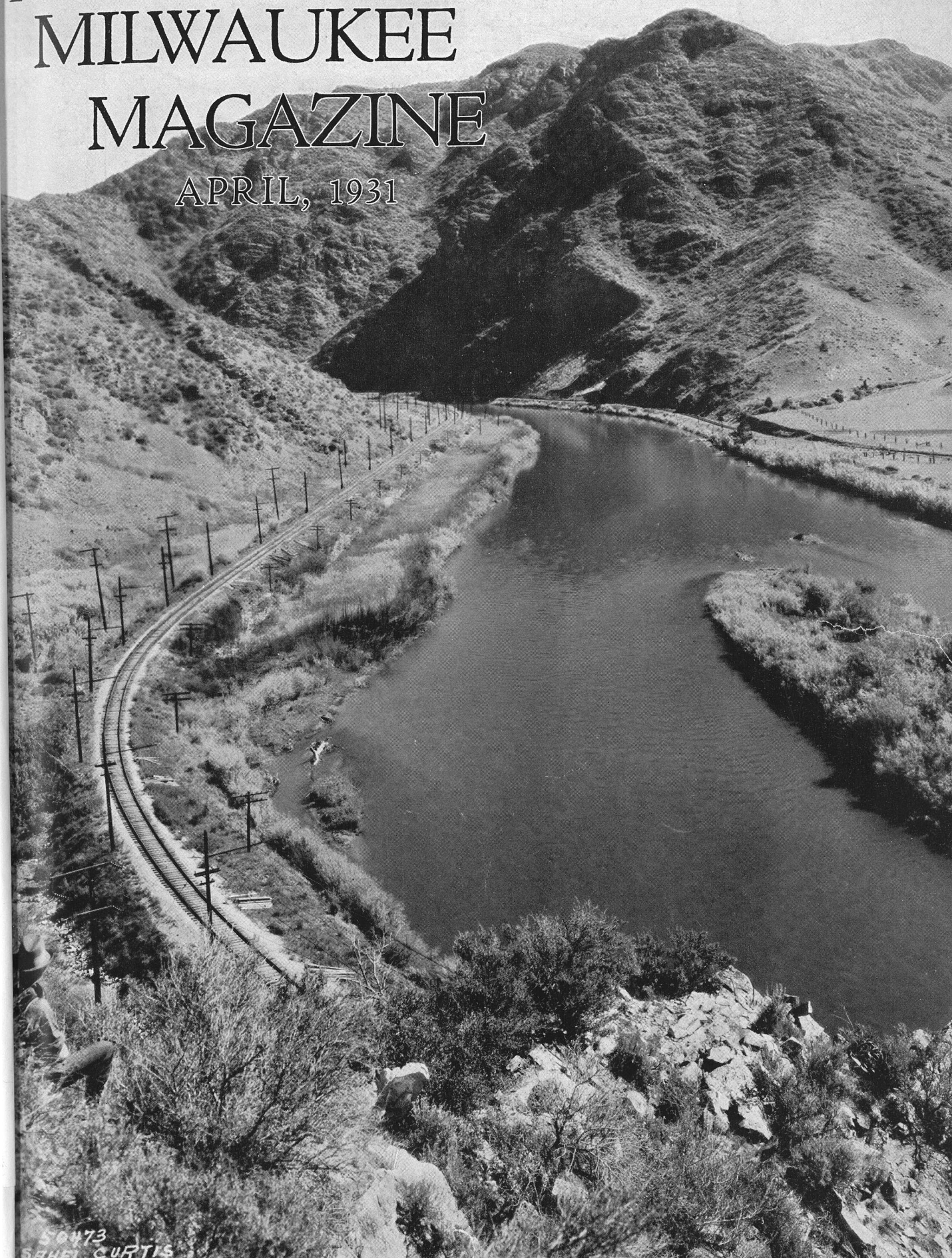


The
MILWAUKEE
MAGAZINE

APRIL, 1931



50473
SQUET CURTIS

Start a Bank Account

These Banks are Recommended to Milwaukee Railroad Employees.

You will find willing and able counsel among their officers.
Take your problems to them and let them help you.

SAVE SAVE

You Can Safely Put Your Trust in the
Spokane and Eastern Trust Company
Founded 1890
Affiliated with Northwest Bancorporation
SPOKANE, WASHINGTON

First National Bank
in miles city
MILES CITY, MONTANA
Capital, Surplus and Undivided Profits - \$300,000.00
G. M. Miles, Chairman
H. M. Bright.....President
Oscar Ball.....Vice-President
T. O. Hammond.....Vice-President
J. C. Laughlin.....Cashier
W. C. Heson.....Ass't Cashier
A. E. Schne.....Ass't Cashier

More than 77 years of helpful service...
THE FIRST NATIONAL BANK
of Saint Paul

Is there SOMETHING you want?

Whatever it is that you particularly want—a new radio, perhaps, or new clothes—here is an easy, economical way to get it:

Open a savings account at the First Wisconsin, and every pay day make regular deposits until you have accumulated the amount of money you'll need.

There's a lot of satisfaction in saving for things you'd like to have!

FIRST WISCONSIN NATIONAL BANK

MILWAUKEE

Unit of Wisconsin Bankshares Group

133

One hundred thirty-three banks, trust companies and security companies located throughout the middle west and northwest, are affiliated with the Northwest Bancorporation.

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

Northwest Bancorporation

MINNEAPOLIS
Resources Over \$495,000,000



First National Bank
of Everett, Washington

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

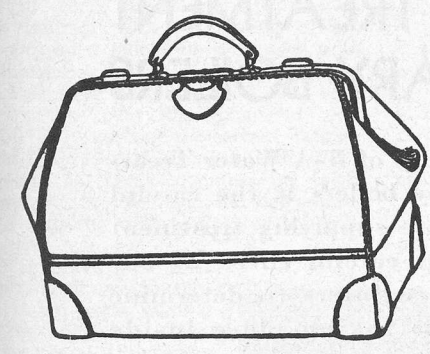
Magnus Company

INCORPORATED

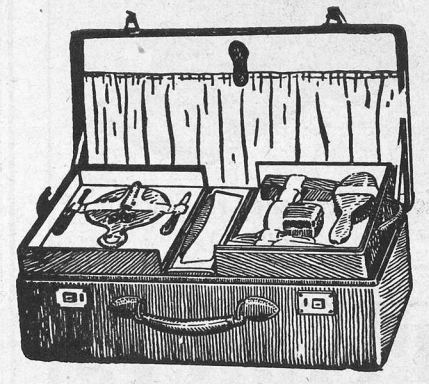
JOURNAL BEARINGS and BRONZE ENGINE CASTINGS

NEW YORK

CHICAGO



Luggage for a Lifetime



The harder Omaha Printing Co. luggage is used the greater opportunity it will have to prove its long lasting and good looking qualities.

A complete line of Travelers' Goods, real leather pieces that you will be proud to carry:
SUITCASES, BAGS, BOSTON BAGS, DRESSING CASES, HAT BOXES
CORRESPONDENCE CASES, PORTFOLIOS, PASS CASES

Always glad to offer gift suggestions for usual or unusual occasions.

OMAHA PRINTING CO.

LUGGAGE DEPARTMENT

Farnam at Thirteenth
OMAHA, NEBRASKA

EVERYONE SHOULD HAVE A BANK ACCOUNT

We Solicit the Patronage of MILWAUKEE EMPLOYEES

Open a Savings Account Here and Add a Little Each Pay Day

GET THE SAVING HABIT

MERCANTILE TRUST & SAVINGS BANK

Opposite the Union Station of Chicago Jackson Boulevard and Clinton St.

MEMBERS OF CHICAGO CLEARING HOUSE ASSOCIATION AND FEDERAL RESERVE SYSTEM

DIRECTORS
RICHARD J. COLLINS
The Fulton Street Wholesale Market Co.
GEORGE E. CULLINAN
Vice-President Graybar Electric Co., Inc.
ALBERT B. DICK, JR.
Vice-President A. B. Dick Company
WM. W. FARRELL
Vice-President
MILTON S. FLORSHEIM
Chairman of Board, Florsheim Shoe Co.
DAVID B. GANN
Attorney
HARRY N. GRUT
President
N. L. HOWARD
W. W. K. SPARROW
Vice-President Chicago, Milwaukee, St. Paul & Pacific Railroad Company
NEIL C. HURLEY
President Binks Manufacturing Company
Chairman of Executive Committee
Independent Pneumatic Tool Company
FREDERICK H. RAWSON
Chairman First National Bank, Chicago
J. A. ROESCH, JR.
President Steel Sales Corporation
E. A. RUSSELL
Vice-President Otis Elevator Company
C. E. SPENS
Executive Vice-President Chicago, Burlington & Quincy R. R. Co.
HENRY X. STRAUSS
Chairman of Board, Meyer & Company
HARRY A. WHEELER
Vice-Chairman First National Bank, Chicago

PATENTS

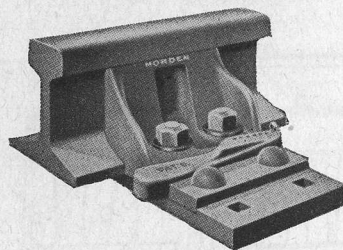
Send drawing or model.

Booklet Free Highest References
Promptness Assured Best Results

WATSON E. COLEMAN, Patent Lawyer
724 9th Street, N. W. Washington, D. C.

17 Von Platen-
Fox Co. 17
Manufacturers and
Distributors of
LUMBER AND FUEL
PRODUCTS
Capacity 40,000,000 Feet
Mills at Iron Mountain, Michigan
Chicago Office
1412 Straus Bldg., Tel. Harrison 8931
17 17

The Morden Adjustable Rail Brace
Standard on the
Chicago, Milwaukee, St. Paul & Pacific R. R.



Morden Frog and Crossing Works
CHICAGO

Printers Binders

- Ample
Equipment
- Personal
Service

Hillison & Etten Company
626 Federal St., Chicago
Tel. Wabash 5400

CONTENTS

The Jefferson River Canyon, Montana.....	Front Cover
Cedar Rapids, Iowa.....	Hugh Orchard..... 3
Fire Prevention	L. J. Benson..... 6
The Strain on the Railroads.....	7
History of the First Railroad Bridge in Wisconsin.....	Owain T. Hughes..... 9
Employees Relief Fund.....	10
A Golden Wedding.....	10
Milwaukee Employees Pension Association.....	10
The Tune Must Change.....	Lucille Millar..... 10
Sleeping Car "Shy".....	10
New Industry at Mitchell, S. D.....	10
The New Columbian Service.....	10
Accident Prevention	11
Safety Records	13
Milwaukee Employees Pension Association Annual Report.....	14
Naming Silver Bow County, Montana.....	15
Help Wanted	16
The Agricultural and Colonization Department.....	17
Doing It "Better With Gas".....	19
Delivery and Pick-Up Service.....	19
Railway Transportation Schools.....	19
The Milwaukee Railroad Women's Club.....	20
At Home	Elinor Corcoran..... 24
Special Commendation	26
On the Steel Trail.....	27

B-A WATER TREATMENT FOR STATIONARY BOILERS

An important feature of B-A Water Treatment for stationary boilers is the careful analysis made before supplying treatment and the subsequent careful check by our industrial service engineers to determine the actual reactions taking place inside the boiler.

B-A Water Treatment for industrial plants is furnished in powdered, liquid, paste, or solid forms, as desired. B-A solid briquets are particularly economical, clean and easy to apply.

THE BIRD-ARCHER COMPANY

NEW YORK :: CHICAGO :: ST. LOUIS

The Bird-Archer Company, Limited, Montreal

Laboratories and Plants at PHILADELPHIA, CHICAGO and COBourg, ONT.

THE MILWAUKEE MAGAZINE

Volume XIX

April, 1931

No. 1

Cedar Rapids Iowa

(The City of Rich Rewards)

Hugh Orchard

With the Chamber of Commerce

cedar RAPIDS affords her people a real place to live. And that is the best thing that any city can do.

For many years, in fact, long before that bright day when Joseph Fort Newton spoke of her as "A City with a soul," Cedar Rapids has busied herself with the promotion of life among her constantly increasing population.

Richly endowed with propertied possessions, substantial and secure in established business, beautiful in the architectural designs of her great buildings and the wealth of well kept homes, sponsor of education, religion, philanthropy, and a confirmed believer in unsullied justice, Cedar Rapids has learned to employ all these for the good of all, and to keep constant vigil over sacred rights dear like to every class and condition.

Downtown Section

An expert in city planning, on a recent visit here, said that the skyline and the general appearance of the business district was on a par with most cities of three times our population. Those familiar with the setting of ten years ago must indeed be impressed with the immense number of modern structures that have been erected. One cannot view the Cedar Rapids business district of today without the certain impression of beauty, solid strength, orderliness and color, that speak of enterprise, faith, the progressive idea, and the determination to lead the way to greater achievement still.

That massive and well designed structure to the north is the great manufacturing plant of the Quaker Oats Company. It is not just a mill. It is the largest cereal mill in the whole wide world. A short distance to the east stands the mill of the Three Minute Cereal Company. Together these mills grind and process 15 bushels of grain every minute of the year—7,000 bushels per hour—170,000 bushels per day—50,000,000 bushels per year. Away towards of 100 carloads pass in and out of these factories every day. Their contribution to life in Cedar Rapids is worth while.

Bordering the river to the south, on opposite banks of the stream, are located the Sinclair Packing Company, and Penick and Ford, two gigantic industrial plants employ-

ing thousands and shipping their products to the ends of the earth.

And this is but a beginning of the long list of industrial establishments numbering Two Hundred Twenty-Four in all, employing 10,000 workers with a payroll upwards of \$12,000,000.00.

The manufacture, fabrication, and processing of a commanding array of needed commodities by these beehives of industry engage in intelligent attention and beguile the genius of an active element of the population that makes a most substantial contribution to life in the city.

Topping the list of eight hundred retail establishments doing a total annual business of \$65,000,000, are great department stores, suited to a city of far larger population, and comparable to any found anywhere. Every line of merchandise that can contribute to human necessity is found here in complete stocks, and the population of a wide and growing field are availing themselves of these fine shopping privileges.

On the Island

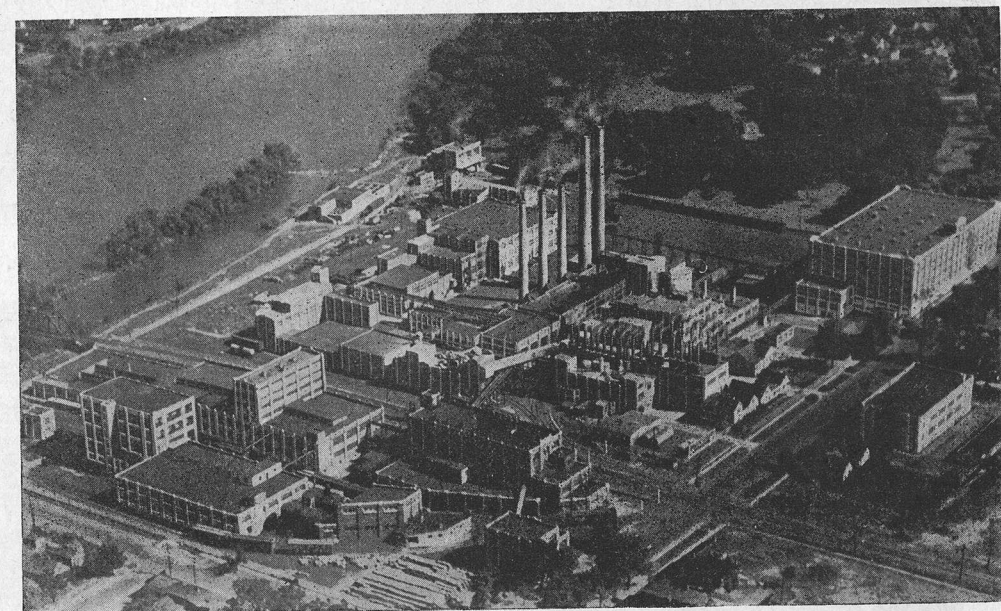
May's Island, municipally owned, reposes in mid-stream of the Cedar River, at the geographic center of the city. It is here that a long cherished dream of civic development is coming true, with beauty, utility, and solidarity as the governing motive.

Toward the north end looms the Memorial Building, erected by a grateful people at a cost of \$1,000,000 to the

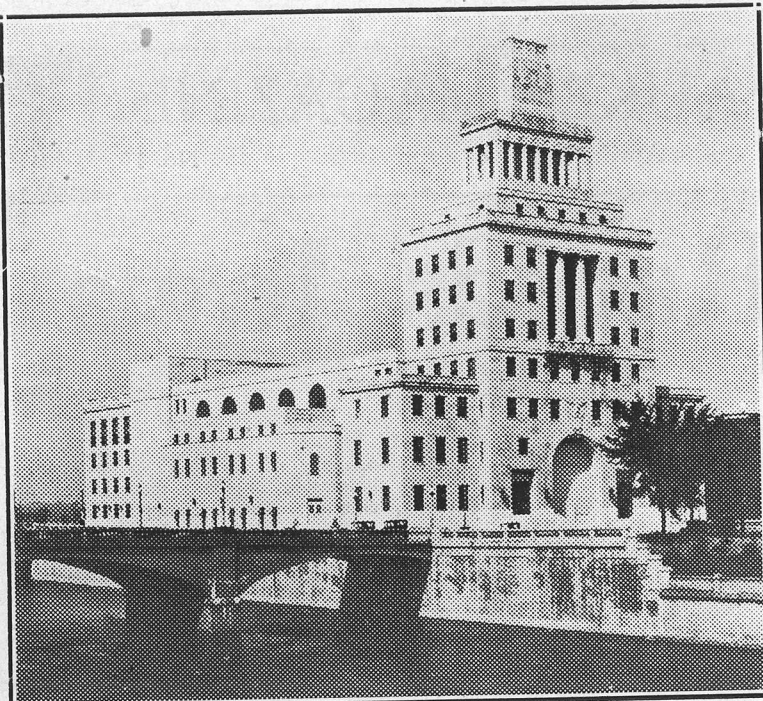
memory of all those who have served honorably in the armed forces of this country. It is a massive structure a full city block in length, imposing in solitary splendor and rich adornments. One section is the City Hall, whose offices occupy seven floors. Another section houses the Chamber of Commerce, occupying five floors, and equipped with every device of convenience and comfort in the line of its manifold activities. The middle section comprises a civic auditorium of 4,800 seating capacity, ornate and commodious, and equipped with a \$60,000 pipe organ. This is the rallying place for all great movements, the music and entertainment center, convention quarters, and a happy home for our supervised recreational activities.

Within the building have been provided headquarters for the Grand Army veterans, United Spanish War veterans, American Legion, National Guard Units and musical, literary and other clubs.

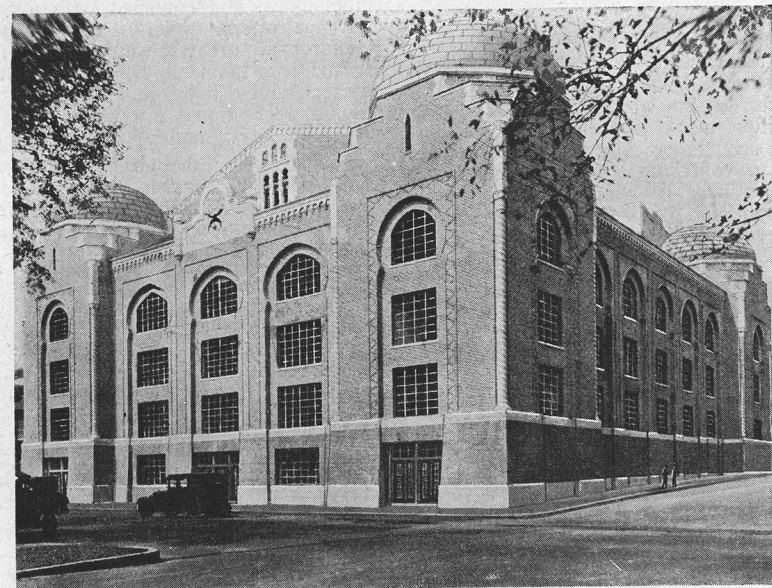
At the south end of the Island is the Linn County Court House, built of Indiana limestone, in renaissance style, finished in marble. Between these two structures has been developed a beauty spot in the form of a landscaped plaza, and finishing a picture of civic beauty and utility unsurpassed anywhere. To the east, on the river bank facing the Memorial Building, work has begun on a \$750,000 post office building, which, when completed will add further impressiveness to the scene.



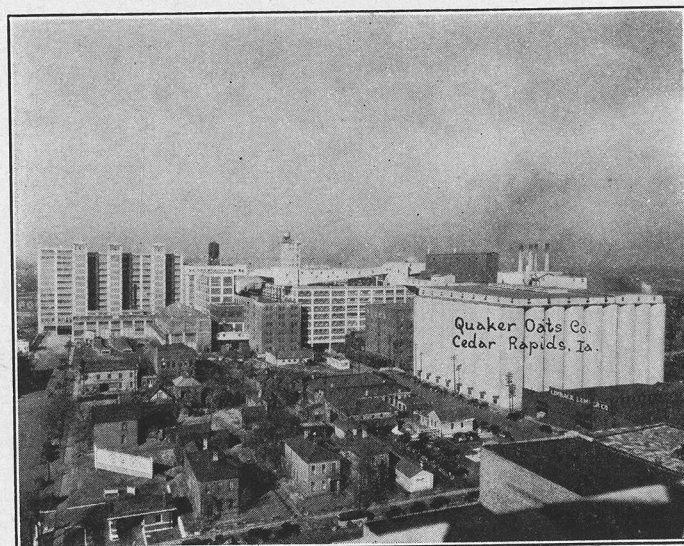
Penwick and Ford Company



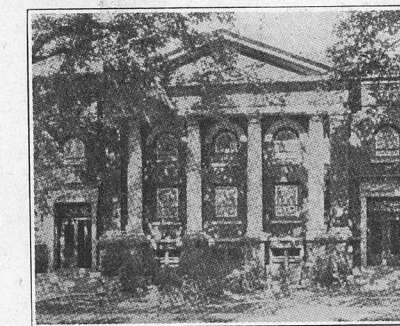
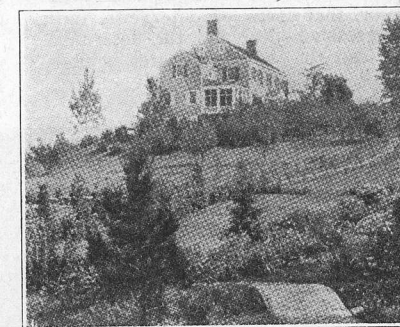
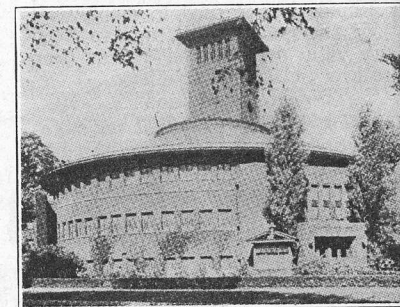
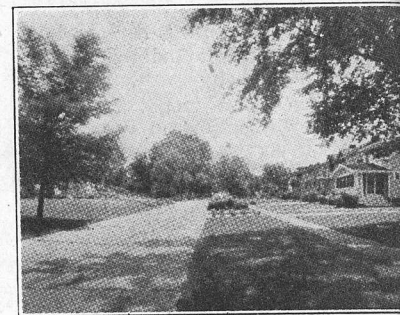
The Memorial Building



Shrine Temple



Quaker Oats Mills



Views in Cedar Rapids Park and Residential Districts

This civic center, unique and commanding in design and splendor, commands the admiration of all visitors, and stimulates a proper pride in our own people in accomplishments designed for promoting the joy as well as the profit of living in Cedar Rapids, Iowa.

Among the Homes
Home ownership is an ideal that has been and is being carefully nurtured. Nearly sixty per cent of our families own their homes, and the city has an established reputation for well preserved houses and developed lawns. So completely has this practice ramified all sections that there is no run-down, shack district to be found anywhere. Cedar Rapids is often called "The City Beautiful."

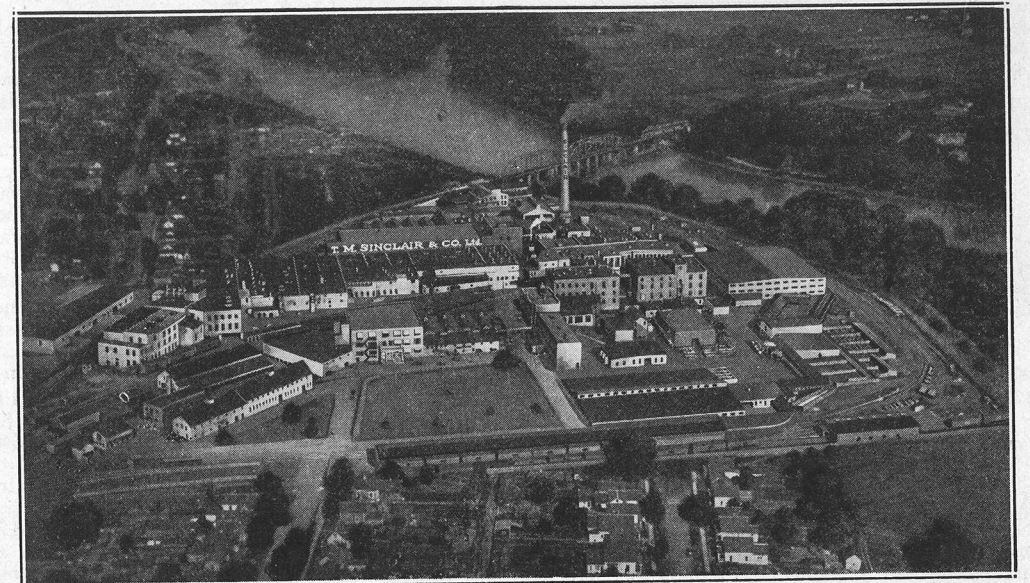
The climax of home engineering here has been the development of twelve hundred acres of landscaped residential area, upon which have been built, in artistic design and attractive settings, homes in which all home lovers throughout the city feel a common pride.

Life and Business
The intelligent planning that accomplished all this is a certain reflection of enterprise for business as well as for life, an enterprise that built manufacturing, jobbing and wholesale houses, service devices, good roads, established banking resources of \$50,000,000.00, discouraged artificial booms, prevented panics, maintained steady and substantial growth, and laid such foundations and erected such a business structure thereon as to provide the maximum of prospect for all comers who chose to merge their resources and abilities with a safe and sane community movement for the promotion of human life.

Does the heart crave entertainment? Our superb modern theatres supply the best the world affords. Frontier Park pavilion seats 13,000 for big out-door events. Municipal bathing beach in season. Organized and supervised playground facilities all the year around. Then there is the Cedar Rapids Symphony Orchestra of fifty pieces, sponsored in its work by an appreciative people and rendering free concerts in the Memorial auditorium once each week in season.

Three separate summer camps are maintained for the benefit of the children. An unique Art Experimental Center under professional management operates the year around in the interests of development and artistic culture. Three great libraries of 175,000 volumes provide the widest range of reading and research on all subjects. Coe College and three special schools provide higher and technical training. And, in keeping with the prevailing idea of progress and development, Cedar Rapids has completed a public school building program sufficient to care for the city's need for a decade to come.

She has two great hospitals. The latest boulevard lighting system in the downtown section. Modern and commodious hotels in line with the development pro-



T. M. Sinclair Plant, Cedar Rapids Packing House

gram. A never failing supply of pure soft water. A new water plant at a cost of \$660,000. An amiable adjustment plan eliminating all labor troubles. Zoning regulations insuring orderliness in all future development. All weather highways leading in from all directions. Six railroads serve the city, with 105 passenger trains daily, and carry into and out of Cedar Rapids annually 116,000 carload shipments of freight and 40,000 cars more in L. C. L. movements.

It is characteristic of Cedar Rapids that everything that has been built into her activities and her life is geared to the idea of progress and continual betterment, that her people may enjoy the maximum of common service in all that enters into their living, and be supplied with every convenience and service that can in any measure contribute to their happiness, comfort and success.

The leading industrial city of Iowa, the center of a trading area of unsurpassed richness and resources, known to the whole civilized world for the variety, volume, and character of her products, Cedar Rapids offers exceptional advantages to whomsoever seeks a favorable location for business development.

The Forward Look

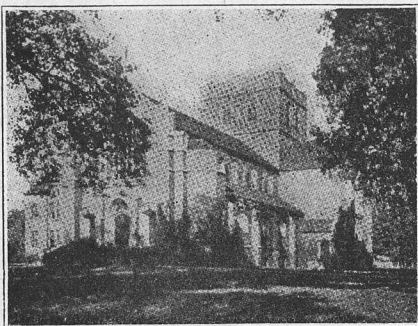
Cedar Rapids is blessed with an active, aggressive, and determined Chamber of Commerce of nearly a thousand members, organized into eleven bureaus, giving specialized attention to every major problem affecting the community. Through its leadership the man power of the city has been marshalled for service, and cliques and factions have disappeared from the scene. "All for one, and one for all," fitly vocalizes a cherished spirit of unity and cooperation whereby Cedar Rapids has been enabled to outstrip her neighbors in worthwhile development and substantial progress.

And she is building for today as she has built in the past, but in the fuller light of broader experience. And she is building for the future, as well as for today, with well laid plans for expansions, refinements and the answers to human dreams, hopes and aspirations.

To live is the thing. And that her people may live fully, cleanly, busily, thriftily, comfortably, securely, prosperously, serviceably and withal happily, the embattled spirits of her determined people are set against all attempted invasions of disaster, and are pooling their



The Montrose Hotel



A Cedar Rapids Church Edifice

Fire Prevention

L. J. Benson

A fire chief who, because of years of study and practical experience, easily qualifies as an expert, mentions these three things as fundamental to the successful carrying on of a fire prevention program in any industrial field:

FIRST—A complete knowledge of the fire fighting appliances available; their location, manner of operation, particular use, etc.

SECOND—A willingness on the part of all employees to co-operate and organization of these employees into committees that will devote some time to inspections.

THIRD—The practice of good house-keeping.

This last item is of such tremendous importance that I would mention it first. A good cleanup program and then the continued maintenance of order on any premises where such has not been the practice, will, I am confident, result in a fifty per cent reduction in the probability of fire loss at that location. That is as true of your own home as it is of the yard, shop or warehouse where you are employed. The removal of old papers, rags, oil cans, dust and rubbish; the removal of or overhauling of electric wires, and the providing of proper storage for gasoline, kerosene, naphtha, etc., must be part of the initial program, and when these corrections are made the fuel for fires has been taken away. The prevention of fire is the primary essential, for when fire starts some damage is almost certain to result.

More than a janitor is needed to maintain cleanliness and order. A hazard thoughtlessly created and of only short endurance may cause trouble before a janitor gets to it and as a conscientious employee you will first avoid creating hazards and then correct existing ones or complain to someone having jurisdiction, who can order the correction to be made. Acts that tend to increase safety should be part of the daily routine of every employee and if they would function this way there would be no need for committees. However, realizing human deficiencies, I strongly favor committees and urge the organization of several on every division. Through systematic inspections these committees will find hazards that have been overlooked. It is of course taken for granted that their work will not be nullified by lack of official support.

There ought to be a good deal of satisfaction for the employees on the Des Moines Division in knowing that they are

fondlest hopes and best endeavors toward even fairer events to come.

Cedar Rapids is a believing and a doing city. Her beauty, her resources, her history and her substantial accomplishments challenge the admiration of all who value life in its best and sweetest expressions. The lodestone of her renown attracts 2,500 new residents per year, who, once settled here and in touch with our people, enter for all time into our fellowship of progress, the search ended,—home at last in "The city of rich rewards."

still going strong after fourteen months without a single fire. I am told that every one of them has taken a keen interest in fire prevention and the result makes this quite obvious.

A knowledge of the location and manner of operating the fire fighting equipment available is important for it is readily admitted that in spite of our best efforts some fires will occur.

It might be supposed that every one knows how to operate a fire extinguisher—they don't, and for greatest efficiency an extinguisher must be properly handled. It might also be taken for granted that every employee around a coal chute equipped with a sprinkler would know how to operate that water system. That is likewise untrue as has been demonstrated through costly experience. If you want to be of service in an emergency you will do well to find out what valves must be opened or closed to operate the sprinkler at the coal chute where you are employed or which you pass frequently. You will also do well to become familiarized with the manner of sending an alarm and of handling a line of hose if one is available.

Fire extinguishers are available at most locations and are simple to operate. It is advisable to avoid delay in putting them in use by knowing in advance their exact location and the kind of fire to which they are best adapted. Look around the place where you are employed and find the nearest extinguisher. Read the instructions and make a mental picture of what you would do if a fire should occur, then in an emergency you will do some good.

There are a few pointers that may indicate to you the adaptability of extinguishers to certain types of fires. For the ordinary fire in wood, textiles, rubbish, etc., any type of extinguisher is some good but a foamite, soda acid or calcium chloride type is best. For fires in oils, greases, etc., the foamite extinguisher is considered the best available. For fires in electrical machinery the carbon dioxide type is preferable and because streams from other types are conductors they can be used only when the electric current is shut off, of low voltage or when the stream can be directed away from contact with the current.

There may be places on this railroad where fire extinguishers are not available and water barrels are depended upon. Make it your personal business to see that these are always full and that they are accompanied with two pails. Where

Railroad News in General

The following is issued by the Western Railway Committee on Publications and is good information for railway employees:

"Class I railroads in 1930 had a railway operating income of \$885,032,4 which was a return of 3.36 per cent on their property investment. Their railway operating income in 1929 was \$1,274,605,403 or 4.95 per cent on the property investment.

"Twenty-one Class I railroads operated at a loss in 1930 of which seven were in the Eastern, two in the South and twelve in the Western District.

"Class I railroads in the Western District in 1930 had a net railway operating income of \$348,356,458, which was a turn of 3.14 per cent on their property investment. In 1929 the railroads in the district had a net railway operating income of \$492,751,545 or a return of 3.14 per cent on their property investment. Gross operating revenues of the Class I railroads in the Western District in 1930 amounted to \$2,039,195,833, a decrease of 15.7 per cent under the year before, while operating expenses totaled \$1,488,599, a decrease of 12.7 per cent compared with 1929.

"For the month of December the railway operating income of the Class I railroads in the Western District amounted to \$18,394,229. The net railway operating income of the same road in December, 1929, totaled \$25,492,575.

"Reports made by the railroads to the Interstate Commerce Commission showed marked reduction for the first eleven months of 1930, compared with the preceding year, not only in the number of accidents at highway grade crossings, also in the number of casualties resulting therefrom.

"Accidents at highway grade crossings totaled 4,390 for the first eleven months of 1930, a reduction of 989 compared with the same period in 1929. Fatalities resulting from such accidents totaled 1,133 in the first eleven months of 1930, a reduction of 400 compared with the same period in 1929, while persons injured far in 1930 totaled 4,992, a reduction of 1,133 compared with the year before.

"For the month of November all there were 519 accidents at highway grade crossings, a reduction of 143 from November, 1929, while 193 fatalities were reported as caused by those accidents. This was a reduction of 73 compared with the number reported for November, 1929. Persons injured in highway grade crossing accidents in November, 1930, totaled 612, compared with 751 in the same month of the preceding year.

the barrels are not properly maintained complain loud enough to be heard in office and you will be supported.

We are amateur fire fighters. Your knowledge of what is to be done will just as comprehensive as mine where your interest is aroused. The fundamentals quoted from the aforementioned authority which I have interpreted in way should prove of material benefit to you and to me. They will prove carried out to the best of our ability.

FREQUENT INSPECTIONS

PREVENT FIRE

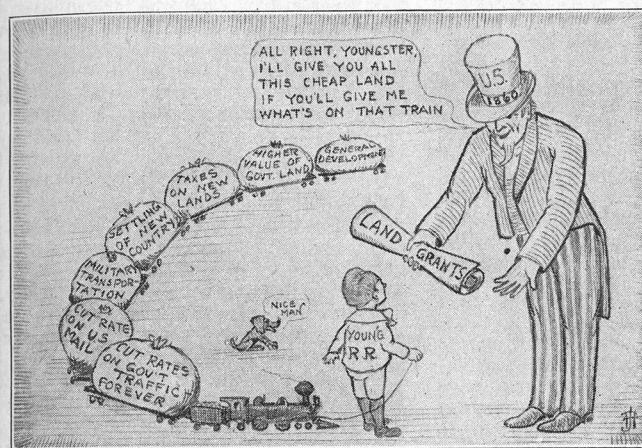
The Strain on the Railroads

(Reprinted from "Milwaukee Road Flashes")

Land Grants and Waterways

The first important government land grant in aid of the construction of railroads was in 1850 and was a grant of two and one-half million acres in Illinois.

At that time there were only about 100 miles of railroad in the entire territory west of the Great Lakes and the lower Mississippi River. This means that the only methods of transporting goods or persons in the western territory were horse or ox-drawn vehicles and the waterways.



Under these conditions it was, of course, impossible to look for the early development of this vast, fertile region, and the administrative activities of the government itself were handicapped by the lack of rapid communication and transportation across the continent.

For these reasons it was considered to be to the interest of the public and the government that the pioneering railroads should be aided by the granting of government lands along their proposed routes.

It is a matter of record that lands thus ceded, while largely rich and fertile, had only a nominal value ranging from twelve and one-half cents an acre up to \$1.25 per acre, and even at those low prices there were few sales because there was no incentive for agricultural efforts, as there were no practical means of moving to market the products of the soil.

Because of the sparsely settled condition of the west there was no expectation of sufficient railroad earnings to even pay operating expenses for some time and Congress undoubtedly recognized this fact as well as the fact that the railroads, when built, would enable the government to sell its lands and also benefit from taxation thereon.

It is interesting to note that after it made its grants to the railroads, the government was able readily to dispose of its land, within the same distance of the rail as the lands granted the railroads,

in Illinois for example, at \$2.50 an acre or double its previous value.

The Secretary of War sets the total land granted to the railroads by the government at 155,504,000 acres. Of this total 132,173,225 acres were actually patented or certified up to June 30, 1930. The bulk of the grants lay west of the Mississippi River. From 1850 to 1870, when most of the land grants were made, the government sold public land at an average price of 94 cents per acre. On this basis the railways have received title to land worth an aggregate of \$124,243,000.

The grant to Illinois was taken as a model for nearly all the other grants to states. This gave right-of-way through public lands for 100 feet on each side of the road; in addition, every alternate even-numbered section for six miles on each side of the road was granted the state. The lands remaining to the United States within six miles of the road were not to be sold for less than the double minimum—\$2.50.

Land grant lines agreed and were required to handle government troops, passengers and materials at reduced rates or entirely free. The language of the several acts varied somewhat, but some railways have been and are still carrying government passengers and property entirely free. In the case of other railways the government was held to be entitled to the use of the roadway and tracks in payment of the direct cost of transport over the track. Fifty per cent of the commercial rate was developed as an appropriate charge to cover the direct cost of transport and that basis now applies on the majority of the land grant lines.

With respect to the carriage of mail, Congress in 1876 fixed the rates for land grant lines at 80 per cent of the standard rates.

It is estimated that reduced rail rates on government passengers, property and mail amounts to well over \$5,000,000 per year in peace times. In time of war, of course, the figure is much greater. At the rate of \$5,000,000 per year saved by

the government in transportation charges, the full value of the land grants (\$125,000,000) is repaid to the government every twenty-five years, and this saving will continue perpetually.

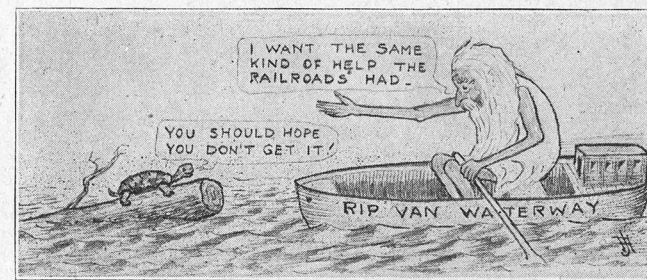
In addition to land grants, financial aid was granted by the United States to six railroads constructed in western territory. This aid was in the form of \$64,624,000 worth of 6 per cent, thirty-year government bonds, the proceeds of which were used for railway construction. Some of the six railroads paid back the full amount of principal and interest, some repaid the principal and a portion of the interest and one road was able to pay back less than one-half the principal and no interest. The six railroads combined owed the government \$64,624,000 principal and \$116,508,000 interest, a total of \$181,132,000. They paid back to the government a total of \$169,209,000, or more than 93 per cent of their obligations.

In the early years Army engineers were about the only trained civil engineers available. In many cases the railroad compensated the Army engineers for the work performed for them, and of course, the troops discharged from Army service following the Civil War, who were employed by western railways in construction work, were paid by the railroad companies. As a matter of course, the United States Army extended necessary protection to railroad construction camps and parties, as well as to trading posts, trains en route, individual settlers and their homes, and all settlements. It must be borne in mind that at the time of Pacific railroad construction no government authority existed in the western country, except the military arm of the Federal Government.

Present Conditions

It is interesting to compare the conditions under which the government helped the railways, itself and the public back in the early days of development of the railways and the country, with the conditions under which government aid to waterways is now being proposed.

The territory along the waterways is well settled and no advantage will be gained with respect to developing such lands, increasing land values as a whole or facilitating the administration of government affairs. Railroads have already done their work of equalizing living



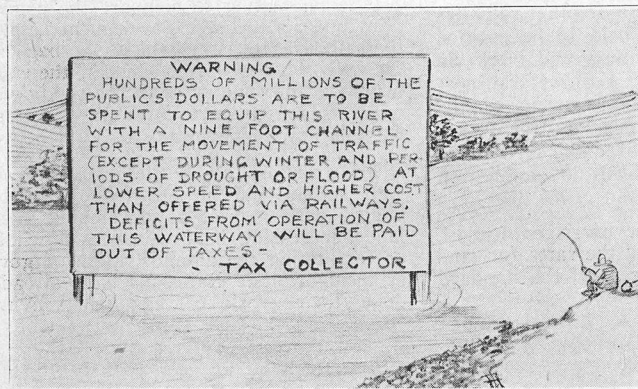
standards throughout the nation by affording adequate, prompt and low cost transportation for persons and property. Compared with their services the benefits claimed through the operation of waterways are small and unimportant to the nation as a whole.

When consideration is given to the tremendous sums which all citizens will have to pay in taxes in order to provide waterways for the use of a comparatively few persons, mostly in business contiguous to the waterways; to the continuous expenditures necessary to maintain a navigable channel in rivers which in one season are depleted by drought, in another season are subject to flood and in winter are always closed to navigation; to the experience of waterways and canals long in operation which cost in rates plus taxes considerably more than the rail rates between common points—it is evident that the general public has not much to hope for in the way of better, cheaper or speedier service in return for the expenditure of hundreds of millions of dollars in taxes.

This is not the whole story. Such business as is diverted from the railways to the inland waterways will cause a further strain upon the already insufficiently nourished railways and the business that then remains as requiring rail transportation will be the business that must support the railways under suitable rates. In this situation shippers who now and in the future must depend upon rail service will have just cause to complain against the subsidizing of rail competitors.

Proponents of the waterways claim that they will stimulate business and that the railways will share in the benefits of this stimulation. On the contrary, it is to be expected that the rejuvenation of inland waterways will cause some business institutions to move their plants from their present locations to locations along the waterways and the net result from this would be an additional important loss to the railways as a whole.

So far as the Milwaukee Railroad is



concerned, its records show that the total amount of land received by it and its predecessor companies under land grants, amounted to 833,879 acres, under acts of Congress passed in the late '50s and early '60s. All these lands were located in Iowa and Minnesota. Two of these grants provided that government materials and troops would be hauled free over the lines built thereon, and other grants stip-

ulated that government materials and troops would be handled at 50 per cent of the commercial charges.

Milwaukee Road records indicate that as of December 31, 1930, the total deduction from its mail, freight and passenger revenues, by reason of the provisions of these grants, amounted to over \$9,100,000. Of course, the government will have the benefit of these concessions in perpetuity. When it is considered that the land granted the railroad and other lands contiguous thereto had little value prior to the location of the railroad and that the government benefited by the increase in value of its lands made available to settlement by the railroad; and that the government gained the permanent advantage of having a means of transportation of troops, supplies and mails, the concessions in the way of free or reduced rates, have proved to be a good bargain for the government.

When waterway advocates suggest that the government aided the railways by land grants and should, therefore, aid in waterway development, it is evident they do not state the whole case. They should also mention the concessions exacted from the railroads in return for this aid and should also refer to the fact that when railroads were projected there were no other agencies that could perform the task that in the interest of the public had to be performed.

Waterways always have been in existence, but they were unimportant in the development of the vast inland regions, and rail service was absolutely necessary to settle those regions and convert them from barren plains and valleys to fertile fields, farms and orchards. No such situation exists at the present time to support the development of waterways at public expense. The country now is well populated and has transportation facilities able and anxious to handle a much greater volume of business, and the problematical benefit to a limited number of shippers by providing waterways, would be offset by the heavy burden on taxpayers generally and the loss of revenues that cannot

be spared by railroads that for years have been and still are unable to earn what the government has designated as a fair return.

In answer to the assertion made by some advocates of inland waterways development at the expense of the public, we quote from an article by Thomas F. Woodlock, who was for some time a member of the Interstate Com-

merce Commission. The article appeared in the Wall Street Journal for January 12, 1931, and calls attention to the fact that the present Inland Waterways Corporation showed a deficit of \$109,729 from operations in 1929; not including any part of the \$4,750,000 spent for maintenance of the waterway in that year alone; not including any return on some \$20,000,000 invested in equipment; not including any

return on the capital cost of the waterway as a channel for navigation, which on the Mississippi section alone amounted to \$172,216,000 up to June 30, 1929; and, of course, not including anything for taxes which a private corporation would pay.

Mr. Woodlock says, "How much of this is a proper charge against the Waterways Corporation is debatable. Some of it certainly is. If we charge but one twentieth of it the subsidy to the corporation's shippers in 1929 becomes more than \$2,000,000."

"The fact is—and this is the fact which is unfamiliar to the public, and, probably also unpalatable—that all the evidence available tends to show that water transportation of this sort in this country always has been, is, and, probably, always will be, more expensive than rail transportation. Only here and there, under special conditions and at certain times, is the reverse true, and the probability that such conditions and times would be of rare occurrence if water transportation were charged with all the costs that other forms of transportation—and in particular rail transportation—must bear."

Railroad News in General

"Capital expenditures made by the Class I railroads in 1930 for new equipment and additions and betterments to property used in transportation service were the greatest for any year since 1924, according to complete reports for the year just received from the rail carriers by the Bureau of Railway Economics.

"Capital expenditures actually made in 1930 totaled \$872,608,000, an increase of \$18,887,000 above such expenditure made in 1929 and an increase of \$195,943,000 above those in 1928. They also were an increase of \$101,056,000 above those made in 1927, but a reduction of \$12,478,000 under 1926.

"Unexpended authorizations representing physically uncompleted work carried over into 1931 from 1930 amounted to \$396,679,000 compared with \$579,005,000 according to the charter the construction the amount of carry-over found on January 1, 1930.

"The amount of capital expenditure devoted in 1930 to purchase of equipment was \$328,269,000 compared with \$321,306,000 in 1929. This was an increase of \$6,963,000 or 2.2 per cent above the preceding year.

"Roadway and structures expenditure aggregated \$544,339,000 compared with \$532,415,000 in 1929, an increase of \$11,924,000, or 2.2 per cent.

A Far-Reaching Courtesy

Des Moines Division Conductor N. M. McGrath on February 24 had a woman passenger on his train who had purchased a ticket from Des Moines to Sioux City, expecting to go from Sioux City to Sioux Falls, her home by bus. Mr. McGrath, on learning the destination of his passenger, very courteously explained to her that she could continue on his train to Spencer, and there take L. & D. No. 10 to Canton, where she would have a direct connection to Sioux Falls, which she did. The lady was very appreciative of Mr. McGrath's courtesy, which will undoubtedly be the means of considerable business in the future, for the Milwaukee, as the lady is the wife of an influential business man in Sioux Falls, and he too, has expressed his thanks for the courtesy shown his wife.

History of the First Railroad Bridge Ever Built in the State of Wisconsin

By Orwain T. Hughes

I WAS born on an island, Anglesey, in the northern part of Wales, on the 22nd day of June, 1848. Came to America in the spring of 1871, started to work for the Milwaukee Road in the fall of 1872 and was in active service until late in the fall of 1918; since when I have been off under leave of absence, but I will say that I am still an employee of the Milwaukee Road, and always will be.

And now I am taking the pleasure to write a history of the first railroad bridge ever built in the State of Wisconsin and to chronicle this particular spot where this bridge is located. This bridge was built and is located over the historic Menomonee River, about three miles west from the heart of the city of Milwaukee, is known now as Bridge B-10 on the Milwaukee Terminal Division of the Milwaukee Road. The first bridge of all was at this location, and was built as near as I can find, in the records of the historical department at Madison, Wisconsin, and from my friends of the Bridge and Building Department of the Milwaukee Road, in 1849. I have made a thorough study of this particular location, and the first mention of this bridge at this location was recorded in the Historical Society at Madison, Wisconsin.

The present bridge over the Menomonee River is the fifth bridge built at that location, which I will show later on.

The first bridge of all, as near as I can calculate with all resources in my possession, was built in 1849. The charging physically uncompleted work carried over into 1931 from 1930 amounted to \$396,679,000 compared with \$579,005,000 according to the charter the construction the amount of carry-over found on January 1, 1930.

Now I am going to describe the first bridge as I came in contact with what was left of it. It was a trestle bridge, aggregated \$544,339,000 compared with \$532,415,000 in 1929, an increase of \$11,924,000, or 2.2 per cent.

It was made of 12 in. by 12 in. oak hewed timbers with oak sills (these sills came in many way many times in later years, for I had charge of rebuilding this bridge three different times under the direction of three different men). I came across many of these sills which were still left in the ground about eighteen inches below the bed of the river. Many of them were in the way of foundations which were built later on. When these sills were taken out, I found them of the finest kind of oak trees hewed on two sides to fourteen inches thick and thirty feet long and at least three feet wide, without a knot of any kind. These sills were as sound as they were the day they were put in and were as smooth as if they had been put through a planer; and were hewed by men who could show us fellows of present days how to handle a road axe, and every time that I took out one of these sills it was a great

pleasure for me to look at them. These sills had four mortises in each one, two of them were for two 12 in. by 12 in. plumb posts and two of them for two battered posts. The stubs of these posts were chopped off about a foot above the sills and left in the mortises so I could see how the bents were framed, and they were as sound as they were the day they were put in. I could see very plainly how the first bridge was constructed. This bridge lasted, as I see it, from 1849 to 1868, and as Mr. Amos Bennett, who was chief carpenter of the Milwaukee Road at that time told me, it was in the spring of that year that they were greatly troubled with the old trestle and drift wood, and the old bridge was getting old, that the engineer's department decided to build a new bridge of different type (now for a while I will write on hearsaying, although from good authority,—Mr. Amos Bennett) that the engineer's department decided to put in two spans, "Howe Trusses," each ninety-eight feet long, to replace the old trestle.* Mr. Bennett at that time was a good carpenter, but was not familiar with the framing of a truss bridge, so in 1868, the contract of building this type of bridge was let to a Chicago bridge company (this was before my time, for I did not start to work for the Milwaukee Road until late 1872). In those days very few men knew how to frame a Howe truss bridge, Mr. Bennett told me. So the contract was let to a Chicago bridge company, I believe known as Boomer Bridge Company of Chicago, and according to Mr. Bennett these spans were framed before they came to Milwaukee. The bridge finally came and was erected under the supervision of a young man, Mr. M. Lassig, who acted as foreman of the construction. Mr. Bennett was watching the construction of this bridge very closely. He told me, and always would laugh aloud when telling about it, and he used to take pleasure in telling of it.

*These trusses were covered and formed a sort of tunnel.



The Rocky Mountain Division Office Force, Recently Moved from Deer Lodge to Butte

When the bridge was completed and Mr. Bennett still on the job, in looking over the lower chord, he found that there was a bend in it upwards and that puzzled him, but he went to Mr. Lassig and asked him how it was done and the answer he got from Mr. Lassig was that men in Germany had to pay for their learning, but this was too much for the old "Yankee" Amos Bennett to swallow, and he told me that he went home in bad humor. The bridge was finished and Mr. Lassig and his men went home. The next day Mr. Bennett went to his shop foreman, Thomas Evans, and told him about it, and they both went down to the new bridge and looked it over very carefully to find out how the camber was put in and had to go home without being any wiser. But Mr. Bennett and his shop foreman, Mr. Evans, would not quit, both being good mechanics, worked it out and went to the new bridge again, and they did find out that the division of panels was shorter in the lower chord than they were in the upper chord, and in tightening the truss rods the camber was formed and they went home and made a model which was in Mr. Bennett's office for a long time. This man, Amos Bennett, built many Howe Truss bridges after this for the Milwaukee Road.

Now, I am through with hear-saying and whatever I will say hereafter will be on my own footing. This wooden truss bridge was somewhat of frail construction and did not last long, and in 1875 I was advanced from a carpenter to a foreman of a pile driver and was sent with driver and men by Amos Bennett to drive piles in under this bridge as false work to take this truss bridge down and this I did. The two abutments and pier for this bridge were made of hewed oak timber in the shape of a crib, and filled with stone and leveled up on top as bridge seats. These spans were for one track only, and were replaced in 1875 with two iron spans for two track bridge, same length as the wooden spans were, and for the iron span two abutments and one pier had to be built and these were built with rubble stone by our old stone mason foreman Jake Livingston and the iron spans were erected thereon. This iron bridge was erected by the Lassig Bridge Company of Chicago, and it was in use until 1888 as a double-track bridge. Previous to this time I was transferred from Mr. Bennett's department to the Bridge and Building

(Continued on page 12)

THE MILWAUKEE MAGAZINE

Union Station Building
Chicago

Published monthly, devoted to the interests of
and for free distribution among the 65,000
employees of the Chicago, Milwaukee, St. Paul
& Pacific Railroad.

CARPENTER KENDALL, Editor
Libertyville, Illinois

ALBERT G. DUPUIS, Assistant Editor
790 Union Station, Chicago, Illinois
In Charge of Advertising

Single Copies, 10 Cents Each
Outside Circulation, \$1 per Year

U. S. Postage on This Magazine Is
Three Cents

The Employes Relief Fund

ON March 31st, the committees in charge of disbursing the fund contributed by the employes of this railroad for the benefit of their less fortunate associates who have been unemployed because of the business depression, ceased to function. The Fund on that date was practically exhausted or will be when the bills for aid already guaranteed, come in for settlement. The amount of relief extended by means of the generous fund which was subscribed can hardly be told in words. The figures of the final report which will be published in the Magazine next month, will show what has been done with the money, but figures cannot tell about the suffering that has been relieved nor can they express the appreciation of those who have been helped through the winter by the Fund. Those who have been in touch with the work, those who went out on investigating trips in all kinds of weather, and the self-sacrificing men and women all over the system who have given of their time and strength in order to render prompt and needed aid, are the ones who could tell the story if they would. But the help has all been as of one member of a family to another and no exploiting of relief will be made—but it will suffice to say that with the thousands of dollars which have been spent, there has gone a wealth of hearty good will and a sincere desire to bring happiness and at least the comforts of life to families who might otherwise have been compelled to apply to organized and public charities to get them through the winter, and even with such help, they might not, indeed would not, have had anything like the amount and quality of assistance that has reached them through the Relief Fund and the Women's Clubs.

A Golden Wedding

AN EVENT of interest to many of the "Milwaukee" family was the reception given on Sunday, February 15, by Mr. Charles Frederick Loweth, our chief engineer, and his wife, at their home, to welcome their friends on their Fiftieth Wedding Anniversary.

Throughout the afternoon a throng of friends and associates availed themselves of the opportunity to extend their congratulations on this happy occasion and the rooms were lovely with floral expressions of regard.

Milwaukee Employees Pension Association

Members Entered on Pension Roll February, 1931

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

Name	Occupation	Division or Department
James C. Cherwinkner.....	Section Foreman.....	Kansas City Division
Frank K. Creamer.....	Brakeman.....	Kansas City Division
Joseph Damke.....	Grease Cup Filler.....	Western Avenue Shop
John J. Heerey.....	Flagman.....	LaCrosse and River Division
Julius Hildebrandt.....	Trucksmith.....	Milwaukee Shop
William F. Kane.....	Car Repairer.....	Iowa and Dakota Division
George A. Lane.....	B. & B. Foreman and Carpenter.....	Iowa Division
Edward Luke.....	Laborer.....	Iowa Division
Jay Manson.....	Agent and Operator.....	S. C. & D. Division
Edward C. Moran.....	Storekeeper.....	Milwaukee Shop
John C. Risch.....	Laborer and Janitor.....	Iowa Division
Loren E. Shower.....	Warehouseman.....	Madison Division
August Tessman.....	Wiper.....	LaCrosse and River Division

C. W. MITCHELL, Secretary-Treasurer.

The host and hostess were assisted in receiving their guests by their sons and daughters: Mr. and Mrs. Fred Loweth, Mr. and Mrs. Robert Loweth, Miss Mary Loweth, and Miss Margaret Loweth.

The Tune Must Change

Times are hard,
Cash is slow—
Same old song
Wherever you go.

Let's change the tune
To a different key;
Now, altogether, sing—
Hail, Hail PROSPERITY!

Lucille Millar.

Sleeping Car "Shy"

THE following is reprinted from "Pullman Salesmanship" and was written by Mr. C. W. Jacobs, agent of the company at Rock Valley, Iowa. Mr. Jacobs is a wide-awake railroad and business man, he is quite a student of human nature, and he undoubtedly has touched the right spring on his excursion of insight into certain inhibitions and fears of some of humankind who are not fully "broken in" to the comforts and conveniences of modern travel. It is quite true what he says about introducing such people pleasantly and quite as if it were all in the day's work, to what they have missed by not "taking a sleeper." Mr. Jacobs says:

"Many coach passengers are sleeping-car timid. Never have used sleepers, feel self-conscious about them, and refrain quite regardless of financial consideration. With these, tactful explanation of sleeping car technique by employes, especially on the trains, would overcome this feeling and a systematic campaign of this sort would be as lucrative as has the S. O. S. activity.

"Such passengers cannot commonly be sold at the ticket window. They likely reply, 'O, I never sleep the first night traveling, anyhow.' In fact, they have never used the sleeper and fear to expose their ignorance of it. Later, when they are worn and drowsy toward bedtime, they will be subject to conviction, especially if train or Pullman people kindly offer to initiate them, show them the sleeper, explain its workings and advantages. 'You'd be surprised' how many have a horror of being fully undressed on a train. Show them how easy, simple, restful, quiet, private it is, and they'll want to try it.

Last year I sold two lowers to Toronto to a man who, when the idea was suggested said, 'O, I've never been in a sleeper and wouldn't know how to act. He finally bought; and this year I bought three round trips, and three lowers to the same destination. I never again in the day coach for him. There are millions more like him.'

A New Industry at Mitchell, S. D.

A HOG slaughtering plant at Mitchell, S. D., affiliated with George A. Hormel Company of Austin, Minnesota, is making major development at the former place with the incorporation of The Mitchell Abattoir, Inc. Work on the plant has been started and it is expected operations will begin early this spring.

The Hormel plant at Austin is to take the entire output, the hogs and calves slaughtered at the Abattoir being shipped to Austin by freight.

The plant is located just east of the Sioux City branch of the Milwaukee Road and the first unit, now under construction, will cost \$60,000. It will have a capacity of 100 hogs an hour and daily shipment of the product will be made. The necessary stockyards are being built and the Milwaukee Road will provide the icing facilities.

The powers of the new corporation enable it to engage in the packing business when conditions warrant, and the new industry puts Mitchell on the map as an important live-stock marketing point.

The New Columbian Service

ON February 22nd The Columbian started from its terminals east and west, on its new route via the Sioux City and Dakota, Illinois, and Iowa Division. The new train service was welcomed along the new route east of the Missouri River. At the larger cities delegations from local Chambers of Commerce, with bands and accompanying crowds met the trains and were greeted by officials of the railroad who accompanied the first Columbian out of Chicago. These included Messrs. O. N. Harstad, George Haynes, Joseph Caldwell, O. T. Frank J. Newell, B. A. Dousman and J. Wuzny.

New sleeping cars have been ordered for The Columbian and will be placed in service prior to the opening of the Gateway to Yellowstone National Park.

ACCIDENT SAFETY FIRST PREVENTION

"Safety"—The Condition of Being Safe

G. O. Mason, General Foreman
Looking up in Webster's dictionary for the word "Safety," I find that this word comes under the word "safe." The definition of "Safe" is—free from harm, injury or risk, not dangerous, or likely to cause injury; conferring safety; securing from harm.

We find that under safety it means the condition or state of being safe; exemption from hurt, or injury, or loss; qualification of making safe or secure.

So, what better explanation of safety there that you can find than that which found in Webster's definition of safe? Now, as is usually the case, I will have spring a little story, told on the colored girl Eliza, who had been working for a

year for a number of years, and who had suddenly made up her mind to get married right away. On the day of the wedding, Eliza came to visit her former mistress and told her that she wanted to have her money with her. Her former mistress said: "Why is it, Eliza, that you want to leave your money with me when you are about to be married?" Eliza said: "It is like this, Missis, I been started and it is expected operations will begin early this spring.

The Hormel plant at Austin is to take the entire output, the hogs and calves slaughtered at the Abattoir being shipped to Austin by freight.

The plant is located just east of the Sioux City branch of the Milwaukee Road and the first unit, now under construction, will cost \$60,000. It will have a capacity of 100 hogs an hour and daily shipment of the product will be made. The necessary stockyards are being built and the Milwaukee Road will provide the icing facilities.

The powers of the new corporation enable it to engage in the packing business when conditions warrant, and the new industry puts Mitchell on the map as an important live-stock marketing point.

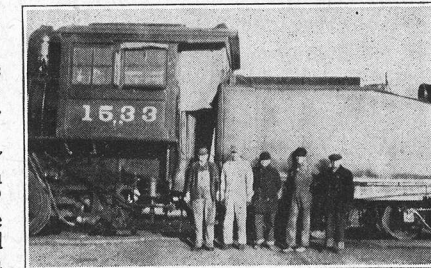
The Columbian started from its terminals east and west, on its new route via the Sioux City and Dakota, Illinois, and Iowa Division. The new train service was welcomed along the new route east of the Missouri River.

At the larger cities delegations from local Chambers of Commerce, with bands and accompanying crowds met the trains and were greeted by officials of the railroad who accompanied the first Columbian out of Chicago. These included Messrs. O. N. Harstad, George Haynes, Joseph Caldwell, O. T. Frank J. Newell, B. A. Dousman and J. Wuzny.

New sleeping cars have been ordered for The Columbian and will be placed in service prior to the opening of the Gateway to Yellowstone National Park.

the worker's safe return from his period of toil." This is given you as food for thought, and if I am only able to convince one more person to be safety-minded, I have accomplished something and done a good deed for the day.

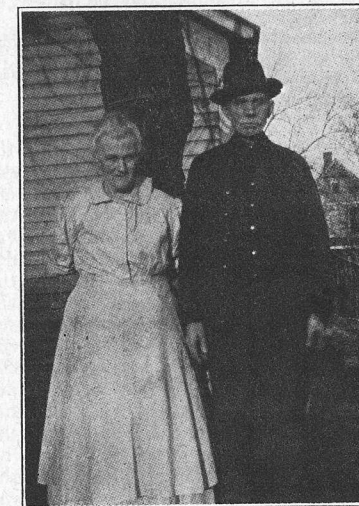
I am yours for a safe year in 1931.



Great Falls Switch Crew
A Two-Year Record

IN the accompanying picture we have from left to right: Engineer Crawford, Fireman Dickenson, Foreman Kern, Switchman Michalrick and Switchman Hickey.

This switch crew completed the years 1929 and 1930 without a reportable or lost time injury. Considering the cold weather which this crew has to contend with during the winter months, they certainly deserve considerable credit for such a fine record.



Fred Holl and Wife

A Record to be Proud of

ABOVE is a picture of Carman Fred Holl and Mrs. Holl, of La Crosse, Wisconsin.

Mr. Holl entered the service of the company on July 17, 1883, being employed as a coach cleaner. He has worked continuously at La Crosse as coach cleaner, assistant foreman and carman. While he was in charge of the coach cleaners he did not have a personal injury to any of the employes working under him. The most outstanding part about Mr. Holl's record is the fact that in all his 47 years of service he has not received a personal

injury. This is a very good record and one to be proud of.

Reminiscences of a Safety First Committeeman

Geo. W. Beaver

IN the past eleven years that I have been connected with the safety movement as committeeman, I have noticed the growth of a weak, under-nourished foundling called "Safety First," to the healthy body of a great institution, which has become one of the most important factors of industry today; even paramount to production itself. There was a time when this movement was considered a sort of necessary evil, but since it has been shown in the last number of years the stupendous amount of savings in the reduction of claims and the relief from suffering to the worker and his family, both physically and financially, it has become a great benefactor to both employer and employee.

There was a time not so very long ago when Safety First was not taken very seriously. If a suggestion was made, there were several things that had to be considered before the condition was corrected, principally the cost and the other, the interference with production, but since Safety First has become paramount to everything else, a committeeman, instead of being held a subject of ridicule is now given the consideration he justly deserves.

In former years it was necessary to argue the principles of safety when making suggestions, whereas today they are eagerly sought and speedily corrected, if there be merit attached thereto. There still remains much work to be done to further the perfection of this movement, and I would like to call attention to a few things for your consideration that might help to make Safety First more effective in some ways.

First: Better co-ordination of departments in effecting a more speedy correction of suggestions.

Second: Still greater co-operation between supervisor and employee.

Third: Establishment of absolute confidence of the safety movement in the minds of the employes who are more or less antagonistic on account of the indifference and the laxity that formerly existed, and who must now become connected with the thought of sincerity by the management, and that Safety First is paramount to everything else.

When considering the great reduction of injuries for the last half of 1930, our efforts have certainly been amply rewarded, and the results obtained in so short a period prove what can be accomplished by continuously being alert to unsafe practices.

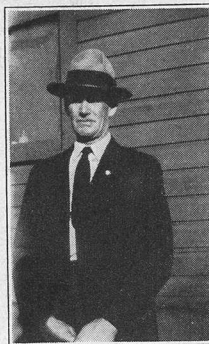
By discussing Safety First at our organization meetings and principally the weekly meetings held in the departments comprising a small number of men at a time with the supervisor in charge, is a more effective means of keeping the men constantly reminded of safety; it keeps the worker in closer touch with commit-

teemen and supervisor, whose duties to admonish and caution are more effective by coming in direct contact with the hazards of work in their respective department, and also keeping informed the cause of the recent injuries, thereby avoiding the recurrence of same.

There is one other thing I would like to mention, and that is being confronted with conditions that do not come directly under the category of Safety First, that is, not in an immediate way, but which are unsafe practices and contributory factors to injuries such as noise, steam, gas, dust, smoke, etc., which should be given more consideration in the future as an element of danger in causing accidents. This may not seem important at first, but after careful thought you will agree that a worker subjected to these conditions for a period of time must eventually suffer in health and consequently become a safety risk on account of physical debility.

I believe an employee has a right to expect the safeguarding of his health by his employer, particularly so because of this age of speed and efficiency when every physical requirement is expected on account of alertness and fortitude of body and mind.

A Fine Achievement



John Carlson

should have a safety record of this kind, as it certainly is a fine accomplishment.

A Fine Example



Evan Stefanoff

his 13½ years as section foreman he has never had an injury to himself or any of the men under him, nor have there been any wrecks on his section. He works an average of three to four men each month except during the winter, when he has only one man in his crew. Each section foreman over the entire Milwaukee Railroad should have a record such as Mr. Stefanoff's. He has set a fine example for the others to follow.

Never Sustained an Injury



E. A. Tamm

tory for four years. During his entire years of service he has never sustained an injury.

Mr. Tamm feels that considerable credit for the splendid safety record at Butte, Montana, is due to the fine work of the switch crew, whose picture is shown below. It is claimed that this is the busiest single engine crew on the entire Lines West.



Reading from left to right, we have Fireman G. W. Smith, Engine Foreman D. F. Johnston, Engineer C. N. Davies, Helper P. J. McIntee, and Helper William Breen.

The First Railroad Bridge in Wisconsin

(Continued from page 9)

Department and was working under the direction of C. A. Carpenter, who was at that time acting as first assistant engineer of the Milwaukee Road. And again by Mr. Carpenter's orders, I was sent to B10 with pile driver and foundation crew to put in false work under the double track iron truss bridge, which was getting too light to carry the increased traffic; and this I did. Mr. Eugene Grenwald and I took it down in 1888. This double track iron span was of peculiar construction, partly cast iron and the balance wrought iron and was the first railroad iron bridge ever built by the Milwaukee Road, and possibly in the state of Wisconsin. By this time I was in charge of the largest foundation work for the company and here again bridge B10 had to be rebuilt and new abutments and two piers of cut stone had to be built and I started the foundation and set up derricks for the stone cutters to begin cutting the stone. By this time our friend, Mason Foreman Jake Livingstone, was getting old and was not feeling well, and I was asked by Mr. Carpenter to take charge of both crews which I did. In digging the foundations I still came in contact with those sills that I have previously noted about and they were all about the same, thirty feet long and fourteen inches thick and about three feet wide. This work was carried

on and finished and a new set of steel girders were put on, one 66 feet and to 67 feet long, for two tracks were erected by Eugene Grenwald. These girder spans lasted up to 1910, when I was again called, under the direction of Mr. Frank E. King, who was assistant engineer at that time, to build an entirely new double track concrete bridge at bridge B10. I put in the false work again for carrying the traffic and Mr. Grenwald took over the girders, leaving the construction of the present new bridge fully in my charge to finish it. The two piers that were built for the girder bridge and the two abutments are still in use in the new concrete bridge. They are of cut stone, all the rest is concrete. The present bridge consists of 8 spans of 22 foot long concrete slabs to carry traffic. I went to see this bridge the other day and found it in good condition, but if ever comes to the time that a new bridge will be wanted at this location on account of heavy traffic, do not be afraid to come on me to come to build another for I know more about this bridge B10 and location than any other man living. Although I am getting old, I am hale and hearty and could build another bridge bridge B10 if it ever comes to be needed. I believe that I am the oldest foreman of the Bridge and Building Department now living.

An Envious Service Record

MR. OWAIN T. HUGHES has an enviable service record with the Milwaukee Road. He was quick in comprehending plans and specifications, rules and instructions; he readily took up new ideas and fell in line with them; he maintained excellent discipline in his crew and handled the work well and expeditiously. His long service and successful accomplishment of work gave him considerable confidence in carrying on difficult foundation work, heavy bridge work, and shop buildings. He had the confidence of his superior officers and was considered an excellent foundation man. One of his outstanding qualities is that of loyalty to the railroad for which he worked and although he has now retired, he is very optimistic as to the prospects of our road and is a genuine Milwaukee booster. His home is at Watertown, Wisconsin, where he has made himself very useful locally as his experience has enabled him to make valuable suggestions for civic improvements, and has served as county commissioner.

Twin City Chapter

Mrs. F. P. Rogers, Historian

THE regular monthly meeting was held in the club rooms March 2; a large crowd was present to enjoy the exceptionally good program prepared by Mrs. A. H. Mueller.

Mrs. Haack has been very active in carrying on the welfare work; she has reported paying rent, buying fuel, groceries, medicine and paid the expenses of an operation and hospital for an employee.

The newly elected officers taking charge of the April meeting are: Mrs. E. B. Stanfield, president; Mrs. M. J. Gruber, first vice-president; Mrs. D. T. Bagnell, second vice-president; Mrs. C. F. Holbrook, recording secretary; Mrs. T. A. Morken, corresponding secretary; Mrs. F. P. Rogers, treasurer, and Mrs. Mayme Rasmussen, historian.

SAFETY RECORDS

THE Bensenville Roundhouse in the Chicago Terminal, where an average of 225 men are employed, has completed a period in excess of 400 days without a reportable or lost time injury. Much credit for this fine record is due Roundhouse Foreman R. J. Weber as well as Division Master Mechanic C. L. Emerson.

Roadmaster William Ranallo, Chicago Terminal, working an average of 60 to 100 men, has not had a reportable or lost time injury since June 13, 1930, and Roadmaster Frank Cleary, working from 75 to 100 men, has had a clear record since September 8, 1930. The trackmen in the Chicago Terminal are perhaps subjected to hazards which ordinarily do not confront the men out on the line, and while these records are not phenomenal, they indicate that the efforts put forth by these roadmasters and the foremen under them are beginning to show results.

Roadmaster P. Richardson, Trans-Missouri Division, who had a clear record over his territory in the year 1930, has furnished the following list of section foremen who were instrumental in bringing this about:

Name	Location	Average No. of Men
Norval Newman	Moreau Jct.	3
Joseph Coraguito	Trail City	3
Oliver Snow	Trail City	3
Frank Kessler	Timber Lake	3
A. E. Stephens	Isabel	3
Mike DeFrancesco	Trail City	3
John Vaughn	Promise	2
F. C. Mills	La Plant	3
E. E. Porter	Ridgeview	3
Jacob Bock	Mossman	2
John Peterson	Eagle Butte	3
John Johnson	Lantry	2
H. A. Heinke	Dupree	2
John Heinkel	Red Elm	2
Charles Batson	Faith	3
Bert Chambers		3

The following section foremen in Roadmaster Tubaugh's territory on the Kansas City Division, have some very interesting safety records:

Foreman	Location	Date of Last Injury	Number of Men
W. Ricketts	Sturges, Missouri	Feb. 17, 1928	4
L. A. Cooper	Ludlow, Missouri	Feb. 1, 1921	5
A. H. Chamblin	Polo, Missouri	Sept. 23, 1928	4
W. A. Roberts	Polo, Missouri	Jan. 24, 1924	15
Don Roberts	Elmira, Missouri	Feb. 14, 1926	4
W. W. Richardson	Lawson, Missouri	Mar. 17, 1927	4
David Brimer	Liberty, Missouri	June 20, 1918	4
M. Pumphrey	Northern Junction	Mar. 1, 1920	5
W. Pumphrey	Coburg, Missouri	July 13, 1928	12

The following report covering the performance of the trackmen on the east end of the Trans-Missouri Division was made by Roadmaster A. E. Moxness at the safety meeting held at Miles City on January 27th:

"The year 1931 is the second year of the active Safety First movement on this railroad and I thought it would be a good idea to look back on the shelves and see what we have accomplished. In 1930 on my territory we worked a total of 260 men, and we will all agree that this has been a pretty slack year as far as labor was concerned. Of these 260 men, about 180 of them could speak and read the English language. Some could write it. 39 of these were Mexicans, 79 could not speak, read or write the English language. In 1930 we had only one lost time injury as Mr. Hill informed you, and in 1929 on my territory we had four which could be classed as reportable injuries with two lost time injuries. During 1930 these men were transported about 60,000 miles on motor cars to and from work. During 1930 there was not a single injury of any kind from motor cars, tools falling from motor cars, or connected in any way with motor cars. 22 foremen worked on the territory, 20 of them did not have any injuries whatsoever. One foreman had a lost time injury resulting

Delbert (Del) Basche, Son of Rate Clerk Wm. Basche, Green Bay, Wis., Ordained to the Catholic Priesthood

ON FEBRUARY 25, 1930, Delbert (Del) Basche, son of Rate Clerk Wm. Basche, and one of our own Superior Division employees, was ordained to the Catholic Priesthood at the Cathedral Church at Green Bay, Wisconsin.

This young man has been employed on the Superior Division during the past six summers, when on his vacation, and was an outstanding feature on the Milwaukee Road Baseball Team, being one of the best center fielders in the state, and has robbed many a batter of hits, also a real hitter and base stealer.

Del received his early education at the Cathedral School at Green Bay and then entered St. Lawrence College, Mt. Calvary, Wis., and after completing his college course there in June, 1925, he matriculated at St. Francis

from a switch point that he and his men tried to handle off a motor car falling on the ground injuring a laborer's foot. The other foreman had a case of skin bruise. As we go along the railroad we hear where it is just a lot of luck when you can get through a year without any injuries, but I am satisfied in my own mind that there is no luck connected with it at all. The improvements we have made since the beginning of this Safety First campaign prove that it is nothing but good, hard work.

"We worked an average of 18 men, and in 1929 and 1930 went through the stock season at Marmarth without any injuries whatsoever. Worked as high as 48 hours this year, and if I remember correctly, somewhat over 50 hours last year continuous time, and that was not once but several times during probably three months of stock season each year."

Labor Foreman Herman Ott, Milwaukee Shops Foundry, with a force of 57 employees, went through the entire year 1930 without a reportable, lost time or minor injury. Considering the hazards connected with the work about the foundry, this certainly is a very fine record.

The Locomotive Shops at Deer Lodge, coming under Master Mechanic E. Sears, worked 20,284 man hours in the month of January, 1931, without an injury of any kind. Mr. Sears states, "We have set out this year to have no injuries whatever of any kind, minor or otherwise. That is the mark we are shooting at."

The personal injury figures for the month of January, 1931, are as follows:

	—January, 1931—	—January, 1930—	—Decrease—
	Report- Fatal	Report- Fatal	Report- Fatal
Lines East	10	12	2
Lines West	1	7	6
System	10	13	3

There were 14 divisions that went through the month of February without a reportable injury and those with the star prefix also went through without a lost time injury, as follows:

D. & I.	*Des Moines	*T. C. T.
*Iowa	*Milwaukee	*Trans-Missouri
S. C. & D.	*Wisconsin Valley	*Rocky Mountain
*K. C.	*I. & D.	*Coast
*Terre Haute	I. & S. M.	

One of the most important of all safety rules is the one which stipulates, "Teamwork is essential to safety." This rule applies for practically every piece of work that you do except when you are working single-handed. Do you know your fellow worker? Are you satisfied that he is a safe workman? Have you observed that it is customary for him to carry out only safe practices? Do you feel that he is the kind of a man that you want to work with, knowing that he is cautious about everything he does? Are you satisfied that he will never perform an act which may result in a personal injury to you OR—are you afraid of him because of the unsafe practices or methods which he frequently indulges in? Are you worried sometimes over his actions? Do you know it to be a fact that he takes unnecessary chances? Do you feel that your safety is frequently jeopardized because of his carelessness? These are important things that you should consider. It is far better to whisper a word of good counsel in the ear of an erring fellow worker in an effort to impress him with the importance of doing his work safely rather than to continue working with him day after day in fear of your life. Good fellowship is essential for good teamwork. Become acquainted with the men who work with you; cultivate their friendship and engender a spirit of brotherly love. Safety thrives in an atmosphere of good fellowship. Extend yourself and endeavor to inculcate upon the minds of your teammates the value of friendship and the necessity for whole-hearted co-operation in carrying out your work in a safe manner.

Seminary, Milwaukee, September, 1925, to make his final preparation for the priesthood. He received his Minor Orders in June, 1929, and Subdeaconship was conferred upon him in June, 1930, and the Deacon in December, 1930.

We all wish to congratulate Rev. Basche on the wonderful step he has taken in life and hope that he won't forget us, and come to boost some of our Milwaukee Road baseball games, and I am sure he will, as he always had the feeling that the Milwaukee Road was the finest place to work and the boys were of the best.

ANNUAL REPORT

Milwaukee Employees Pension Association.

To the Board of Directors, and
Members of the Milwaukee Employees Pension Association.
Gentlemen:

The Annual Report of the Secretary-Treasurer showing the condition of the Milwaukee Employees Pension Association as at December 31, 1930, is herewith submitted.

The books were audited by a firm of Certified Public Accountants who have verified the accounts of the Association and certified the Balance Sheet herewith submitted.

It is gratifying to note that the reports submitted by the Secretary-Treasurer show a financial increase as well as an increase in membership during the trying year of 1930.

As required in the by-laws, the Executive Committee canvassed the votes cast in the March, 1931, election and reports that Mr. C. W. Mitchell and Mr. L. C. Boyle were re-elected by a large plurality to succeed themselves as members of the Board of Directors.

In concluding, I wish gratefully to acknowledge the help and co-operation extended to the Association by officials and employees of the Milwaukee Railroad Company, and also individual members of the Association who have made special efforts to secure new members and otherwise furthering the interests of the Association.

Respectfully submitted,

W. D. CARRICK, *President.*

Secretary-Treasurer's Report

Herewith Balance Sheet showing the financial condition of the Milwaukee Employees Pension Association as at December 31, 1930, certified to by Messrs. Frazer and Torbet, Certified Public Accountants, who audited our accounts for the year ending December, 1930, and for ready reference, the Balance Sheets, as at December 31, 1930, and December 31, 1929, may be summarized in comparative form as follows:

ASSETS	December 31, 1930	December 31, 1929	Increase Decrease*
Current Assets:			
Cash in Bank	\$ 1,611.94	\$ 1,031.56	\$ 580.38
Accrued Interest	31,865.10	27,907.99	3,957.11
	\$ 33,477.04	\$ 28,939.55	\$ 4,537.49
Investments (Net)	2,094,968.65	1,848,617.35	246,351.30
Fixed Assets	1,518.11	1,447.61	70.50
	\$2,129,963.80	\$1,879,004.51	\$ 250,959.29
LIABILITIES			
Current Liabilities:			
Refund Certificates Payable	\$ 10,019.00	\$ 5,962.50	\$ 4,056.50
Advance Payments by Members	406.40	529.45	(*) 123.05
Sundry Liabilities	16.87	21.42	(*) 4.55
Total Current Liabilities	\$ 10,442.27	\$ 6,513.37	3,928.90
Net Worth:			
Pension Fund	\$1,676,183.12	\$1,503,386.74	\$ 172,796.38
General Fund	35,376.78	74,463.01	(*) 39,086.23
Income	407,961.63	294,641.39	113,320.24
	\$2,129,963.80	\$1,879,004.51	\$ 250,959.29

BALANCE SHEET AS AT DECEMBER 31, 1930

Assets

Current Assets:		
Cash in Bank	\$ 1,611.94	
Accrued Interest Receivable	31,865.10	\$ 33,477.04
Investments:		
Real Estate Mortgages at Cost	\$1,419,940.00	
Real Estate Bonds at Cost	229,021.25	
Railroad Bonds at Cost	171,258.75	
State, County and Municipal Bonds at Cost	133,359.51	
Utility and Industrial Bonds at Cost	144,062.50	
	\$2,097,642.01	
Less: Reserve for Amortization of Premiums and Discounts on Cost	2,673.36	2,094,968.65
Office Equipment at Cost		1,518.11
		\$2,129,963.80

LIABILITIES AND NET WORTH

Current Liabilities:		
Refund Certificates Payable	\$ 10,019.00	
Advance Payments by Members	406.40	
Sundry Liabilities	16.87	\$ 10,442.27
Net Worth—Pension Fund		
Balance—December 31, 1929	\$1,503,386.74	
Member Contributions Received	351,933.13	
Transfer from General Fund	52,596.00	
	\$1,907,915.87	
Less: Old Age Pensions Paid	\$148,149.00	
Refunds to Retiring Members	32,748.85	
Refunds to Members' Beneficiaries	29,497.90	
Disability and Dire Need Payments	16,250.00	
Refund Certificates Issued	5,087.00	231,732.75
		1,676,183.12

The Investment Account shows an increase of \$246,351.30 during the year which is very gratifying in view of the fact that old age pensions are paid out of current funds. The Pension Fund shows an increase of \$172,796.38, while the General Fund shows a decrease of \$39,086.23. This decrease in the General Fund is brought about by adjustment entries in our books between the Pension Fund account and the General Fund account, the sum of \$52,596.00 having been charged against the General Fund account. This sum represents the total amount paid out in pensions to members totally and presumably permanently disabled and/or in a situation of dire need since the organization of the Association. These payments having been currently charged against the Pension Fund when made, and adjustment between the two accounts is made from time to time.

The Income Account shows an income of \$113,320.24 for the year, which is an increase of \$17,554.23 over the previous year. The total income earned by the Association since its organization is \$407,961.63.

The above brief analysis of the Balance Sheet indicates that the Association has had a satisfactory financial growth during the year 1930.

The total amount of old age pensions paid during the year is \$148,149.00. During the year 1930, 199 members were added to the Pension roll, making the total number of pensioners at the end of the year 1930, as shown by membership statement hereto attached, 645, of which number 88 members died, leaving 557 members on the pension roll at the end of the year 1930.

The membership statement at the close of the year 1930, hereto attached, shows a total enrollment of 29,058, of which number 1,785 members were enrolled during the year 1930. The total losses in membership during the year by members being pensioned and through deaths, resignations, members leaving service, etc., less re-instatements, were 1,571, making the net increase in membership during the year, 214 members.

Mr. William R. Barber, engineer, Iowa Division and Mr. Russell G. Smull, in yard service, Chicago Terminals, at various times during the year, canvassed the entire railroad system in the interests of the Pension Association, and directly secured a total of 1,527 new members, showing that these gentlemen worked faithfully to obtain this result.

The Executive Committee canvassed the votes cast in the March, 1931, election for two members of the Board of Directors and their report, filed in this office, shows that the undersigned and Mr. L. C. Boyle, were re-elected by a large plurality to succeed themselves as members of the Board of Directors.

Respectfully submitted,

C. W. MITCHELL,

Secretary-Treasurer.

Net Worth—General Fund		
Balance—December 31, 1929	\$ 74,463.01	
Member Dues Received	35,490.30	
	\$ 109,953.31	
Less: Operating Expenses Paid	\$ 21,980.53	
Transfer to Pension Fund	52,596.00	74,576.53
		35,376.78
Net Worth—Income		
Balance—December 31, 1929	\$ 294,641.39	
Income on Investments during Year	112,926.04	
Income on Investments Sold	305.65	
Profit on Investments	88.55	407,961.63
Sundry		\$2,129,963.80

CERTIFICATE

We have audited the asset, liability and net worth accounts of the Milwaukee Employees Pension Association as they appear on the records of account as at December 31, 1930. WE CERTIFY that the above statement is a correct copy of the Balance Sheet as appearing in our complete audit report as at December 31, 1930. A copy of our complete audit report is on file with the Secretary and Treasurer of the Association. Our audit did not include an appraisal of the assets nor the computation of the liability under the pension agreements in force.

(Signed) FRAZER AND TORBET,
Certified Public Accountants,
Members, American Institute of Accountants.

MEMBERSHIP STATEMENT AS AT DECEMBER 31, 1930

	Totals 1929 Report	Year 1930	Total	Total
Total Members Enrolled	27,273	1,785		29,058
Losses in Membership:				
Deceased	1,112	229	1,341	
Resigned	634	167	801	
Left Service	3,613	914	4,527	
Forfeited	206	65	271	
Duplicated Enrollments	118	7	125	
Members Pensioned	446	199	645	
	6,129	1,581	7,710	
Less Reinstatements	56	10	66	
	6,073	1,571	7,644	7,644
Net Membership End 1929	21,200			
Net Increase in Membership 1930		214		21,414
Net Membership End 1930				
Members Pensioned End 1930	645			
Deceased Pensioned Members End 1930	88			
Net Pensioned Members End 1930	557			

C. W. MITCHELL, *Secretary-Treasurer.*

Naming Silver Bow County, Montana

Reprinted from Union Pacific Magazine

History is full of the deeds of emperors, warriors and statesmen, but nothing has ever been written of the labors of gamblers and the mark that these latter gentry have made on the pages of history. Sober historians have neglected to chronicle that Columbus gambled with death in his search for a new land; that Serbian students threw dice to determine which should assassinate the Austrian crown prince and precipitate the most cataclysmic conflict in history; that early western pioneers staked their lives in penetrating the fastness of the wilderness to wrest gold amid danger and hardship; and that the very men who are responsible for the discovery and founding of Butte and similar mining settlements were gamblers of the highest order.

It was just such a man that is credited with naming Silver Bow county, one of the first to come to the territory and vision the future greatness of the land that surrounded the creek he christened "Silver Bow."

Many Good Claims Discovered by Those Pete Grubstaked

"Seven-up Pete" was his sobriquet but Peter McMahon was his name. The "Seven-up" portion came to him honestly because of his penchant for playing seven-up, a popular card game in the

Virginia City to this section, looking for gold-bearing creeks. The party came up the Jefferson river and then the Big Hole and crossed over the Continental Divide to the Deer Lodge river. They camped for the night on the Deer Lodge that came in from the east. The party went up the stream a short distance into the gulch known later as Summit Mountain Gulch from the Summit mountains—the long range of the Rockies stretching from Elk Park Canyon to Homestake Pass.

The personnel of this party of prospectors included "Seven-up" Pete McMahon, Butterworth H. Parker, Frank Ruff, Joe and Jim Heister, and William Allison, the discoverer of the camp that later became Butte.

Before camping for the night the men had found gold in the stream that wound its way down the canyon. As they stood on the banks of the creek, stretching from the few hours' labor of panning gold, the sun slowly sank in the west and cast its reflections on the winding stream.

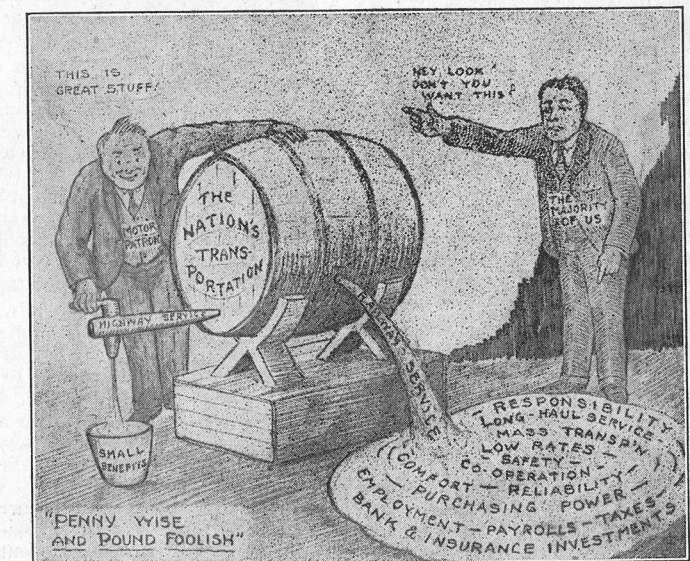
One of the party, records do not record which one, exclaimed: "Oh, look at the pretty silver bows," as the sun reflected a succession of gleaming bows in the stream.

Then Peter McMahon said, "Silver Bow is good and a good name it would be."

From that simple sentence was born the name "Silver Bow," first the name of the creek and later of the county that became the richest area of similar size in the world.

The spot on which the discovery was made was down "below Silver Bow town in the narrow place where the red bluffs come close to the stream," according to Dennis Leary, one of the first men to prospect in the section. The section is now identified as Nissler, about six miles west of Butte.

Of the original party of discoverers, only two, "Seven-up Pete" and Joe Heister, made Butte more or less a permanent abode. Heister was a justice of the peace here for a number of years, while "Seven-up" became one of the most famous western characters, largely because of his habit of playing seven-up for high stakes.





Average Miles Per Car Per Day

DUE to the reduction in cars loaded, as a result of the business depression, we had a large number of surplus cars idle during the year 1930, and the average miles per car per day therefore made a very poor comparison with the preceding year:

1930				1929			
Lines	System	Lines	System	Lines	System	Lines	System
East	West	East	West	East	West	East	West
January	28.9	29.2	29.0	28.4	30.4	28.6	28.6
February	31.1	34.5	31.6	30.1	30.8	31.4	30.2
March	29.1	39.2	30.7	30.3	32.5	33.9	31.2
April	30.9	41.0	32.4	30.9	33.2	34.8	32.1
May	30.5	36.7	31.4	31.0	34.8	36.9	33.1
June	28.9	33.0	29.5	30.8	34.8	37.0	33.7
July	29.2	29.2	29.2	30.6	35.1	36.2	34.1
August	32.4	30.7	32.1	30.8	37.2	38.0	34.8
September	32.8	33.0	32.8	31.0	35.2	35.0	34.8
October	32.5	33.7	32.7	31.2	36.5	36.2	34.9
November	27.8	26.0	27.4	30.9	32.9	33.2	34.7
December	23.7	22.8	23.5	30.2	29.6	29.7	34.3
Total	29.8	32.3	30.2	30.2	33.5	34.3	34.3

All Class 1 railroads in the United States during the first eleven months of 1930 which are the latest figures available at this time, made an average of 29.1 miles per car per day, compared with 32.7 miles per car per day during the first eleven months of 1929, or a decrease of 3.6 miles per car per day.

We are expecting that conditions will be considerably improved during the current year and that we will be able to better the performance of 1930.

While there is a surplus of equipment of all classes at this time, the necessity for the prompt loading, unloading and handling of equipment, particularly foreign cars, should not be lost sight of, in order that we may make as good a record as possible this year.

Regulations Covering Transportation and Handling of Explosives and Other Dangerous Articles

THE Bureau of Explosives has revised Pamphlet No. 8, showing Interstate Commerce Commission regulations applying more particularly to the carriers of explosives and other dangerous articles by freight which was effective September, 1930. Several recent questions asked of the Bureau in connection with the regulations follow:

Question 435—When and by whom should car certificates be applied to cars which are inspected for the loading of explosives?

Answer—The car certificates to be applied to a certified car for loading explosives should in the ordinary course of business be applied by the employee of the railroad making inspection of the car. There may be different practices at some points which would place this duty upon some other railway employee. The responsibility is that of the carrier and the regulations do not go into details as to just who is to do it.

Question 436—Is it permissible to load explosives into a car before the car certificate has been secured to the car showing that it has been inspected and is fit for the loading of explosives?

Answer—The regulations contemplate that before a car is loaded with any explosives requiring a certified car that the car shall have been inspected and proper certificates issued. The presence of the car certificate on the outside of the car is an indication that the car is in proper condition for the loading of explosives.

Question 437—Do the regulations prohibit smoking while riding a car of gasoline?

Answer—The regulations do not specifically prohibit smoking while riding a car of gasoline. Surely smoking is not contemplated by the regulations inasmuch as the rules contain a warning to "Keep Lights and Fires Away." A man cannot smoke without the use of flame to light his pipe, cigarette or cigar, and it would be inconsistent to overlook smoking, even though the article which the man had lit before he got on top of the gasoline car.

Question 438—What would be the proper procedure in handling a car of chlorine gas should a leak develop? Would the common gas mask be sufficient for use in attempting to repair a leak? Should car be isolated away from all other cars and industries while repairs are being made?

Answer—The proper procedure to follow in connection with a leakage of chlorine from a tank car is outlined in paragraph 704 (c) of the regulations.

The ordinary gas mask is probably not sufficient protection against leaking chlorine. The car certainly should be isolated away from all other cars and industries while repairs are being made.

Question 439—When cars are received from connecting lines minus inflammable or explosive tags, should the tags be applied to this car before the car is taken from the transfer track or is it permissible to apply the missing tags after the car is switched into the train yard?

Answer—When cars are received from connecting lines minus the placards required by the regulations, the missing placards should be applied before the car is moved. (See paragraphs 672 (a), (b) 675 and 683.)

Question 440—Does paragraph 663 of the I. C. C. Regulations permit cylinders to be loaded in an upright position if the car provided they are securely braced?

Answer—Paragraph 663 does permit cylinders to be loaded in the manner described.

Question 441—Where local freight service has been discontinued on a branch line, it is the practice to load shipments of merchandise including some cases of strike-anywhere matches packed in freight shipment into baggage car given passenger train, baggage messenger train, express messenger riding in car with merchandise. There has been a question as to whether matches must be packed in metal lined wooden cases conforming to old Shipping Container Specifications of I. C. C. 36 or Specification 15A without metal lining and whether the shipment daily to manhood and womanhood along matches as freight in such a train as described is permissible.

Answer—The I. C. C. Regulations prescribe the conditions under which shipments of dangerous articles may be handled either in freight, passenger or baggage service. If a railway saw fit to place a freight car in a passenger train and to handle dangerous articles therein regulations applying to mixed train service would, of course, apply. In case baggage car is used for freight shipments, apparently there is no direct prohibition in the regulations against the practice. If a carrier saw fit to utilize a baggage car for freight shipments, the rather than put them into a freight car, and there does not seem to be anything in the regulations to prevent it. If shipments are traveling as freight, they should be packed, marked, labeled and waybilled in accordance with the rules, whether they are carried in a baggage car as freight or in a freight car as freight.

The Agricultural and Colonization Department



R. W. Reynolds, Commissioner of the Agricultural Development and Colonization Department, being greeted on his arrival at Seattle by Miss Vera Linstead, one of the 4-H Farm Club girls of Washington. The Milwaukee Road is making a cash contribution to the Washington State College Extension Service which will make it possible for 31 club members to attend the 1931 National 4-H Club Congress at Chicago.

What Are 4-H Clubs?

Member of the Milwaukee Family Suggests Agricultural Department Explain Work of Clubs

GEORGE J. IGOU, our agent at Rapid City, S. D., writes: "I believe it would be of interest to the readers of the Milwaukee Magazine if you would explain the meaning of '4-H Clubs.' We see them mentioned repeatedly and I, for one, never knew what the 4-H stood for until I asked Paul Lewis, agricultural agent for our company."

The 4-H Clubs were first organized and sponsored in the south by the United States Department of Agriculture to give training to farm boys and girls in practical agriculture and home economics. The four H's stand for HEAD, HAND, HEART, HEALTH, and the training given includes all four. Boys and girls learn to think, work, be true and pure and develop the greatest asset to any man being, HEALTH. The Milwaukee Road is necessarily interested in its territory but it is not unmindful of the foundation of I. C. C. 36 or Specification 15A without metal lining and whether the shipment daily to manhood and womanhood along matches as freight in such a train as described is permissible.

Upper Michigan Progressing

Development Bureau, under Constructive Leadership of Secretary George E. Bishop, Continues its Sound Program

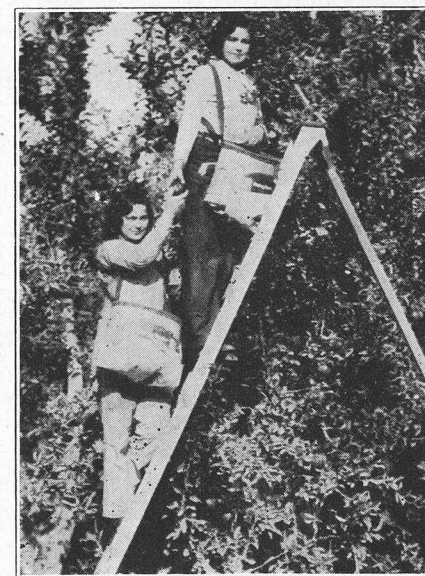
NINE Upper Peninsula counties were represented at the mid-winter annual business meeting of the officers and directors of the Upper Peninsula Development Bureau, held at Marquette on Thursday, January 15th. The reports of the various committees were made, the details of plans outlined, all of which was done in a spirit of courageous optimism considering present business conditions. The recommendations of the agricultural committee were presented by E. A. Lamar, of Chassell, chairman, and approved. They call for the expenditure of

\$900 in 1931, to be used in stimulating boys' and girls' club work, volunteer club leadership, poultry projects, dairying and cow testing association work, along lines satisfactory to and in co-operation with the work of the county agents and extension leaders representing Michigan State College.

The report of the industrial committee as presented by W. A. Munro, Munising, chairman, was unanimously adopted. While calling for no direct appropriation of funds, it pledges the bureau to a program of co-operation with our Upper Peninsula industries, to the end that the diverse products manufactured in northern Michigan may be made better known and more widely used, especially in our own territory.

The report of the conservation committee was presented by John M. Bush, Negaunee, chairman. It was unanimously adopted, placing the bureau directly behind legislation in projects, both state and national, vital to this district. This includes an equitable forest tax law, a closer co-operation between state departments and tourist organizations for better service to the tourist; more state parks better equipped; and adequate fingerling program for the restocking of our lakes and streams; a uniform rod license law; an expanding of our game refuges as fast as moneys are available for this purpose; a more strict enforcement of laws for the protection of fish and game; an effective predatory animal control measure; a federal forest nursery for the Upper Peninsula; the establishment, planting and marking of school and community forests; and the encouragement of the junior forest ranger movement. The recommendations of this committee called for appropriations aggregating \$180.

John P. Norton, of Escanaba, chairman of the bureau's advertising committee, presented a report calling for the expenditure in 1931 of \$31,350.50. That



Apple Picking at Harvey Smith's Ranch, Neppel, Washington



Yellow Dent Corn from a Seed Pot on the Riverby Ranch of Young & Thumm, White Bluffs, Washington. This corn was planted in May and fully developed by Sept. 15.

amount is to be used in the printing of literature, maintaining a Chicago office, magazine, newspaper and radio advertising, printing of the Development Bureau News, postage, express and exhibit advertising. This program anticipates the continued co-operation of the state through the passing of a new advertising act.

"In making the above recommendations of expenditures for the bureau's advertising program for the coming year," said Mr. Norton, "we are not unmindful of the conditions which we are facing. We believe, however, that during this business depression, the bureau should be as active and efficient as possible in making investments that will bring the largest returns to our people."

South Dakota Live Stock

Hogs, Sheep, Dairy Cows and Beef Cattle Maintain Farm Revenues Along the Milwaukee Road

LIVE STOCK shipments from Britton, S. D., brought farmers a total of \$350,000 for hogs, cattle, sheep and horses sold. In addition to Britton, there are nine other shipping points in Marshall County, and it is estimated that during 1930 well over \$1,000,000 was received for stock.

Total number of carlot shipments of grain, flax and live stock from McLaughlin, S. D., in 1930 was 274, against 266 cars in 1929. Cream shipments amounted to 43,660 gallons for 1930, a decrease of 126 gallons. Maple Leaf shipped 57 cars in 1930, an increase of 11 cars over 1929, while Cadillac shipped 18 cars, thus doubling its 1929 shipment of 9 cars. Nothing wrong but prices.

They Do Have That Effect

I used to think that Sadie
Was the world's most hideous name,
Till I met a little lady
Whose tally was that same.
For, boy, that little lady
Is peaches, sugar, cream;
So now the sound of Sadie
Falls like music in a dream.

Hog shipments from Mellette, Spink County, S. D., in 1930, totalled 4,611 head, compared with 4,442 head in 1929; and cattle shipments totalled 457 head in 1930 and 458 in 1929.

A shipment of 4,100 sheep, bought in the West River country, were shipped by train to Willow Lake, S. D., to be placed on the farms of Chase Brothers.

An all-time record for a single day's live stock receipts at Sioux Falls stockyards was smashed January 7th with receipts of 10,751 head of hogs, more than 4,000 over previous record.

Priest Rapids Valley

Settlers Purchase Power and Pumping Plants Assuring Development and Settlement

ON February 21, at Yakima, Washington, Marvin Chase, receiver for Black Rock Power Company and Consumers Ditch Company, sold the power and pumping plant, transmission line and irrigation system serving the lands in the vicinity of White Bluffs and Hanford, Washington, to the Priest Rapids Irrigation District at a price of \$45,000.

This purchase by the settlers and water users, which is the result of many years of litigation, gives them control of water needed for irrigation and the ability to increase production of power.

The purchase was made possible by the co-operation of the Milwaukee Road. This company will further assist the district in assuring repairs and replacements necessary for a certain supply of irrigation water in 1931.

Twelve hundred and forty-eight acres were irrigated from the ditch in 1930. The present ditch and system can supply 2,500 acres. Water from wells or individual pumping plants supplies 2,090 acres in addition.

Early fruit and vegetables are the most valuable crops in the Priest Rapids district because they can go on the market ahead of competing districts. These crops are of excellent quality and have been well received at the large markets. Another big feature which will add to profits is two crops in one season. The long growing season with heat and plenty of water makes this possible.

Apples yield up to 1,000 boxes per acre and acceptable market varieties such as Jonathans, Winesaps, and Romes, are grown. Early potatoes, lettuce, peas, beans, strawberries, and asparagus are among the leading crops. Yields are heavy.

The future of this district, with the settlement of the receivership and refinancing assured, is bright. The people of the Valley are greatly encouraged and without doubt much increased business for the Milwaukee Road will result from this work.



Harvesting 240 Acres of Potatoes on Koreski & Moe's Ranch, Kittitas Valley, Wash.



South Dakota Seed School in Session

First Seed Growers' School

One Hundred and Seventeen Farmers from Thirty-three South Dakota Counties Study Seed at Aberdeen

THE first South Dakota seed school was held at Aberdeen, S. D., on February 11, 12, 13, 1931. The 117 delegates were a hand-picked group representing 33 counties.

The Milwaukee Road actively supported this school through the Northwest and South Dakota Crop Improvement Associations.

The following statement from the Faith, S. D., *Independent*, gives a report on the school from two farmers located in Milwaukee Road territory:

"Pat Horn, of Stoneville, and John Swenson, of Red Owl, have returned from Aberdeen where the first annual seed school was held, February 11, 12, and 13. They report a very interesting agricultural story to the county agent upon their return. The delegates report their story is not only interesting but very educational, and one that may be adopted by Meade County farmers. Practical discussions and laboratory work were given in the following farm seed crops: Wheat, barley, oats, corn, alfalfa, and sweet clover. Information on plant breeding, and the practical application for so doing, was brought out. It was shown conclusively that it takes about ten years to breed plants for a particular purpose and need, and then it takes about ten years more to produce enough of this seed for it to become recognized. This study showed the delegates

present that it was practically useless for a farmer who has not made a long study of plant breeding ever to accomplish much in this respect, and that is an experiment station problem. Both Mr. Swenson and Mr. Horn agree in telling the county agent, that they can now see the value of farmers keeping their varieties of seed pure."

A majority of the farmer delegates came from Milwaukee Road territory and the work of these men in their home communities will have a marked effect in improving the quality of grain and seed marketed in South Dakota along our lines. All farmers present were impressed with the great importance of quality farm products in order to meet market demands.

Ralph E. Johnston, the extension agronomist of state college, was in charge and made an earnest effort to keep the program running on schedule, and it to his credit that every speaker was on the floor at his allotted time on the program, without exception. Mr. Johnston gave a short outline of the purpose of the meeting and expressed the desire that the knowledge gained be carried home and put into practice.

H. R. Sumner, better known as "S. Sumner, executive secretary of the Northwest Crop Improvement Association, Minneapolis, gave a very interesting and forceful talk on "Good Seeds and Good Growers."

The South Dakota Agricultural College and the crop improvement associations who sponsored this seed school have performed a valuable service.

Raisin Day in California

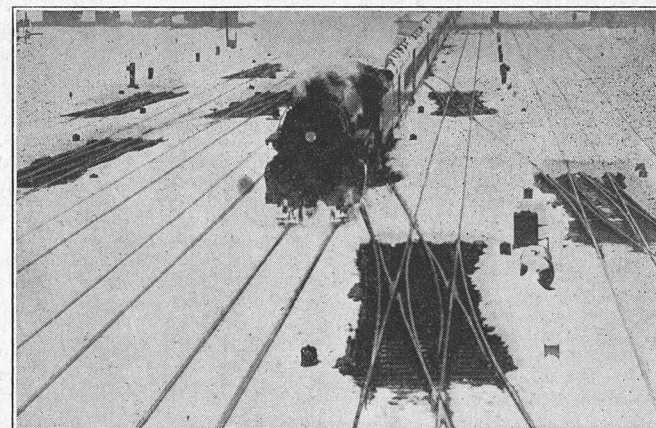
RAISIN Day in California is a great day—indeed it is more for it is several great days. May 7th the celebration of the raisin begins in the San Joaquin Valley. This year is the twenty-third consecutive celebration in Fresno, and the event now rivals the great Pasadena Tournament of Roses or the Mardi Gras in New Orleans. This year the program extends over from March 7th to the 9th, with daily events of interest, consisting of the great pageant, track and field events, an air show and the famous West Coast Relays.

The San Joaquin Valley is the home of Sun-Maid Raisins and Fresno is where the "Big Show" in their honor is always held. This year the three-mile parade will be a colorful pageant symbolizing the Spanish background of California and the agricultural and industrial growth it

has achieved the last half century. Raisin Day is a carnival, has its queen selected from among the valley's most beautiful girls. She is escorted by her king, world-famous athlete and she rules for day in which there is only one purpose—a good time.

Raisin Day events have so grown in number that it has become necessary to prolong the festival to three days, and there will be as always, some interesting athletic events; already three world records have been set in Fresno, two world records tied and one American record set. All of the leading western universities and athletic clubs compete in the West Coast Relays and a great throng gathers in the city for that event alone.

Fresno cordially invites the world to Raisin Day Festival on May 7th, 8th and 9th.



Some of the Clear Switches in Chicago Terminals During the Blizzard

Doing it "Better with Gas"

IT is, at any rate, being done more quickly with some little gas jets that are installed under the tracks at switches, cross-overs and derrails in the yards at Chicago and in the Union Station. The picture above shows a section of the Terminals in Chicago and the dark spots indicate the presence of these little gas jets which are on the job, melting the ice and snow and keeping the switch points free in whatever weather.

Everyone, that is, every railroad man knows what packing and freezing of snow and ice between rails at the switches means in "on time" train performance, with its consequent reaction on passenger temper, especially of those who depend on the steam roads to get them back and forth between home and business.

When a blizzard strikes a locality, especially a large city, all other means of transportation suffer disabilities all the

way up to total paralysis, and the "commuters" must then turn to the old, reliable steam railroad. In such times suburban trains are packed and rail officials exerting superhuman efforts to keep the road open.

The March, 1931, blizzard was the first of any severity of the winter just going, and the little gas jets along the tracks gave a good account of themselves in practically "on time" service for suburban as well as longer distance trains. In the Western Avenue Yards more than five hundred gas burners have been installed. Feed pipes parallel the cross ties and at switches, derrails and cross-overs, the pipes are tapped and connected by rubber hose to burners placed between the ties and directly under the rails. Each burner is enclosed in a metal box to screen it from the weather. Stop-cocks placed at each switch regulate the flow of gas to produce heat sufficient to melt snow from the rails.

Delivery and Pick-up of L. C. L. Freight

PICK-UP AND DELIVERY SERVICE on L. C. L. freight has been inaugurated on The Milwaukee Road and contracts have been entered into with local delivery and truck concerns for this purpose. In this move the railroad undertakes to transport from its freight depots to any store, factory or warehouse located at any of the points where this arrangement becomes operative, all L. C. L. freight billed to any consignee in that town; and likewise will transport L. C. L. freight which any shipper may desire to have transported for shipment over the railroad, from such store, factory or warehouse to its freight depots. The truck transportation concerns are authorized to collect freight charges and turn over the money to the local agent. Tariffs providing for pick-up and delivery service have been put into effect for the purpose above outlined.

Transportation Class at Yale University

FIVE fellowships of twelve hundred dollars each have again been made available for men interested in study and research of transportation.

These fellowships are for college graduates who wish to continue their studies and go more deeply into matters concerning transportation.

Railway Transportation School

THE Graduate School of Business Administration of Harvard University will open its fourth session at the school in July, 1931. Professor William J. Cunningham, of Harvard, and Professor Winthrop M. Daniells, of Yale, again offer their course in Railway Transportation. The course is divided in two parts—Economics and Administration. Part 1, Railway Economics, will treat in general of railway rates and governmental regu-

lation; and in Part 2, attention will be given to the fundamental principles of organization and a discussion of inter-departmental relationships.

Black Hills Chapter

Mrs. Thomas Hickson, Historian
AS THIS CHAPTER was not heard from many times last year, I will touch upon some of the most interesting points of our work during the last few months.

Early in November a heavy cloud was cast over us for the first time since our little chapter was organized, the grim reaper touched us and took from us one of our chapter members, William Whitman (better known as "Chick"). He went to the hospital in the morning for a tonsil operation and in early evening the news came through saying that "Chick" had succumbed almost immediately after he left the operating table. It was a great shock and a great loss, as there never was a meeting or any other activity of Black Hills Chapter that he was not present, lending his aid in every way possible. Needless to say, his memory will be cherished by us all, and our heartfelt sympathy extended to his widow and little daughter; and to Mr. Whitman's father and mother.

In December we had our usual routine work and gave two Christmas baskets and a few toys.

In January we had our annual birthday party at the home of Mr. and Mrs. Arnold Saxer. They have a spacious home and we surely filled it that evening with about sixty-five members and families present. We don't know if they will invite us again next year, but we surely had an enjoyable evening. A turkey dinner was served at six-thirty, and turkey was not all, there was food until those of the plumper variety just had to forget their diets. A large birthday cake, decorated with five candles, was baked by our president, Mrs. Zickrick, also a large cake with The Milwaukee Emblem in decoration was baked by Mrs. M. Christensen. We had a flashlight photo taken and I am afraid we did some damage to the machine, as we have never heard anything about the picture.

On February 9 we had our regular meeting and election of officers for the year 1931. Mrs. Rudy Beckman was elected president; Mrs. Fred Diehle, 1st vice-president; Mrs. C. Kuchliperg, 2nd vice-president; Mrs. Arnold Saxer, secretary; Mrs. C. Grube, treasurer and Mrs. T. Kickson, historian. The chairmen are not as yet appointed, but all will be ready to take up their duties April 1.



The Queen of the Raisin Carnival, Fresno, California

THE MILWAUKEE RAILROAD WOMEN'S CLUB

Portage Chapter

Elizabeth Bloomfield

MARCH: the ending of the old year and beginning of a new, in club work, brings many changes.

Mrs. F. P. Miller presided at this month's meeting, held Friday the 8th, with the usual routine of business reports and committees for the work done, also at this time a general summing of the expenses of the year.

The Auditing committee, composed of Mmes. E. Rocker, P. Ryan and E. Stowers, found all accounts satisfactory.

The president requested Mrs. O. H. Frick to act as installing officer for the new force coming in, which was done in a very unique way. Each outgoing officer, making an offering of a rose to the incoming one, as she escorted her to her place.

Mrs. Frick also, in behalf of the members of the club, presented Mrs. Miller with a silver server in appreciation of two years faithfully and pleasantly served.

Mrs. Miller responded by thanking her co-workers, and all members for the co-operation and harmony shown on all occasions during her time as head of the chapter: handing to each a corsage bouquet of sweet peas; quoting those lines from E. E. Hale:

"Together is one of the most inspiring words of the English language.

Coming together is the beginning,

Keeping together is progress,

And working together, success."

Mrs. Washburn, unanimously elected new president, asked for the same good assistance and interest given in the past, also stressed the need, inviting and soliciting new members.

Meeting then adjourned, cards were played, refreshments served, by committee assisted by Watertown members. Mrs. Tracy of Rockford, Ill., was a guest.

Milwaukee Chapter

Miss Leona Schultz, Historian

THE annual election of officers was held at the February meeting, the following members being elected to guide the chapter for the ensuing year.

Mrs. O. J. Carey, President; Mrs. J. Woederhoff, First Vice-President; Mrs. Edward Deards, Second Vice-President; Mrs. Julia Dieneen, Recording Secretary; Mrs. Mabel Brew, Assistant Recording Secretary; Mrs. Fremont Schunk, Corresponding Secretary; Miss Elsa Pritzlaff, Treasurer, and Mrs. J. M. Thurber, historian.

Mrs. Carey gave a report of the work done on the Milwaukee Terminals Relief Committee by the members of the chapter, and advised that the Committee at that time was taking care of 360 families, that five carloads of coal had been distributed to families, and so far \$10,000 had been spent on relief work.

Don't forget the Annual Dance and Card Party to be held at the Milwaukee Auditorium Saturday, May 2. You will have a chance at the door prize, can play cards and dance, and there will be refreshments, all for fifty cents. Come and have a good time. Remember the chapter needs your support more than ever this year.

Miss Spaulding of the Juvenile Protective Association gave a most interesting talk on the work of that body, and explained the duties of foster mothers and fathers. Miss Spaulding's talk was extremely interesting, and she made

us all proud that we belong to a state which provides proper care for children who have been unfortunate enough to have lost either their mothers or fathers, or both. The chapter was also delightfully entertained with some musical selections by the Misses Scherckenbach, Miss Lorena at the piano, Miss Margaret with the violin, and Miss Frances on the cello.

St. Maries Chapter

Mrs. C. J. Leonard, Historian

OUR February meeting was held in the club house on the 16th, and was well attended. The matter of helping needy families was discussed and Mrs. C. H. Burt, chairman, gave a splendid report on the many families given fuel and food supplies this winter; and the many calls on employes and families in sorrow and sickness.

Our President, Mrs. Mickelson, urged every member to report all cases of need to her at once.

The Club adopted a "Resolution" to be put into the local papers as an appeal to Milwaukee R. R. employes and families to patronize local merchants whose merchandise was consigned and shipped via Milwaukee Road into St. Maries.

The Nominating committee gave the list of officers for the coming year.

President, Mrs. P. A. Mickelson; Vice-President, Mrs. Chas. Conley; Second Vice-President, Mrs. Claud Hallad; Secretary, Mrs. Theodore May; Treasurer, Mrs. Ed. Tobias; Historian, Mrs. C. J. Leonard.

Refreshments were served by the committee and a very enjoyable time spent. Adjourned to meet March 16.

Aberdeen Chapter

Mrs. G. Reuland, Historian

ABERDEEN CHAPTER met February 10. A very nice membership was in attendance. President Mrs. Smith presided. The Club Motto followed. Club songs were sung by the membership. The treasurer's report showed: Balance on hand February 1st.....\$183.09 Membership dues received during month 6.00 Proceeds from Bridge Dinner..... 29.25

Total\$218.34

The Sunshine chairman reported 22 personal calls, 50 phone calls and \$2.00 expended for flowers.

Five cards were sent during the month.

Mrs. Gillick rendered the Welfare report of 40 personal calls, 90 telephone calls and 2 written communications. A concise summary of our activities to present time was also submitted by Mrs. Gillick. The report showed that \$678.29 has been spent by the Aberdeen Club in welfare work to the needy. It further showed that 82 families were given aid by this relief fund. These 82 families also included 282 children. Aside from food and coal, \$310.00 was distributed in clothing and necessities. Concluding her remarks, Mrs. Gillick appealed to the membership for their zealous and ardent support for increased members that the Aberdeen Club can be adapted to the fullest extent in its measures of service and welfare.

To provide convenience to other railroad organizations, it was moved and carried that our meeting nights would be changed from the third Thursday to the third Monday of each month.

A bridge party was held March 2nd.

Election of officers ensued. The selection of each office by the Nominating committee carried unanimously. New officers are as follows: president, Mrs. B. M. Smith; 1st vice-president, Mrs. R. E. Sizer; 2nd vice-president, Mrs. G. Montague; treasurer, Mrs. Gene M. Gillick; recording secretary, Miss Francis Freimuth; corresponding secretary, Mrs. Avery historian, Mrs. G. Reuland.

The following chairmen were appointed: Ways and Means—Mrs. E. H. Soike; Membership—Mrs. F. H. Burdick; Social—Mrs. R. S. Sizer; Relief and Welfare—Mrs. Gene M. Gillick; House and Purchasing—Mrs. Claud Williams and Mrs. A. M. Phelps; Sunshine—Mrs. A. H. Adams; Club Musician—Mrs. I. Helander; Program—Mrs. Guy Wynn.

A very pleasing program, in charge of Mrs. Wynn, followed. Miss DeHaven presented her cast in a striking and fascinating drama. A stringed trio rendered several selections which were heartily endorsed. The club song adjourned the meeting.

Green Bay Chapter

Cecile B. Meyer

THE March meeting of the Green Bay Chapter was held in the club rooms, Thursday evening, March 5. A special invitation had been issued to all voting and contributing members and there were about fifty present.

The annual reports were given by the Welfare and Sunshine chairman, Mrs. Maurice Hastings, which showed that the club has cared for many needy families, has brought much sunshine to the sick and comfort to the bereaved members of the Milwaukee Family during the past year.

The yearly report of the treasurer, Mrs. Henry Kohls, showed a rather depleted treasury on account of the increased amount of welfare work during this period of depression. The proceeds from the Milwaukee Annual Dance of which Mrs. Cloyd Ballard had charge, will increase the balance in our treasury quite substantially.

A rising vote of thanks was given to the retiring officers and chairmen for their faithful and untiring services to the club. It was announced that a pot-luck luncheon would be given for the retiring officers and chairmen in the club rooms at 1:00 o'clock, Wednesday, March 11.

A few words of welcome were given by the retiring President, Mrs. Charles Cheaney, to the following incoming officers, who will have charge of the Green Bay Chapter during the ensuing year:

President—Mrs. Thomas McLean, 1st Vice-President—Mrs. Edward A. Meyer, 2nd Vice-President—Mrs. Frank Sant Amour, Recording Secretary—Miss Catherine Browning, Corresponding Secretary—Miss Florence Gotto, Treasurer—Mrs. Henry Kohls, Historian—Mrs. Charles Heyrman.

Committee Chairmen

Welfare—Mrs. Maurice Hastings, Sunshine—Mrs. Charles Cheaney, Ways and Means—Mrs. Glenn Jones, House and Purchasing—Mrs. Cloyd Ballard, Social—Mrs. Leighton Stickler, Program—Mrs. Charles Allen, Scholarship—Mrs. Frank Baenen, Constitution & By-Laws—Mrs. Arthur Maloney, Auditing—Mrs. Gardner Hayden, Membership—Mrs. Edward A. Meyer.

At the conclusion of the business meeting, the program chairman, Mrs. Frank Sant Amour, had charge of a costume party. Those present were dressed in costumes representing

the different periods of history from Colonial times up to the present day. Mrs. Maurice Hastings wore an exquisite wrap that was worn by her aunt at the inauguration of Lincoln. A very unique and interesting play, entitled "The Last Day at School" was enacted by the following cast:

Teacher—Mrs. David Tibbetts. Pupils: Miss Julia Johnson, Mrs. Cloyd Ballard, Mrs. Thomas McLean, Mr. Cloyd Ballard, Mr. Edward Meyer, Mrs. Charles Allen, Mrs. Arthur Carlson, Mrs. Charles Heyrman, Mrs. Glenn Jones, Mrs. Frank Sant Amour.

Included in the play was a recitation by Mrs. McLean, a novelty dance given by Mrs. Allen and a duet sung by Miss Johnson and Mrs. McLean. The program closed with quartette numbers sung by Mesdames Cheaney, Held, Kohls and Meyer, all attired in the latest pajama modes.

Mrs. Harry Held and her committee served delicious refreshments during which time Mr. Bernard Delwiche, pianist, played popular modern music.

Union Station Chapter

Mrs. O. P. Barry, Historian

THE regular monthly meeting of the Union Station Chapter was held in the club room Tuesday evening, March 3, after dinner had been served in Fred Harvey's restaurant to thirty members. After a short business meeting, conducted by Mrs. J. L. Brown, our president, the third card party in our series of four was held. Prizes were awarded to those having the four highest bridge scores, namely: Mrs. Laura Hill, Miss Naomi Gooch, Miss Vera Snapp and Mrs. H. R. Reynolds.

The next meeting, which will be held Tuesday evening, April 7, will be one of particular interest to all of the members as Mrs. O. W. Dynes has very kindly consented to talk on her experiences in handling the relief fund for the Chicago Terminals. On this account, and as our guests for the evening will be the Fullerton Avenue and Bensenville Chapters, a record attendance is anticipated.

In error the last report of Union Station Chapter on election of officers stated Mrs. W. R. Dolan was elected 1st vice-president and Miss Hazel Merrill, 2nd vice-president. Miss Merrill was re-elected 1st vice-president and Mrs. Dolan 2nd vice-president.

Mason City Chapter

MASON CITY CHAPTER held its last meeting under the old administration in the club rooms, February 24th, Mrs. Guy Davis, president, presiding. At this meeting election of officers for the coming year took place. They comprise the following: Mrs. S. German, president; Mrs. M. J. Ramsey, 1st vice-president; Mrs. T. Olson, 2nd vice-president; Mrs. Guy Davis, secretary; Miss Grace Moran, corresponding secretary; Mrs. J. Mathemwn, treasurer; Mrs. John Nelson, historian. The new officers will take charge at the March meeting.

During the evening Mrs. Paul Scott gave two very good readings, and the Business and Professional Women's Glee Club, under the direction of Mrs. Ingraham, favored us with three numbers, that were very much enjoyed.

About fifty members turned out to this meeting. Might state the refreshments were in charge of the "clerks," and from the reports—they satisfied.

Reports were given from the different chairmen, all of which were very interesting. Our Welfare chairman, which no doubt is the outstanding committee of the club, gave a very

fine report and at the same time sent out a call for clothes. So if you have any clothes you think could be made use of, kindly notify Mrs. Henry Smith.

Regret to state that two of our members serving on the committees this year—Mrs. Gaffney and Mrs. Beerman—suffered the loss of their father during the past month.

Also wish to pass the good news on of a particular honor that came to Mrs. Wm. Schroeder, when she was elected president of the High School P. T. Association.

As the present administration relinquishes its rights to the newly elected officers, it takes this means of thanking the members of the Mason City Chapter for the very fine co-operation extended during the past year and wishes the new officers the best of success during 1931.

Tacoma Chapter

Mrs. M. A. Seivert, Historian

TACOMA CHAPTER enjoyed a delightful social occasion on February 10, at the Nalley's assembly room. Mrs. C. F. Negley, chairman of the Lydia T. Byram Scholarship Fund, appointed Mrs. Herbert E. Jones to have charge of arrangements. About four score members and friends enjoyed a delicious manufacturer's luncheon which featured Tacoma-made products. Games of bridge and five hundred were the attractions for the afternoon. Mrs. C. F. Negley carried the honors for high score, Mrs. H. J. McMahon the consolation at bridge. At five hundred, Mrs. A. Anderson won first prize and Mrs. Martin McHugh the other prize. Mrs. Jones was assisted by the following members, Mesdames Phillip Emanuel, W. G. Gunther, Harry A. Lyons and M. A. Seivert.

The regular February meeting was held the 16th. A 12:30 o'clock luncheon was served under the direction of Mrs. F. B. Trout, assisted by Mesdames Homer W. Williams, N. B. Footit, Elmer Heath, F. A. Valentine, R. A. Vanderberg, E. R. Brewster, C. A. Levine, G. E. Lyen, J. A. Wright, A. Goldsbrough, and Harry E. Hatch.

Mrs. F. E. Devlin presided over the annual business meeting, at which time officers were elected. The Benevolent Committee reported 43 personal calls and 75 telephone calls. Relief and supplies valued at \$15.20 were given out during the month. The Sunshine committee was credited with 8 personal and phone calls. Mrs. Thos. Scanlon, who has been very seriously ill, is reported convalescing nicely. The Membership committee reported a total of 441 members to date.

Mrs. Jones reported the net receipts from the bridge luncheon were \$21.55, which made a substantial addition to the Scholarship Fund.

The following are the newly elected officers who will begin their work in April: president, Mrs. Geo. A. Loomis; first vice-president, Mrs. M. A. Seivert; second vice-president, Mrs. Phillip Emanuel; recording secretary, Mrs. F. E. Kirkland; assistant recording secretary, Mrs. Geo. T. Felzer; treasurer, Mrs. Herbert E. Jones; corresponding secretary, Mrs. W. A. Monroe; historian, Mrs. Harry Lyons.

Mobridge Chapter

Dora Anderson, Historian

FEBRUARY'S monthly meeting was held at our club room on Monday evening, the 23rd, with Mrs. Moran, our president, presiding in her usual charming manner.

Mrs. Beaver of the Sunshine Committee handled fourteen cases the past month, made forty-four personal calls, twelve telephone calls and fifteen gifts.

Our Welfare chairman reports eight cases taken care of, twenty-five personal calls made, fifty telephone calls, a rent bill of \$10.00 was paid, a cash loan of \$30.00 was made and \$4.34 spent for food and clothing; making a total of \$44.34.

A special meeting of the Governing Board was held February 11th, applications for two loans, one for \$125.00 and one for \$75.00, being allowed.

We have received our second shipment of potatoes from Spokane, twenty-four sacks in all, which have been passed around to the different homes. We want these kind farmers around Spokane to know how much we appreciate their generosity and how much this is helping our needy ones.

In our next issue of the magazine we hope to be able to give the names of the new officers for the coming year. After all business matters had been disposed of, we enjoyed a program of violin music which was very well rendered by four little girls, Virginia Thompson, Helen Townsend, Kathleen Green and Irene Seefeld, accompanied at the piano by Mrs. Lon Green.

Tasty refreshments were served by the following committee: Mrs. Frank Schneider, Mrs. Emil Johnson, Mrs. M. L. Harmon and Mrs. Frances Kellaher.

Marmarth Chapter

Mrs. Harry Wood, Historian

THE Marmarth Chapter met in the club house on February 26. Among the interesting and important reports given was the annual report of officers for the period of January 1, 1930 to January 1, 1931. Our chapter has made a splendid showing financially and in relief given to those in need. For February, clothing to the amount of \$7.38 was purchased, 6 cards were mailed and 10 calls were made.

The election of officers was an interesting event of the business meeting. We had several aspirants for the various offices, a spirit of good fellowship prevailed and we are anticipating another big year. Of course, right now everyone is anxious to learn who will receive the chairman of committee honors, so next month I will be able to tell you who all of the officers are who will guide the destiny of our splendid little chapter.

It is with an expression of sincere sorrow that we write of the death of one of our most faithful members, Mrs. Granger, who passed away in the Miles City hospital March 1st of carbon monoxide poisoning and was buried in Marmarth March 4. Mrs. Granger was certainly a devoted wife, mother and friend. She was an active worker in the M. E. Church, Eastern Star, Royal Neighbors and was untiring in our work and we shall miss her greatly. She leaves to mourn her loss, her husband, Conductor Frank Granger and two sons, Art and Chester Ashley, and the sympathy of the entire chapter is extended to them in their bereavement.

Am sure each one of us at this time is giving serious thought to our work for the coming year. We know the Aim and Purpose of our Chapter is worthy. Let's get lined up and greet the new membership chairman and other officers with a smile and express to them in word and deed that we all want to do our share to make 1931 the biggest and best.

At the close of the business session a delightful musical program of piano and vocal numbers was given by the Misses Rosemary Frisch, Francis and Phyllis Crowley, Shirley Moxness, Beryl Strible and Helen Williams. A nice lunch was served by the Mesdames Gust, Fagan, Strible and Grothe.

Des Moines Chapter

J. McG., Historian

AT THE February meeting, held Friday, February 6, the officers for the coming year were duly installed and took over the records of the retiring officers. The evening was given up to the discussion of plans for the new year, the appointing of chairmen for various committees and a general review of last year's reports.

We are pleased to announce that the year 1930 had the largest membership of any year, which shows we are getting bigger and better and more interested in our club each year. We also expended more money for relief work and good cheer. The committee in charge reports a total of \$650.00 spent. We are indeed proud of the work done in 1930, now let's all get together and make 1931 better. We can do it, and here's hoping all members will put forth every effort to accomplish big things.

Mrs. Finnium announced her intention of having one more Card Party before closing her final report. We know it will be a success, and we wish to thank her for her past efforts.

Our Penny Fund is still growing and shows every indication that some day in the not far distant future the FEET will be a MILE. Remember, folks, even though we are starting a new year we are still saving Pennies, and our goal is THE MILE.

The chairman of the Social committee, Mrs. F. W. Price, announced that there will be a Pot Luck Supper the evening of our next meeting, April 3. We hope to make our next few meetings not only business, but social Get-together gatherings and plan to have a Pot Luck Supper in connection with each meeting. Supper will be served at 6:00 P.M. Every one is welcome. Those who cannot come in April plan to come in May, this means every Milwaukee employee. We would like to see some of our people from stations outside of Des Moines present. Remember the 1st Friday night of each month is meeting night. Come, see what good suppers we serve and what interesting things we are going to do.

Marion Chapter

Mrs. J. B. Fosdick, Historian

PRECEDING the business meeting Thursday afternoon, March 12, a delicious 1 o'clock luncheon was served to 70 members with the newly elected officers as honor guests.

American beauty roses were used as table decorations and, in addition, a miniature electric train passing through the Gallatin Gateway, was used as a centerpiece on the officers' table.

Mrs. A. J. Elder, on behalf of the club, presented Mrs. Cessford, the retiring president, a gift in recognition of her work and Mrs. Vandercook presented Mrs. Margaret Leming a gift in appreciation of her four years' service as secretary of the club.

An average amount of relief work has been done the past month. Dental work is being sponsored by the club, and three children are being given treatment under the direction of the school nurse. A large amount of clothing was distributed the past month, many calls were made on the sick and needy.

The following officers were installed by Mrs. Robert Cessford and Mrs. Willis Jordan:

Mrs. A. J. Elder, president; Mrs. John Smith, 1st vice-president; Mrs. M. J. Skord, 2nd vice-president; Mrs. John Trasdick, recording secretary; Mrs. John Reardon, corresponding secretary and Mrs. Robert Cessford, historian.

Sioux Falls Chapter

Mrs. Tom Cavanaugh, Historian

THE last meeting of the year was conducted by the retiring president, Mrs. H. Kruck, at which time all old business of the club was taken care of. All committees being present, their reports were approved. The Membership committee reported many new members, and the Relief and Sick committee gave a splendid report of relief to Milwaukee families during the past month. At the close of the meeting Mrs. Kruck was presented a token of appreciation for the splendid work during the period in which she was president of this chapter. Light refreshments were served and this closed the year for the retiring officers.

Much discussion at present is given to our annual dance, which will take place at the Arkota Ballroom on April 9. Books of tickets have been distributed, and we are hoping every member will assist. As this is the only public dance given by this chapter during the year, we are inviting all members and friends of the Milwaukee families in and near Sioux Falls. A special invitation is extended to all chapters.

Our new president, Mrs. Jen Wheeler, has appointed the following committees, who will act with her. The Sunshine and Relief committee—Mrs. Robert Manson, assisted by Mrs. Henry Kruck; Ways and Means—Mrs. J. R. Bankson; Membership—Mrs. Peter Larson; Entertainment—Mrs. Z. Jenkins; Refreshments—Mrs. A. B. Main, assisted by Mrs. Henry Hurt; Auditing—Mrs. Robert Manson.

Terre Haute Chapter

Alice M. Church, Historian

OUR regular meeting was held on February 19 with a pot luck supper, which was attended and enjoyed by a large crowd. After the supper, a cake walk was held, and Harold Patton was the winner of the nice angel food cake, which was baked by Mrs. Blackwell. This resulted in the sum of \$4.12 being raised, which will be used to pay for the finishing of club room floors.

The business meeting was conducted by our president, Mrs. Blackwell. The Membership chairman reported our membership at the present time as 241. The Sunshine chairman has made many calls and sent cards to those who are ill.

The following officers were elected for the coming year:

President—Mrs. J. H. Valentine; 1st vice-president—Mrs. V. E. Engman; 2nd vice-president—Mrs. C. W. Pearce; recording secretary—Miss Alice M. Church; corresponding secretary—Mrs. Roberta Bair; historian—Mrs. Harold Patton; treasurer—Mrs. W. G. Bowen.

The club will have a Jiggs Supper on March 16, preceding the Safety First meeting, at which time we hope to make some money to help carry on our relief work.

Kansas City Chapter

Mrs. W. B. Jackson, Historian

THE sixth anniversary celebration on Tuesday evening, February 24, was a great success. To the chairman, Mrs. Harry McKinley, the club extends appreciation.

The program was very entertaining and was in charge of Mrs. Frank Biesecker and Mrs. Sam Shoop. The speakers were Messrs. Harry Harlan, J. F. Anderson, L. P. Gibson, E. R. Morrison, J. H. Nugent and M. Larson. The talks were fine and full of humor. Miss Elizabeth Watson gave two vocal solos in a very pleasing and entertaining way. Miss Helen McClure, whom we always welcome, gave readings, and there were two numbers of tap dancing.

To Mr. Harlan, who arranged a number of songs especially for the occasion, we extend our sincere thanks and appreciation.

Following are the newly elected officers for the ensuing year:

President, Mrs. E. R. Morrison; 1st vice-president, Mrs. W. B. Jackson; 2nd vice-president, Mrs. Shelby Coyle; secretary, Mrs. Sam Shoop; treasurer, Mrs. J. F. Etter; historian, Mrs. David Watson; corresponding secretary, Mrs. David Davis.

Chairmen of committees: Mutual Help—Mrs. G. A. Westman; Membership—Mrs. Frank Biesecker; Auditing—Mrs. George Ferris; Publicity—Mrs. David Watson; Constitution and By-Laws—Mrs. J. S. Adsit; Sunshine—Mrs. W. B. Jackson; Social—Mrs. Bernard LeBow.

There were three deaths in the Milwaukee family in the last two months. Mr. Fred Hobbs passed away on January 16 at the age of 72. Mrs. Susan Davis, mother of Mrs. J. C. Gurnell, passed away on February 8, at the age of 75. Mrs. Johnson, mother of Mr. Charles Anderson, also passed away on February 8.

A number of our members were in the hospital, but all have returned to their homes and are improving nicely. Mrs. L. P. Gibson has the misfortune to break her arm. The club expresses regret to hear of her accident and hopes for a speedy recovery.

The family of our roundhouse foreman, Mr. David Davis, has been quarantined, as little Betty had the measles. Mr. and Mrs. Davis had the "flu" at the same time, but all are better now.

There has been a great amount of relief work done during the winter months. Mrs. Westman made fifty calls in February.

Harlowton Chapter

Ora Halverson, Historian

HARLOWTON Chapter held its first meeting of the new year with Mrs. 'Buckley' presiding. After the business meeting, refreshments were served, and a door prize given. Mrs. Mooney being the winner.

The Sunshine Committee made eight personal calls, sent three cards, gifts of flowers, four, and articles of clothing and food to four, spending a total of \$5.98.

Mrs. G. R. Webb has been sick, but much better.

Spokane Chapter

Mrs. Edw. A. Breeden, Historian

THE minstrel show given by the Woman's Club in their club rooms, attracted a capacity audience that enjoyed itself from laughter to screams for an hour and a half. The black face entertainment was arranged by Vic Ros formerly with the Milwaukee.

Included were Fred Sullivan, interlocutor Clyde Vinton, Clarence Neil, Lawrence Mah and Jimmy Riddle, end men, and Walter Horn pianist. Their dialogue had many application to Milwaukee men. The chorus did fine work. It included Mrs. Mills, Dorothy Fallschee, Dorothy Breeden, Gwenyth Janosky, Al G. Breeden, Anne Jones, Mrs. Lawrence, Al G. Jack Ashton, Albert Janosky, G. S. Cooper, Walter McKibbin, Carl Lillwitz, Robert Fields and Beverly Fields.

Specialties were put on by Jimmy Riddle, Mrs. Mills, Clyde Vinton, Mrs. Strong, Jack Strong, Marvel Loring and Frank Finney.

Mrs. Albert Janosky, our president, and Mrs. Nathan Jones were untiring in their efforts to make this the huge success it proved to be.

Savannah Chapter

Mrs. R. G. Heck, Historian

THE following officers were elected at the regular meeting of February 9th:

Mrs. Harry P. Carmichael, President. Mrs. Wallace Wolfe, Vice-President. Mrs. William Hardcastle, Treasurer. Mrs. Grant W. Dahl, Recording Secretary. Miss Delia E. Cush, Correspondence Secretary.

Miss Anna Jensen, Historian.

The chairmen of the various committees are: Mrs. William Sheetz, Ways and Means; Miss Jennie Chipman, Relief; Mrs. William Waymack, Sunshine and Good Cheer; Mrs. Fred Smith, Membership; Mrs. H. P. Buswell, Scholarship; Mrs. J. L. Brearton, By-Laws; Mrs. P. H. Franzen, Entertainment; Mrs. Boyd Latham, Music; Mrs. George Phillips, House and Furnishings; Mrs. Fred Hungerford, General Chairman of Refreshments, and Mrs. Fred Cole, Auditing.

The Ways and Means Committee reported having made \$95.85 on our movie, given at the "Web" theatre on February 10th.

The March 9th meeting of the Savannah Chapter was open to members, their husbands and contributing members. At this meeting talks were given by Mr. John R. Slater, Roundhouse foreman, and Mayor C. N. Jenks. A chorus composed of Mrs. Boyd Latham, Mrs. Harry Casselberry, Mrs. Wm. Hardcastle, Mrs. Raymond Phillips, Mrs. Garfield Watson, Mrs. Bert Fuller, Mrs. J. L. Brearton, with Mrs. P. H. Franzen at the piano. Accompanist sang "Rose of the Morning," and "Mammy's Lullaby." Vocal solos were rendered by Mr. J. L. Brearton and Mr. Louis Schwartz. Musical readings were given by Miss Madeline White.

The next regular meeting of Savannah Chapter will be held on April 13th.

Austin Chapter

THE last regular meeting of the club for the fiscal year was held the evening of March 10. A bountiful and delicious picnic supper, such as the Milwaukee ladies always provide, was enjoyed by the largest crowd of the year, all the tables being filled and several small tables being placed in the hall. We are hoping some time to have larger quarters to adequately take care of our members who enjoy attending the meetings.

Mr. Van Dyke brought as guests to the club Messrs. Lollis, Magnuson and Leib, whom we were glad to welcome. Because of the fuel meeting following the supper, only a short, but very enjoyable, program was given, consisting of two very clever readings by Mrs. Carl Voelker, two saxophone numbers by Miss Regina Wengert, a violin number by Mrs. Wm. Myhre, and two numbers of violin and saxophone combined, these numbers all being accompanied on the piano by Mrs. Mildred Sathre.

At the business meeting following, a resume of the year's activities was given by the president, Mrs. Keck. Because we try very hard to keep our welfare work as confidential as possible, there are a great many things which are handled by the Welfare committee, which cannot be given publicity, but we distributed several hundred articles of clothing where greatly needed, some at cost to the club, some being gifts from club members, which saved our funds. Milk has been furnished a number of children all year, both in school, and delivered daily at the homes, school supplies bought where necessary, a great many articles of food given during the year, hundreds of calls on the sick and needy made by the Welfare chairman, Mrs. Valentine. Because of the generosity of

Milwaukee employees, who made possible the Milwaukee Fund, our welfare work was less the last few months than we expected. And because of the Milwaukee Fund and the help of the Milwaukee Women's Club, no member of the Milwaukee family has, to our knowledge, been compelled to seek aid from any local charity or community fund.

During the past year we have had eleven picnic suppers, with program and cards, one Christmas party with program and bags of candy for the children, one guest night party, eleven card parties, two bake sales and two rummage sales. Christmas and Thanksgiving baskets were given. We have given a special benefit party and a bake sale to raise extra money to help take care of expenses of a Milwaukee employee who has been in a hospital for some weeks taking treatment.

Mrs. L. E. Beers very generously made and presented to the club a very beautiful quilt top, proceeds to go into the welfare fund.

We had no drive for members this year, and lost some because of moving away, but during the past fifteen months gained 31 voting and contributing members. For the benefit of those here who do not understand the status of a "contributing member," the explanation may be made that any man who contributes toward our welfare fund is a contributing member. This contributing membership carries no voting powers and no obligations, but the entire sum is spent for welfare work, and welfare work alone.

Mrs. Keck expressed her deep appreciation to the club members who have been so loyal and helpful during the past fifteen months, especially to the board members, who have been 100% efficient and loyal. At the close of the meeting Mrs. Keck was presented with a beautiful gift from the club, with a vote of thanks for her services.

The last activity of the month will be a card party, to be held the evening of March 24, with Mrs. Simon Johnson chairman.

Bensenville Chapter

Mrs. W. A. Rands, President

"NO ONE hears the door that opens, When they pass beyond our call. Soft as loosened leaves of roses, One by one our loved ones fall. From our chain these links have fallen, In our land their stars have set. But inshrined on memory's tablet, Their true worth we'll neer forget."

In Memoriam

With profound sorrow we record the passing of three of our charter members since our last meeting. On February 5, Mrs. John Bartholmey passed away at the home of her sister, in Portland, Oregon, where she has been visiting for the past year. Both Mr. Bartholmey and her son, Ed, from Bensenville, were with her at the time of her death. Mrs. Bartholmey was one of our good members, and a loyal friend and active in the Women's Club from its start, up to a year ago, when she was compelled to go west for her health. A short time ago she was in a motor bus accident, from which she never fully recovered.

On February 17 another beautiful life passed, when Mrs. Frank Sutherland entered into her Heavenly Home. In life peacefully and calmly she passed her useful days. She was the wife of Frank Sutherland, veteran engineer, of the the Illinois Division, a charter member and president of the Women's Club during the year 1929, and historian at the time of her passing, and we who knew her best, thank God for the loving influence of her life.

And again the Grim Reaper has called one

of our well loved members, Mrs. Guy Sampson, who was taken ill on Friday and passed away on Thursday, February 26. Mrs. Sampson had been in poor health since the death of her eldest son, Gerald, last June, and she gladly answered the summons to join him. She leaves to mourn her untimely passing her husband, her young son, Kenneth, and little daughter, Virginia. She was a most conscientious worker, loved and revered by all who knew her. Her generous spirit of helpfulness to others will always be an inspiration to us to higher and better things.

We feel that we have lost three dearly loved Friends, Faithful Workers and Charter Members, whose absence will be keenly felt by all.

Bensenville Chapter met for its regular meeting February 4. Good reports were heard from the various committee chairmen. There have been no social activities this winter, as the club has been centering every effort on relief work. Our chairman, Mrs. Linderman, reported that we had spent \$464.75 up to January 1, from the club funds, not to mention the vast amount of work done for our unemployed. It is indeed gratifying to feel that we can do a little bit to help lighten the burdens of our friends and neighbors, who are less fortunate than we.

We are indeed fortunate to be working for a company where the officials and co-workers care enough to see that their employees and friends are not in want of clothes, food, fuel and a place to live, although not able to work due to this seeming depression all over the system. We who have worked among them all Winter know their heartaches, and gratitude, and are happy to be able to do things so worth while, with the company and the men behind us.

Mrs. Hill, chairman of the Lydia T. Byram Scholarship Fund, reported purchasing 23 books for \$17.75 for children of employees now out of work.

Sunshine chairman and all the members have been very busy calling on the sick. We are very happy to welcome a little lady at the home of our Ways and Means chairman, Mrs. Louise Suter, on January 26. She is to be called Barbara Jane. The grandmother, Mrs. Bodenberger, our Membership chairman, is anxiously waiting to add "Barbara Jane" to the list of new members.

A Nominating committee was appointed, the election of officers to be held at the next meeting. After the business meeting Mrs. Tanning and her committee served a delightful lunch.

Deer Lodge Chapter

THE regular meeting of Deer Lodge Chapter was held on the evening of March 2nd, at the club house, Mrs. S. B. Winn presiding. The meeting was opened with singing and recitation of the club motto.

At the conclusion of the business session a program was conducted under the able direction of Mrs. Irma Bagley. Miss Munroe and her High School Gym Class put on a wonderful exhibition of tumbling and pyramid building. Those taking part were Minnie Beatholin, Charlotte Ellsworth, Kathleen Baubien, Catherine Flynn, Marguerite Kirwin, Jean Peck, Arlene Waldron, Mary Schuh and Mary Sullivan. Julia Phelps accompanied on the piano. A reading was given by Wilhelmina Lovely.

The program was very much enjoyed and well attended. After the meeting we adjourned in a body to the newly inaugurated roller skating rink to watch the boys and girls skate.



EASTER BRIDES

Elinor Corcoran

EASTER BRIDES are, for the most part, following the precedent that was started last spring, of wearing pastel tints rather than the traditional white. In some ways this revolt from the customary path makes trousseau plans easier and, in some ways, it makes them more difficult, because along with the revolt against the one color came the revolt from the one material, the stiff white satin. Light pinks, eggshell and white are the popular colors for this spring's brides and the material may be anything from stiff satin to organdy. The bridesmaids' dresses are designed to be of use as well as ornamentation. They must be of some style which can later be used as an evening dress, either formal or informal.

There is one thing more that we want to tell you about, and that is accessories. They are the important part of the costume since they are very apt to be the only color or the only contrast. Contrast is especially good, but the scheme must be carefully worked out. Brown and red, brown and pink or brown and yellow are smart contrasts, as are blue and white, and for evening, pink and coral.

It used to be, not so long ago, that learning to crochet was a very essential part of every girl's education and training to be a lady. In recent years, other requirements have taken the place of learning to crochet, but it looks as if some of us who have grown up since that crocheting era will wish we had come earlier. Some fashion leaders say that every garment in one's wardrobe should have some crocheting on it, whether the garment be a dainty blouse or a tweed suit. But it is no longer the old-fashioned type of needlework—it must be fine, narrow, dainty, and must harmonize with whatever it is used on. Tatting is now about the only kind of needlework that hasn't had a revival and its turn is probably next.

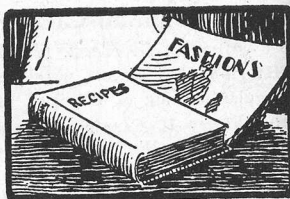
April Fancies

SNOWSTORMS are great things, but they dampen our thoughts of spring clothes. How can we think of a light-colored, light-weight coat or dress, when it is snowing and blowing outside?

And now, April Fool! We aren't going to talk about snowstorms any more—there is too much else, what with Easter brides, Easter outfits and bonnets, spring suits, April showers, violets, and a million other things springy. And besides, if we don't get busy planning our clothes, warm weather will be here before we know it.

Fashions in hats seem to be outstanding this season—there are so many variations of so few themes. For instance, it is decreed that all hats must be worn

AT HOME



Ray, Son of Milwaukee Division Conductor John Dalee

back on the forehead since there is nothing so lovely as a feminine profile and forehead. If there is a brim, it is turned back since the smart hats are the small ones, or those which give the effect of being small. The bicornes are still good, the crowns are shallow, and feathers and bows are in prominence. In short, almost anything that would have been frowned upon a year ago is excellent now. Strange how we are led by fashion's sway!

The newest in suits has a jacket with short sleeves and the sleeves most often have fur on them. These jackets are very feminine, not quite so tailored as suit jackets usually are, and should be extremely popular when warm weather rushes in on us.

Speaking of jackets—you have no doubt seen the lapin and galapin jackets that have been advertised so much lately. From a practical standpoint, one would be wise in getting one of these. There are many times in the spring when a lightweight wool dress would be warm enough to wear if one just had a short jacket. Besides that, they are smart and make attractive outfits for shopping in town.

Perhaps you have noticed the steadily increasing popularity of the coat dress. It has come back to glory again after having been forgotten about for several years. Paris is its promoter and she is doing a very good job of making feminine admirers for it. The suit dress, however, is an American product. Although it is very much like the coat dress in that it gives the impression of being what it is not, still its possibilities are greater. The suit dress might be a skirt, blouse, and jacket, just as a regular suit, is, but it may also be worn without the blouse, with the jacket buttoned over at the neck. Both suit dress and coat dress are practical for any time of the day.

What is THE Spring Color?

The reports on what is going to be the color for spring vary as much as usual. Some say brown will be the most fashionable color for spring and summer; some say that blues will be the best; while others insist that black always has been and always will be fashion's favorite. It is, of course, a matter of personal opinion and the individual must choose the color which she looks best and feels smartest in. Brown is such a warm color that it hardly seems to be for summer and still it is actually no warmer than black or blue. Brown has another point which is in its favor—combined with tan it is always chic and there are such a variety of brown and tan combinations that one would scarcely need to worry about her outfits, should she choose brown as her summer color. However, blues are our choice. A navy blue or skipper blue coat, with a slight flare, a narrow belt, wide lapels which may be buttoned closely around the neck, would have all the chic of New York's Fifth Avenue. Then to wear with that, a blue straw hat, white suede gloves and blue or black pumps, and a blue dress beneath the coat—what a charm you would be on Easter morning.

Miles City Chapter

C. J. Walters, Historian

A FINE representation of the club was present at the February meeting. Mrs. Nummerdor opened the meeting and called on the chairman of each standing committee to give a report covering the work of each department for the year 1930.

The Welfare chairman reported an expenditure of \$608, also 34 articles of clothing given out and 85 calls made. The Sunshine chairman reported 914 personal calls made, 520 telephone calls and 170 cards and letters sent out. Also an expenditure of \$72.00 for little gifts of books, fruit and tobacco to hospital patients.

Mrs. Nummerdor told of the work of the Relief committee and the amount spent on the system per day to the unemployed. The relief work demands a great deal of Mrs. Nummerdor's time as well as Mrs. Kirk's, who is the chairman on welfare work. The numerous calls they receive and then the investigation work falls to their lot. Few of the club members fail to realize what a large part of one's time and energy it takes for this work. Last month the club gave assistance to three widows. Four children were given dental attention to the amount of \$27.00. Eight children in school are receiving milk at the expense of the Club. A member of our Sunshine committee made dresses for two little motherless girls so they could attend school.

The president called on Mrs. W. H. Wise, chairman of the Nominating committee, to report. The following names were presented and duly elected to serve the coming year. President, Mrs. C. A. Nummerdor; 1st Vice-Pres., Mrs. E. B. Walters; 2nd Vice-Pres., Mrs. H. L. Pitner; Treasurer, Mrs. W. B. Goggins; Recording Secretary, Mrs. A. W. Wickersham; Corresponding Secretary, Mrs. W. H. Fellows; Historian, Mrs. W. H. Wise.

The Patterns

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

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

7112. Ladies' Dress. Designed in sizes: 34, 36, 38, 40 and 42 inches bust measure. A 38-inch size requires 5½ yards of 39-inch material. Facings of contrasting material requires ¾-yard 39 inches wide, cut crosswise. Price 12c.

7121. Misses' Two-Piece "Ensemble." Designed in sizes: 16, 18 and 20 years. A 16-year size requires 5½ yards of 39-inch material. To line jacket requires 1¾ yard. The tie requires ¾ yard of a bias strip of material 5 inches wide. Price 12c.

6664. Ladies' Morning Frock. Cut in 4 sizes: small, 34-36; medium, 38-40; large, 42-44; and extra large, 46-48 inches bust measure. A medium size requires 3¾ yards of 36-inch material. For collar, belt and pockets of con-

trasting material ¾ yard of 36-inch material is required cut crosswise. The width of the dress at the lower edge with fullness extended is 2¼ yards. Price 12c.

7058. Misses' and Ladies' Dress. Designed in sizes: 16 and 18 years for misses, and 34, 36, 38, 40 and 42 inches bust measure for ladies! A 38-inch size requires 4 yards of 39-inch material, if made with capelets. Without capelets 3¾ yards. Tie and belt of contrasting material requires ¾ yard 39 inches wide. Price 12c.

7129. Girls' Dress. Designed in sizes: 6, 8, 10 and 12 years. A 12-year size requires 2½ yards of 35-inch material, if made with long sleeves. For contrasting material ½ yard is required, cut crosswise. With short sleeves it requires 2¾ yards. The tie of ribbon requires ¾ yard. Price 12c.

7133. Boys' "Overalls." Designed in sizes: 4, 6, 8, 10 and 12 years. A 6-year size requires 2 yards of 32-inch material. Belt, collar and sleeve facings of contrasting material, requires ½ yard 32 inches wide. Price 12c.



7134. Girls' Dress. Designed in sizes: 1, 2, 3, 4 and 5 years. A 4-year size requires 1½ yard of 32-inch material, if made with long sleeves. With short sleeve extensions, the material will be ¾ yard less. To trim as illustrated requires 2¾ yards of lace and 3½ yards of insertion, also 1 yard of bias binding for the neck (1½ inch wide). Price 12c.

7131. Girls' Dress. Designed in sizes: 4, 6, 8 and 10 years. A 6-year size requires 1¾ yard of 35-inch material. The facings of contrasting material requires ½ yard 35 inches wide, cut crosswise. Price 12c.

7124. Ladies' Apron. Designed in one size: Medium. It requires 1¾ yard of 35-inch material. To finish with bias binding requires 4¾ yards 1½ inch wide. Price 12c.

Good Things to Eat

Chelsea Buns. Sift two cups flour, pinch salt, two teaspoons baking powder and one cup sugar together. Add half cup batter and lard mixed, working in as for pastry. Add one whole egg and the white of another to one-half cup water and mix with the dry ingredients. Handle as for baking powder biscuits. To the reserved egg yolk, add sugar to thicken and put a little on top of each bun before baking. Nice with afternoon tea.

Boston Brown Bread. Two cups graham flour, one cup corn meal, one cup molasses, two cups sour milk, two teaspoons soda, one-half teaspoon salt. Mix in the order given. Place in buttered molds and steam two and one-half hours. Then bake slowly for one hour.

Eggs and Celery. Chop hard boiled eggs and celery together very fine. Make a well seasoned cream sauce and mix with the egg and celery. Pour over slices of buttered toast. A nice luncheon dish.

Ox-tail Soup. Cut one ox-tail in small pieces, wash, drain and sprinkle with salt and pepper, dredge with flour and fry in butter ten minutes. Add six large cups water and cook one hour. Remove bone, add vegetables as follows: Dice and parboil twenty minutes, one large carrot, one turnip, two onions, one stalk celery. Cook until vegetables are soft, then add one-half teaspoon salt, one-half salt-spoon cayenne, one teaspoon Worcestershire Sauce and one teaspoon lemon juice.

Veal Balls With Tomato Sauce. One and one-half pounds of veal neck; one cup bread crumbs; one teaspoon grated onion; one-fourth teaspoon nutmeg, one-fourth pound salt pork; two teaspoons salt, one teaspoon poultry seasoning. Put raw veal and pork through meat chopper; add bread crumbs and seasoning. Mix well and roll into balls. Brown quickly in hot drippings or oil. Place in casserole, cover with tomato sauce and bake forty-five minutes.

Tomato Sauce. One-half can tomatoes, one slice onion, three tablespoons butter, three tablespoons flour, one-fourth teaspoon salt, one-eighth teaspoon pepper. Cook onion and tomato fifteen minutes and rub through strainer. Add butter to flour to which the seasonings have been added and blend, then add to the first mixture. If the tomato is very acid, add a little soda. Brown the butter and flour together before adding to the tomatoes, and the color will be preserved.

ONCE upon a time an enterprising poultryman crossed his hens with parrots, to save time. He used to spend much time hunting the eggs, but now the hens walk up him and say, "Hank, I just laid an egg. Go get it."

SPECIAL COMMENDATION

THE following named have received special commendation for meritorious acts performed while in the conduct of their regular duties:

Leo R. Spielman, U. S. Mail delivery man at Freeport, on March 9, while on his way to the station with the mail, discovered a dragging brake in No. 64's train and had the train stopped so that the defect might be remedied. Mr. Spielman's interest in the welfare of the railroad and its employees is much appreciated.

K. C. Division Brakeman W. E. Mitchell and Wade Johnson, Extra West, March 3, discovered a broken arch bar on car loaded with rails for Liberty, Mo. Car was set out. Close inspection undoubtedly averted an accident.

As I. & D. train No. 61 was passing Whittemore, February 20, Section Foreman Matt Kirschbaum discovered brake rigging dragging on one of the cars. He signalled the train crew and train was stopped while the defect was removed.

Unemployed, But Still a Loyal Member

An instance of the real spirit of The Milwaukee Family is that of John Montel of Dubuque, who has been laid off more than three months, who while on train No. 5 enroute to Minneapolis, got acquainted with a man on the train who was going to transfer at St. Paul to a competing line, enroute to Missoula, Montana. Mr. Montel explained that The Milwaukee service to Missoula was unrivalled and was able to change the gentleman's routing by convincing him he would receive better service by continuing on The Milwaukee; so the man took our train to his destination.

Mr. H. R. Jones, car foreman of Dubuque, in reporting this incident, says: "I am merely calling this to your attention so that you may see the loyalty of the employees of this department, and their interest in The Milwaukee Road, as was manifested in this case, even when they are out of service and no prospects of returning to work."

Special Officer E. W. Gautsch, LaCrosse, Wisconsin, on February 17 while inspecting River Division train No. 70 at River Junction, found the brake rigging under one car down and the brake rod extending out about two feet beyond the car. He immediately reported this condition to the train crew, thus averting what might have been a serious derailment.

Illinois Division Conductor T. Carroll, on February 20, while in charge of train making delivery of stock chutes, noticed a hog drop out of one of the cars, and took action resulting in the hog being recovered and delivered with the rest of the load, eliminating a possible claim.

Another Unemployed But Loyal Member

Mr. Austin Wagonette, North Fourth Street, Milwaukee, formerly of Milwaukee Shops, but now out of work, was instrumental in securing a passenger from Milwaukee to Seattle, for our line. If it had not been for Mr. Wagonette, it would not have come about that the representative of the Passenger Department contacted this sale.

This Is Real Railroad Loyalty

During February, Mr. D. M. Evans, freight-house foreman of the Illinois Central Railroad

at Rockford, Illinois, secured for our railroad two round trip and four one way fares from Rockford to Milwaukee, all of which were contemplating making the trip by bus. Four of these people were acquaintances of Mr. Evans, while two were travelers met on the street inquiring the way to the bus station. The information that a two-cent fare, Beloit to Milwaukee was in effect "turned the trick," according to Mr. Evans, and all of the passengers were glad to save the money on the fare as well as to avoid the inconvenience of bus travel.

Mr. Evans said in a letter to Assistant Superintendent N. P. Thurber, "I am writing you this for the good of the service, that you may know the two-cent fare won this patronage at least, and that the reduced rate cannot be too widely advertised. The writer of this letter is employed by a railroad not entering Milwaukee, but holds that all railroad employees should stand together, regardless, in the battle against unfair motor competition."

Those of Us Who Do

G. P. F.

CARMAN JENS CHRISTIANSON, at Green Bay, is a very loyal employee. Not so long ago two gentlemen approached Mr. Christianson on the street and asked to be directed to the C. & N. W. depot. Mr. Christianson, of course, wanted to know where they were going and was able to persuade them to use the Milwaukee. He even went so far as to assist the parties with their baggage to our depot so that no one else would get hold of them and divert from us.

Carman Robert Selberg, at Green Bay, is active in soliciting local merchants.

Yard Clerk Frank Wallace continues his activities. Superintendent Gibson reports that Mr. Wallace recently secured three carloads of nice business.

The Traffic Department at Milwaukee commends District Foreman McGrath in the Canal District, account securing four carloads long haul from firms in that territory. Mr. Cavenagh makes the following special comment: "This man seems ever alert in the company's interest and his co-operation is greatly appreciated by the Traffic Department."

The Passenger Department at Minneapolis commends Yard Conductor C. L. Thomas account influencing sale of four tickets from Twin Cities to Chicago.

Conductor Leo Mathers, of the I. & D. Division, was instrumental in securing several carload shipments from Minneapolis to Rock Island, and so credited by Agent Gallagher at Mason City.

Clerk Arthur Sabey, at Galewood station, recently secured a passenger to Green Bay who had previously made reservations to move on competing line. This passenger was so well satisfied with Milwaukee service that he assured Mr. Sabey he would use our road in the future.

Engineer W. F. Bingham, on the Valley Division, secured a Chicago passenger who had contemplated using a competing line. Nice work, Mr. Bingham.

Brakeman Raoul Bertrand, on the Valley Division, on train No. 115, interests himself in passengers and not so long ago he routed over the Milwaukee one of them, a lady, who might otherwise have gone to a competing line. Other train employees no doubt have similar opportunities and I know that many of them are active.

Roadmaster Cunningham, on the Valley Division, made the acquaintance of a party enroute on one of our trains and was told they were investigating a location for the annual recreation of a large insurance company in Kansas. Mr. Cunningham naturally secured this information and passed the same on to the Traffic Department.

The Traffic Department at Milwaukee commends Yardmaster Wm. A. French account influencing a volume of oil business from the southwest via our line. Mr. Cavenagh says:

"I want to give Yardmaster French credit for the manner in which he handled the proposition and for his nice co-operation with the Traffic Department in securing this business. This is not the first time our attention has been called to Mr. French's activity in the Menominee Belt District and we appreciate his assistance."

Yardmaster E. B. Stanley, in the East St. Paul Yard at Minneapolis, is commended by the Traffic Department because of soliciting and securing two one-way, first-class tickets, Minneapolis to Spokane.

Mr. Montell, employed in the Car Department at Dubuque, has had very little work with the railroad for the past three months account business depression, but recently one of our trains enroute to Minneapolis, Mr. Montell made the acquaintance of a passenger destined Missoula, Montana, and who had been lined up for competing line out of St. Paul. Mr. Montell convinced the gentlemen the Milwaukee Road offered better service in every way than any other line and succeeded in turning the business to us. It is surely too bad that business conditions are such that fellows like Mr. Montell are on the waiting list as we hope to see him back in the shops soon.

The following employees at Dubuque commended by Superintendent Donald account influencing routing via our line:

Locomotive Department Painter Peter C. Tenger—coal shipments from the east via the Haute Division.

Conductor J. J. O'Rourke—shipments stone into Dubuque.

Conductor O. E. Holz—passenger business from Dubuque to Los Angeles.

Section Stockman A. J. Schuster—activities with merchants at Dubuque.

Store Helper T. W. Hanson—activities with merchants at Dubuque.

Engineer E. C. Horning—passenger business from Minneapolis to Dubuque.

Roundhouse Foreman T. P. Jones—active in soliciting Dubuque merchants.

O. S. & D. Clerk M. Jaeger—active in soliciting Dubuque merchants.

Assistant Cashier Jay Brady—active in soliciting Dubuque merchants.

Check Clerk W. E. Swingle—passenger business from Dubuque to California.

ON THE STEEL TRAIL

Dubuque-Illinois Division, Second District

E. L. S.

MR. E. T. BROOKINS, adjuster in the General Adjuster's office, Chicago, was in Dubuque on business week of February 16. Mr. Brookins was formerly adjuster on Dubuque Division, having his headquarters in Superintendent's Office, Dubuque, and we were pleased to see him again.

Conductor Jim Cassidy is still laying off, but his hand is improving nicely and expect that he will soon return to work.

Since the issuance of our new time card, Dubuque-Illinois, 2nd District, No. 1, Conductor Welsh is on trains 35 and 38, with Sunday layover at LaCrosse. Conductors Merwin and Kearney alternate on trains 35 and 38 with Sunday layover at Savanna, and train 3 and 30 between Savanna and Marquette. Conductor Laury has the run on No. 4 and No. 9 between Marquette and Dubuque.

Our division now has a very nice train leaving Chicago at 11:30 P.M., arriving Dubuque at 4:33 A.M. and Marquette at 6:15 A.M., handling a Chicago-Rapid City sleeper on this train. We know this will encourage business along this line.

We learn that Peter Ott, agent, Preston, is recovering very nicely from his injury and the last report received was that he is feeling real good and it will not be long before he will be back on the job.

We are sorry to learn that Mrs. Hurley, wife of Ed. Hurley at LaCrosse, is again very ill, and hope she will soon be better.

A. C. Calehan, enginemen's timekeeper of Second District enginemen's time, now located at Savanna, was a Dubuque Shops visitor February 22.

A friend passes this on to me for publication: E. J. C. is a composer of a new song—"Turn on the Heat."

The examination car "METZ," in charge of Dr. J. A. Lund, arrived at Marquette on February 20 and completed examinations there on February 27. The car then moved to Dubuque and was there until March 9, at which time they completed examination of 99% of the Dubuque-Illinois, 2nd District's yardmen, trainmen and enginemen. Car moved to Sanborn, Iowa, from Dubuque. The men on the division were greatly pleased to have had this opportunity to receive a thorough examination.

W. F. Kramer, secretary on car "METZ," who is a former resident of McGregor, decided to show Dr. Lund the famous scenery around McGregor, but found one of Iowa's unimproved highways and we understand it was necessary to engage a mule team to get the automobile out of the mud. Dr. Lund's visit to Dubuque was a pleasant one, inasmuch as he has relatives in the J. A. Lund family, Dubuque. J. A. Lund is first trick operator at Dubuque Shops.

Engineer J. W. Miller has been laid up at his home account illness for the past several weeks. We hope for a speedy recovery.

Switchman J. G. Hatzenebuehler, who was on a 90-day leave of absence and was sojourning in California, returned to the division Thursday, March 5. Mr. Hatzenebuehler is looking fine and says he greatly enjoyed his trip.

Division Freight & Passenger Agent Keefe has been very busy the past two weeks lining up contracts for store-door delivery and pick up. If anyone desires to know just how much per ton is required to make this move, ask Bill Keefe.

Conductor C. L. Veit, now on the Waukon Line, had the misfortune to have a fire at his home in Marquette, which resulted in the loss of his entire household goods.

Chas. Glynn, agent, Reno, recently purchased a modern home which was built by Conductor G. J. Greener, and has now moved into it.

Notice the Chicago papers carrying a sport item to the effect that John Intlekofer, son of Agent Intlekofer at Waukon, is signed up as a pitcher with the Chicago White Sox. John Intlekofer was formerly one of the pitchers at Notre Dame.

Conductor John Kelly and Brakeman Geo. Link are now working at Lansing in connection with the installation of the steel work on the new Blackhawk Bridge which will connect Iowa and Wisconsin at Lansing. All of the concrete work has been finished, and a good portion of the steel work is finished. It is expected that the bridge will be completed about May 1. We have received about 15 carloads of steel for this bridge and there are about 45 enroute. This bridge is to be of the heaviest construction of any highway bridge on the Mississippi River, as it is planned to carry a load of 30 to 40 tons.

The work in connection with the construction of highway bridge Marquette and Prairie du Chien is now under way and foundations are being built for the first pier at Marquette.

General Yardmaster L. B. Beckwith and Mrs. Beckwith journeyed to Chicago on March 1, and Mrs. Beckwith submitted to an operation at Washington Blvd. Hospital on March 3. Mr. Beckwith returned to Marquette and advises that Mrs. Beckwith is getting along very nicely. Night Yardmaster H. L. Schwartz served as yardmaster during the absence of Mr. Beckwith, and Frank Scarff acted as night yardmaster.

Mrs. J. J. Rellihan, wife of Agent Rellihan, Harpers Ferry, departed March 4 for Waverly, Iowa, for medical attention. We hope she returns soon much improved.

Agent McKinney reports his station (Lansing) handling a nice business due to the construction of the Blackhawk bridge at that point.

On February 6 a Safety First meeting was held in the waiting room at Reno. All of the section foremen under the supervision of Roadmaster Swanson were gathered together and instructed along the lines of Safety First. A number of section laborers also attended this meeting, and there was an attendance of approximately 40 section foremen and section laborers. Meeting was in charge of Superintendent Donald, who was accompanied by Trainmaster W. J. Whalen, Safety Inspector Smith, Roadmaster Swanson, Division Storekeeper C. C. Smola, and the train crew of Reno Line train 471 also attended the meeting.

In line with spring house-cleaning, there was a general clean-up of mice in the narrow gauge cars on the Cascade Line. The campaign was under the supervision of Agent Yeager and

Sno-Go Operator Hanna. The campaign had very effective results, and Lee Yeager now says: "Bring on your mice."

News from the Freight Office, Dubuque, Iowa

W. H. O.

Harold Shea, the Rudy Vallee of the local freight office, took unto himself a bride. The wedding took place on February 4. The gang offers heartfelt sympathies.

Harold in farewell to the gang threw a Stag Party at his home on Saturday, February 28. Everyone attended and a merry old time was had by all. Many new things were brought to light at this party. We discovered that some of the boys were just plain married and some were "MARRIED," and how!

After the ball a few of the more socially prominent members of the Freight Office force journeyed to a summer home on the banks of the Mississippi in the glorious state of Wisconsin and, needless to say, several of the members forgot to inform their better halves and the consequence was the better halves, with Scotland Yard instinct, got their men at 19th & Central Ave., at 6:00 A.M., Sunday, March 1. For further particulars inquire of the chauffeur.

The local telephone office reported hot wires between 4:30 and 5:30 A.M., March 1. Ye tall blonde boy, can you explain?

D. W. Griffith should have witnessed the Maggie and Jiggs scene that morning.

Well, what can you expect for the first time in seven years? I'll bet it won't happen again for at least another seven.

Oh, well, that's married life for you.

East H. & D. News

"Pat"

WELL, it sure has been a long time since we have been heard from out here, but we are still on the railroad. Everything has been quiet, except the "Redhead."

Scotty Brown has taken a trip to the west coast, including Canada and Mexico. He says the "tea" is fine.

Oh, yes, Joe Ryan is down in Texas. J. G. Hammer and Frank Fowler are back from their winter visit to the west coast.

Everett Mehner is the new night yard clerk. He was clerk at Redfield and Milbank before coming here.

Bill Sukau has taken the Hutchinson Line and Paul Smith the Fargo Line. It sure is hard to keep track of the boys nowadays.

All the boys have been examined physically and on the rules, now, so we are fixed up for a while.

In order that we may make this column really newsy it will be necessary for all you boys to "kick" in with the news.

We all extend our sympathy to Engineer Geo. Sproat who is in the hospital at Montevideo. Also Switchman J. L. Fisher who has been confined to his home for some time.

Dispatcher A. J. Starks' wooden leg is itching, waiting for May 15, so that he can go fishing at Lake Linka, the greatest lake in the world.

C. F. Wash is back to work. He was injured some time ago in an automobile accident. Conductor L. H. Vanderlick has recently been operated on, but is now getting along fine.

I heard Conductor Lew Mainzer made a nice catch of fish the other day. He claims to have evidence to back it up.

Operator J. G. Wik was sick for a week, but has now returned to work.

Assistant Superintendent Hills sure has been the busy man with the change in timetable.

S. C. D. Office

H. M. B.

BILL TSCHANTZ is getting real ritzy these days. He takes the girl friend to the Schroeder Hotel for dinner now.

Leona Schultz spent Washington's Birthday down in Cleveland. Regardless of the dark and dreary weather Leona had a wonderful time. I wonder why?

Heard in the Billing Department.

Bill.—I bought a new radio last night.

Ethel.—What kind?

Bill.—An Ever-Ready.

Ethel.—That's not a radio, that's a flashlight.

Walter Stark at last decided to show himself a great big time. Wally journeys way down to Chicago and then walks himself all over town and then calls it a day. Did you carry your lunch with you, Walter?

Richard Severson spent the week-end of the 22nd in Aberdeen.

If you want to know how it feels to be in a train wreck, just ask Charlie Petran, he has been in two of them. The only thing that happened to Charlie this time (at Camp Douglas) was to have his traveling bag hurled at him, hitting him right in the stomach. Poor Charlie is still gasping for air.

Our sympathy is extended to Steve Filut, assistant chief clerk, and family, in the death of his brother, John Filut, Assistant District Attorney of Milwaukee.

Joe Strassman would like to meet the party who invented numerology in some dark alley. The girls in the office have got poor Joe dizzy furnishing them with Old God wrappers. I hope Joe lasts until we all get one. Some one ought to suggest that they put about a half a dozen wrappers on each package.

And now it's Carl Jaeger who is trying to imitate John Gilbert (or is it Groucho Marx?). We are anxiously waiting to see it when he gets it all waxed up.

Wayne Morse, who was laid off from this office the 21st of February is now working in Mr. Sloan's office in the Union Depot.

Al Barndt has turned out to be quite a radio bug. He gets up between two and three o'clock in the A.M. and listens to bargain sales on furniture out in California. Al says that he is going to sit up all night some time and ask for long distance bargains.

Herman Klatte is on the sick list, but we hope he will soon be with us again. He received a plant from the Sunshine Club.

Has any one seen Marie Schouten's new "Bull Dogs?" Hope they help, Marie.

John Koslowski came down and made us a visit the other day. John was laid off at Xmas time and is now going to Lincoln High School, preparing to enter university. We wish you lots of success John, and hope you come down and see us again.

We were glad to have Helen Horan back with us for a short while and to see her looking so well. Lucille Deppe is now filling her place, and we hope she will enjoy being with us again.

If any one in the office secures freight or passenger business for our road, please let us know, and we will be only too glad to publish it.

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

AGAIN death has invaded our midst, this time taking from us Mrs. Earl Harnish, wife of Engineer Harnish of New England, N. D., who passed away on the operating table at the Mobridge Hospital on February 24. Mrs. Harnish leaves to mourn her passing a husband and two daughters. The remains were taken to New England for burial.

Another death in our Milwaukee family is that of Mrs. Frank Granger, wife of Conductor Frank Granger of Marmarth, whose death occurred at the Miles City Hospital on March 1. Mrs. Granger was overcome by escaping gas in their home at Marmarth and was immediately taken to the Miles City Hospital for treatment, but never regained consciousness. The funeral was held at Marmarth on March 3. The following Mobridge friends were in attendance at the funeral services: Mr. and Mrs. L. W. Schiefelbein, Mr. James Downs, Mrs. Victor Nord and Mrs. Charles Lowdermilk. Deepest sympathy is extended to both families in their sad bereavement.

Trainmaster A. F. Manley and Chief Dispatcher Wm. P. Moran attended the staff meeting at Butte on February 19.

Mrs. H. H. Rinderneck left on an extended trip to Seattle, Portland and Los Angeles. "Topsy" accompanied her as far as Miles City.

Mrs. Oscar Vachreau and daughter Florence of Harlowton spent a few days here visiting relatives and friends. They were met here by Dolores Vachreau, who is spending the winter at the H. M. Gillick home in Aberdeen.

Mrs. Elva Hodges, manager of the Van Noy Interstate Lunchroom, has been sick with the flu, but is back on the job again.

Mrs. "Heinie" Wyman of Marmarth was a visitor in our city Monday.

Mr. and Mrs. Fred Schetzle have moved to Harlowton, Montana, where Mr. Schetzle will be employed as machinist in the Roundhouse there.

Dr. A. G. Wendell, company doctor at Marmarth, has been a patient in the Mobridge Hospital.

Mrs. Ivan Kern of Harlowton spent a couple of days here visiting old friends.

Mrs. Thomas Swanton has gone to Deer Lodge to visit her daughter, Mrs. Anton Schmidt, formerly Miss Bess Swanton.

Attention, girls of Deer Lodge! April 1st may be April Fool's Day to a lot of people, but to the girls of Deer Lodge it is just going to be another Valentine's Day for them. Howard Rafferty, perishable fruit inspector, leaves Mobridge on March 15 to spend two weeks with his parents at Austin, Minn. He reports for work at Deer Lodge on April 1. Upon his arrival, we can hear the girls saying, "Oh, my fluttering heart be still!" So long, Howard; how we hate to see you go! Anyhow, the best of luck.



Howard Rafferty

Our popular, fair-haired roadmaster, Ole Haanes, has returned from a two-weeks' vacation spent in New York. While there he had the pleasure of visiting with his two sisters, whom he had not seen for twenty-four years, and one brother, whom he had never seen. Ole wanted to keep going right across the briny deep to the land of his forefathers, the land of the midnight sun, but pressing business matters forced him to forego that pleasure and answer to the call of "Go West, Young Man," instead.

Mrs. Mildred Richardson spent the week-end in Lemmon. We don't blame Mildred for looking forward to these over-Sunday Lemmon trips. If we had "Red" waiting for us, we'd plan a trip to Lemmon ourselves.

S. W. Childers, train dispatcher at the local Milwaukee depot, is recovering from a tonsil operation.

Ray Lease, coal dock foreman, submitted to an operation at the local hospital. Mr. Lease is reported as convalescing nicely.

Robert Scott and George Haffeman are making maple syrup down on George's farm in Wisconsin. Listens good, boys!

Miss Ruth Moran, a student at St. Benedict's college at St. Joseph, Minn., is spending several days at the parental home.

Mr. Paul Ahrens is a patient at the Mobridge Hospital. We hope for an early and complete recovery.

Mr. and Mrs. Clarence Sloan have returned from Sedalia, Mo., where they had been called by the serious illness of Mr. Sloan's father.

C. A. Crawley, Milwaukee engineer of Marmarth, was operated upon at the Milwaukee Hospital this week.

We have a long list of shut-ins this month, and to these members of our big family we extend our sincere wishes for complete recoveries. With the coming of spring, may we all be "healthier, wealthier and wiser."

Red Hot Coals from the Second District of the Milwaukee Division L. J. L.

HERE we are in the month of April. One third of the year already gone, and we are still up and a coming. Let no one despair though the clouds are dark, and things go wrong, never give up. It's courage that counts and optimism, and good cheer will do a lot in breaking the depression, which now exists throughout the world. Let's remember the good times we have had, and stop and consider that this depression that is now with us is nothing but a temporary illness of our economic condition, and not an organic disease, which cannot be eradicated. Prosperity is just around the corner.

Conductor Matson came into the ticket office and said, "The baggage man is sick." The ticket agent said, "What's the matter with him?" Matson said, "He is dizzy." The ticket agent looked out the window and watched him for a few minutes, and replied, "He is not sick, he's just acting natural."

F. J. Artlip has the record for economical auto transportation. He claims one dollar and a half a week will keep his gas buggy in good humor. Matson is now negotiating for a trade in on his car, providing he can get a contract that all weekly bills over a dollar and one-half will be paid by the auto corporation which Fred is plugging for.

Mr. and Mrs. Geo. Brinkman are the proud parents of a baby girl, Mary Lou. Weight 7 lbs. and 4 ounces, born March 5, at noon at the Beloit Municipal Hospital. Mother and

baby are doing fine. Best wishes for little Mary Lou, and trust mother and daddy Brinkman will bring her down for an introduction soon.

We were all very sorry to learn of the death of "Bob" Smith's brother E. Ford Smith. Mr. Smith died suddenly on Saturday, March 7, after only a few days' illness. He was a practitioner of the medical profession for the past twenty-five years in the city of Milwaukee. A number of railroad men, who were acquainted with him, attended the services, which were held at Milwaukee March 10. The sincere sympathy of the employees of this division is extended "Bob" in his sorrow.

As a general rule, the man in train service is a very hardy character, account his being out in all kinds of weather, and continually braving the elements. But I must report that one of our train men took the count. He was knocked cold by a cream puff. Further particulars will be furnished by Sid Mallock.

We are glad to report the improved condition of Mrs. Nathan Morgan, who is recuperating from a severe attack of pneumonia. Understand her son Robert took over the duties of chef during her illness, and is now being swamped with offers from several restaurants.

"Chris" Hoogland is selling insurance while bucking the extra list, and anyone wanting protection for life, home, auto, health, in fact anything, give him a call and he will furnish the necessary information. Also last but not least, Mr. W. E. Bates, our politician, is in the auto insurance game, and will insure anything on a car but a scratch.

We have several cases of scarlet fever at the present time among our railroad families. Engineer Peter Clark's are quarantined, little Betty being the unfortunate one. Operator Oliver Butler's are quarantined, baby Patricia, the patient. Joe Helm's are also under quarantine, "Buddy" being the victim. All the cases are in light form, and there seems to be no danger, which is something to be thankful for. We trust by the time these words are in print, that every one of the patients will be up and around.

Understand Victor Cox, the lightning ticket agent at the Bower City, stands at the window with longing eyes, and seems to be looking for something. Maybe he has a vision of business picking up.

Porter Gus Zick complained recently that one side of his face felt heavier than the other. He came into the ticket office, and Armock and Lightfield looked him over. They found in his mustache a large potato. Armock suggested that he have a mustache trim, as he would like to find his motor meter, which he recently lost. Lightfield also said he would like to find the bag of onions which he lost.

Understand arrangements are under way for a nice dance, to be held at the passenger depot some time in April. The proceeds to be turned over to the Womn's Club to help out the unemployed.

Mr. Cioni recently tied up his car in Highwood, Ill. It all happened during the snow storm. I guess his 16 hours were up. And he had to comply with the schedule. Not only that, but he returned to Beloit with a cut on his eyebrow. He claimed he hit the drifts so hard the snow crust struck him there and did the damage. Boy, that is a good one. Let's give him the medal.

Archie Morrissey is back at the Dispatcher's Office, doing the business with his usual pep. Dispatcher Thomas is now doing his stuff at the General Office in Milwaukee. Keep up the good work, Frank.

MILWAUKEE RAILROAD EMPLOYEES

Consider the advantages of living in a community on the railroad.

DEERFIELD, ILLINOIS

on the Milwaukee Division, twenty-four miles north of the Union Station, Chicago, is an ideal community of homes. Get away from the noise and grime of the city. Make an investment in comfort and environment for your children by establishing your home in

DEERFIELD

Enjoy the Pleasures of Suburban Residence

THINK IT OVER, AND LET YOUR NEXT MOVE BE TO

DEERFIELD

Where neighborliness reigns

SEE

John A. Hoffman, Phone 61 — Frank Russo & Co., Phone 130
Vant & Selig, Phone 155

I. & D. Items

M. G. B.

THE new service is the most popular topic of conversation on the division at the present time. Of course, it has been in effect for almost a month now, but we are still watching the results of the change, and naturally talking it up more and more to our friends, the traveling public, on which so many of our jobs depend. No. 3 on this division, which leaves Chicago at 11:20 P.M., seems to us a second section of No. 11, arriving Mason City at 10:05 A.M., arriving at Rapid City 6:30 the second morning.

The papers all along the division have been very active in broadcasting the information of the changes, and have been most favorable to them.

Mrs. L. J. Desomery and daughter Dorothy spent a week at McGregor visiting friends and relatives, the first week in March.

Word is received that F. A. Maynard, veteran conductor on this division, has resigned on account of ill health. He has been visiting in California and intends to remain there for a while. He has the best wishes of the I. & D. Division.

Mr. George Igou, agent at Rapid City, and his family were called to Mason City around the first of March on account of the serious illness of Mr. Igou's father.

The I. & D. Division was honored by a visit from J. T. Gillick and H. A. Scandrett March 2. They were enroute from Sioux Falls to Chicago.

Miss Winifred Slagle of Cylinder spend a few days the latter part of February visiting at the home of Charles Joynt at Algona.

E. J. Rummel, who is with the Union Refrigerator Transit Co., was a visitor at Mason City March 4.

Mrs. R. L. Goltz, wife of chief clerk in the D. F. & P. A. office, left the first week in March for an extended visit with friends at Rock Island, Illinois.

Curt Crippen, of the Engineering Department at Austin was a visitor at Mason City March 10.

Mr. M. A. Bost, division engineer, and Mr. S. German, instrumentman, Mason City, attended the Railway Appliance Show at Chicago early part of March.

Don W. Woodhouse and Jay Bailey of the Superintendent's Office were responsible for one round trip each, to Chicago. Howard Poshusta, son of Engineer Charles Poshusta, was responsible for a round trip ticket to Chicago. Mary

Western Engraving & Embossing Co.

Engravers—Printers
Embossers

Stationery for Office
and Home

717-723 South Wells St.
CHICAGO

Telephone Harrison 3745-3746

To Milwaukee Patrons

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

Three Forks Creamery Co.
THREE FORKS, MONT.

Gen Braheny, superintendent's stenographer, was responsible for three round trips to Chicago, Ill.

Geo. Bryan is still globe-trotting. This time it is Florida, sunshine, alligators, etc.

J. L. Burns hits the nail on the head, but sometimes it's the finger nail. That's what he gets for trying to hang pictures,—or what were you hammering, Jack.

A Tailoring Establishment
with Service Complete
in the
CHICAGO UNION STATION
Good Clothes Makers
Since 1904
JOSEPH KAHN
Union Station CHICAGO

Brakeman Ray Tipp has gone to Waukesha for a while, where he will take treatments at the sanitarium there.

A. L. Johnson, conductor, is on leave of absence account of illness.

C. H. Gilbert, agent at Ossian, has resumed work after being off on account of illness. We are glad to hear that he is back on the job.

Irma has been feeling rather low lately; in fact so low she can't seem to stay on her chair, having the tendency to slip quite badly.

A. E. Johnson, condutor I. & D. Division, while working as relief yardmaster on the M. C. & C. L. Railway for a few days, crushed his thumb while picking currants off the trolley wire. A. E. should take lessons from Mr. Hawley before trying stunts on a juice line.

Anyone wishing a fine violin bow, please place order with Julius Weile. He is now an expert making bows; he uses horse feathers instead of horse hair on the bows. They give the violin a sweeter tone than the hair.

Ralph Joynt has a fine new pair of patent leather dancing pumps. Ralph says there is a reason. Would like to hear it—?

D. C. Bolton, P. F. I. at Mason City, wishes some one would show him how to set up a bed so it won't fall down and go boom.

W. H. Woodhouse wishes to inform everyone he is now in a position to meet all comers in a debate on the following: farm relief, gas savers, pension plan, double wear shoes, or the Little Red School House.

Car Foreman Oscar Larson informs us he may be found after office hours at Damon Igou Tea Room. Please note.

The yards at Mason City are getting a spring house cleaning under the careful supervision of Yard Foreman James Woans,—sure looks fine, Jim.

Carl Dunavan, yard clerk, had the misfortune to break three springs on the old Pford. Oh, well, serves him right if he insists on picking up all the heavyweight clerks in the Superintendent's Office and giving them a ride to work.

Big fish, little fish, soft shells, frogs minnows,—thus goes the talk of the Yard Office at Mason City, as well as the other offices, although they do not have the advantage the Yard Office has in F. H. Dickhoff, yardmaster, presiding as chairman. He holds the belt so far as to the largest fish—also the largest catch.

Traveling Inspector E. J. Sullivan is wearing a house slipper on his right foot, alleged to have been caused by a heavy claim crushing his toe. Something must be done to reduce these heavy claims. G. R. Hannaford, note— injury not reportable—no loss of time.

H. R. Howard, fuel supervisor, wishes to announce the opening of a button factory by G. R. Hannaford, safety inspector, and himself. This to be in connection with Mr. Hannaford's goat farm. Your patronage is solicited. A square deal to all is assured, as they have disposed of the bee ranch and no one will be stung.

Carter Thoma is mourning the loss of his ducky, wucky—no, not Madam Queen, but Poor Bertha has gone to her reward.

A big cloud of blue and black smoke on the west lead. No, not a fire, just A. Lunsman telling the car foreman what he will do to him if he won't unlock the rip tracks.

Resurrecting An Old One

The following presented to us with the compliments of the Deputy News hound, Carl Dunavan:

Last year I asked her to be my wife, and she gave me a decidedly negative reply, so to get even I married her mother. Then my father married the girl.

When I married the girl's mother, the girl became my daughter, and my father married my daughter, so he became my son. When my father married my daughter, she became my mother. If my father is my son and my daughter is my mother, who am I?

My mother's mother is my wife and must be my grandmother, and being my grandmother's husband, I must be my own grandfather. And there you are.

Tacoma District Accounting Bureau

EASTER GREETINGS! We hope you all have your spring outfits.

Wonder what crime Clarence Turner has committed, he is rather disguised, hiding behind the cutest mustache. So far it looks rather young, but it may turn out to be something big.

Mrs. Hannah Kelly, formerly of the Store Department, is doing some special work in this office. We are glad to have her smiling face among us.

Ann Johnson spent the Washington Birthday holidays in Portland, Oregon, the guest of relatives.

R. G. Baughn called on W. M. Evans at Kititus substation to find out about all this Walter tells us when he comes in.

Harry Johnson has been sojourning in our office the past week checking up on the accounting.

Mr. Huntley of the O. W. R. & N. is here again trying to pick up some money for his railroad.

Helen Amidon's position has been abolished. We hope conditions will soon improve so we may have good natured Helen back again. Helen is being called RUTH this year in the O. E. S.

The many friends of Mrs. H. C. Allgood (Hazel Holeque) will be glad to know that she is now living in Tacoma, having an apartment in the Dorothy.

We were sorry to hear of Mr. C. E. Kent's recent accident, but are glad to know that he is on the road to a speedy recovery.

This office is almost 100% in the Employees' Protective Assn. We trust the association will be able to accomplish much for all concerned. Meetings are held on the 2nd and 4th Fridays in the Union station.

Leonard Johnson was missing Monday, no doubt doing a bachelor's washing.

F. Burton Trout was away from the office for a week during February, and when he came back was minus tonsils.

We all received a surprise Monday, the windows were so clean we were able to turn out all the lights. If the walls were washed, our spring house cleaning would be over.

The gas war is on again, the price coming down to 11 cents.

George Pyette and Harry Hatch haven't time for golf, they are too busy improving the grounds, etc., at the lake homes.

The "Walkathon" is still on at The Oaks on Lake Steilacoom. Several in the office are very much interested, but we're not mentioning any names.

Bill Smith is following suit of all the other bachelors, exchanging his big car for a class little coupe.

Last, but not least, we sure are going to miss Two Gun Jim (James Stevenson), the messenger boy from the Store Department, who is taking his annual leave to work on a fruit ranch in Yakima, where men are men.

Kansas City Division C. M. G.

ON FEBRUARY 27, Engineer V. M. Glo returned from his annual visit to Tulsa and Oklahoma City; six weeks were spent visiting with his sister in Tulsa and relatives in Oklahoma City. Mr. Glo stated that the peach trees were in bloom when he left Oklahoma, and the garden, which he had a hand in making, was showing signs of vegetation. Due to a failure in the nut crop this year Engineer Glo was unable to remember some of his friends with the usual box of pecans.

Division Storekeeper G. C. Sheridan is driving an attractive new Chevrolet and Rodma Herschel Loveless has started out the season with a classy blue Hudson Eight sport coupe.

For several weeks Mrs. W. C. Givens, wife of Trainmaster, was a surgical patient in the Ottumwa Hospital. She returned to her home on March 11 and is fast on the road to recovery. Her many friends are pleased to know that the operation was so successful and that she so quickly recovered.

Mrs. James Gordon, wife of engineer, has been confined to the St. Joseph Hospital for nine weeks account illness. At present her condition is reported as much improved and it is hoped that she soon will be able to return to her home fully recovered.

Mrs. P. H. Nee and daughter Eleanor were visitors in Wausau, Wisconsin, during the latter part of February.

Ivar Carlson recently purchased a new home on McLean Street, which he has been occupying since March 12. The office bunch is still waiting for an invitation to attend a house warming.

Maintenance Timekeeper Geoffrey E. Stickler was the first of the employees in the office of the superintendent to take his 1931 vacation. He spent several days during the latter half of February visiting with his father in Chicago and several days in Kansas City. Roberta Siderbottom, stenographer to the chief dispatcher, is now on a vacation for two weeks.

Mrs. Lee O. Van Dyke, wife of brakeman is at the present time a patient in the Ottumwa hospital, having undergone an operation. It is reported that she is improving.

Mr. T. H. Tuomey, agent at Parnell, is on a temporary leave, being relieved by H. I. Martin.

Operator J. H. Carroll, Chula, Mo., passed away on February 27 at the Ottumwa hospital where he had been confined for some time. The greater part of his life had been spent in the service of the Milwaukee Railroad Company; he was first employed as a brakeman, later a leverman, and at the time of his death was employed as an operator at Chula, Mo. His remains were taken to Seymour, Iowa, for interment. He is survived by his wife, a daughter and two step-daughters; one brother and one sister.

Ferris Cooper, stenographer in the office, the Chief Carpenter spent Washington's birthday at his home in Lansing, Iowa. Enroute to Ottumwa he stopped off at Dubuque to visit with friends and relatives.

Josephine Vander Meulen, comptometer operator, visited with her parents in Des Moines during the February holidays. Mildred Kissinger and Catherine Gohmann were in Chicago, as guests of Miss Eula Taylor, formerly an employee of the local office of the superintendent.

Mrs. C. W. Jordan, wife of yardmaster, spent several days, including Washington's birthday, in Chicago with her niece.

We wish to express our sympathy to Mrs. H. F. Gibson in the loss of her mother. We have just learned of her passing, which occurred recently.

C. H. Baker, chief timekeeper and G. E. Stickler, maintenance timekeeper, attended the dinner given by the Elks at the Chamber of Commerce, Davenport, Iowa, on Thursday, February 13, honoring Lawrence H. Rupp, Allentown, Pa., Grand Exalted Ruler, who made an official visit to the southeastern section of Iowa, and was the guest of the Davenport Lodge of Elks, No. 298.

J. M. Linehan, general car foreman, Savanna, was in Ottumwa on February 13, making inspection of the local Car Department.

At 12:30 P.M. on Saturday, February 14, four miles of the new railroad between Birmingham and Liberty were put into operation, train No. 84, fruit train from Kansas City to Chicago, was the first to pass over the new road.

Jno. Carr, special accountant, H. McPherson, real estate engineer, R. McGovern, traveling time inspector, all of Chicago, were business callers in the office of the superintendent on March 5.

Division freight claim prevention committee has been organized to do everything possible in the way of freight claim prevention, consisting of the following officers: G. E. Fall, traveling inspector, Davenport; W. C. Givens, trainmaster; E. J. Kervin, traveling engineer; W. H. Vosburg, division engineer; L. M. Farley, chief carpenter; F. M. Barnoske, roadmaster; P. J. Weiland, roadmaster; A. C. Tubaugh, Chillicothe, roadmaster; G. C. Sheridan, division storekeeper; C. F. Carlson, captain of police, Kansas City.

Drafts from the Drafting Room C. R. O.

RUTH ENGLEHARDT visited friends at Omaha, Nebraska, over Washington's birthday and she enjoyed the trip immensely, but came back sick. Ruth said she ate something that made her sick, but being her first experience in a sleeper, maybe she was scared sick.

Clarence Wellnitz, formerly of this office, was in the limelight last week. Howard Thurston, the great magician, was the guest of the Milwaukee Society of Magicians, of which Clarence is president, at Hotel Randolph. After Clarence displayed some of his stunts, Thurston began to feel uneasy and thought he had better not come to Milwaukee again, because he had met his match.

Well, Leonard, you will have to have a razor very soon now. The old shears will do for that Van Dyke of yours all right, but who wants a VanDyke in hot weather. Besides, a dozen whiskers is far too few for such a noted beard.

Armin "Rockefeller-Sinclair" Guschl is going to leave us to take charge of the New Waste & Oil Reclamation Plant April First. Not a very propitious date, but we all wish him luck. (There will be a vacant stool.)

With eggs at nineteen cents a dozen, Einar is doing his best to accumulate a little fat on his ribs. If they cut the price on chocolate bars we will look for some results.

"Feller Citizens" S. O. B. is going forward rapidly with his naturalization. He will soon have his second papers, if he can find out who owns the postoffice.

We are pleased to report that H. W. (Haywire) Chandler has conducted himself in an entirely consistent manner during the past month and we have nothing to report, except that after repeated bowling defeats he has issued a challenge to all and one, Magnus Lagried in particular, to meet him on his home alleys in Wauwatosa. If Magnus accepts the challenge, we will all be there.

With spring approaching, our local Mis-sourian, Vernon, is often seen trying the south wind for the odor of his Native Ozarks.

Russell, how about that "U" tube? Ruth F. has turned to masculine raiment. She is wearing her brother's now and claims women's clothes are too fancy. Well, it blends well with her haircut.

This was a great year for Valentines. Most everyone was remembered with the old time penny comic. A good time was had by all.

Magnus has a new address (i.e. changed his beanery). He doesn't live where he did before, he lives where he is now, yet. Incidentally, a few blocks nearer the north. Every little bit helps, is Mag's motto.

Erwin Erdmann and Clarence Schwantes both paid us a visit last week. They were both formerly in this office and like to see their old friends occasionally.

We hear reports of some wild betting at some of the recent bowling games. L. L. Lents, esq., losing by a small matter of \$2.50 (if collected). Rumor has it that chance left Mag with a split which induced some undomesticated betting. Mag cleaned the board with the next shot. Oh, boy! Oh, boy! Oh, boy!

Twin City Terminals Leda Mars

THE Accounting Department, formerly occupying the second floor of the Local Freight Office, are now occupying Rooms 1, 2, 3 and 4 in the Milwaukee Depot.

Miss Elizabeth O'Brien, telephone operator at the Depot, is back to work again after a long illness, due to an automobile accident.

Mr. Bannon, accompanied by Mrs. Bannon, went to Duluth March 10 on business. He also planned to leave the same week for Winoona on business pertaining to relief work.

Mr. Morken, general agent, Passenger Depot, commended Mr. C. B. Rogers, of the Accounting Department for his cooperation in soliciting and securing a ticket to Seattle, via our line, on February 15.

Mr. Frank Peel, of the Cashier's Office, Local Freight, has been confined to the hospital, but is now home again, much improved. We all hope for a speedy recovery.

The championship battle between our popular Earl Duchene and Leonard Mitchell of the Rock Island Flash was fought at the Elks Club before a large group of the employees who purchased ringside seats to see the "Battle of the Midgets."

The contest turned out to be more or less of a "bust" due to the fact that the "Rock Island Flash" took his bicycle with him and after the first exchange of blows he got on and started to go fast, until the third round when he must have picked up a tack and stopped to fix his tire when Earl, who was following on foot, caught up to him and neatly dropped him over the ropes. The referee took one look at the Flash who apparently had gone to sleep and raised Earl's left arm as a token of victory. Immediately after the battle,

Don't let your garden keep you on your knees

Grubbing...hoeing...sweating. Don't let drudgery of weeding break your back. Do your summer's gardening... in one operation... this easy, modern way. Bring up your garden under *Gator-Hide Mulch Paper*... the miraculous paper that banishes weeds... holds the moisture in your soil... stimulates plant growth... brings in bigger, better fruits, flowers and vegetables, days and weeks ahead of their place on the calendar.

Truck farmers, florists, nurserymen are using *Gator-Hide Mulch Paper* literally by the mile. Government authorities, state agricultural stations and scientists use and recommend mulch paper.

Now *Gator-Hide Mulch Paper* comes to you... in a handy garden package for \$1. And when you plant through *Gator-Hide Mulch Paper* you do the whole summer's job right at the start. You lay it... and it's easy to lay... punch holes through it... put in your seed or transplant your seedlings... wash your hands... and watch your garden grow... labor free.

That's modern gardening. Try it... this season... in your own backyard. Cut out the drudgery of weeding... get bigger, better, earlier fruits, flowers and vegetables. Send the coupon today. *Spring is here!*

Join the GATOR-HIDE GARDEN CLUB for \$1.00

INTERNATIONAL PAPER COMPANY
Dept. G • 220 East 42nd Street, New York

Here's my dollar. Send me a garden package of *Gator-Hide Mulch Paper*, with instructions for using.

Name _____
Street _____ City _____
County _____ State _____

Licensed for use East of Colorado and Saskatchewan under patents of Charles F. Eckart. Orders can be accepted only from this territory.



"MADE A NEW PERSON OF ME"

Conductor on M. & S. Railroad Relieved of Severe Case of Hemorrhoids (Piles)

Railroad men and members of their families who are afflicted with Hemorrhoids (Piles) or other rectal trouble cannot help but be impressed by the following letter written to the McCleary Clinic, 2651 Elms Boulevard, Excelsior Springs, Mo., by Claude Hungerford, 1212 Eleventh Ave. S., Fort Dodge, Iowa, conductor for the M. & S. Railroad.

"Dear Dr. McCleary:

"I want you to know how very grateful I am to you and your entire staff of physicians. Only those who are afflicted as I was will ever know how terribly I suffered before coming to you for treatment. I went to work on my run on Monday following my return home and since that time I have worked every day and am experiencing the best of health.

"Your treatments made a new person of me and I am going to take care of myself. Your treatments were less painful than the suffering I went through in the past. I will gladly recommend your institution to my railroad friends and I assure you I appreciate the very kind way in which I was treated by you."

If you or any member of your family are afflicted with any form of rectal trouble, write The McCleary Clinic, 2651 Elms Blvd., Excelsior Springs, Mo., for a free copy of their book. The McCleary reference list of former patients contains more than 20,000 names.—Adv.

Earl went to the Russell Gaylord Post of the Veterans of Foreign Wars, where several of the boys in the office were enjoying themselves and boxed three rounds with a lad from the Northside.—Tommy Anderson.

Earl is staying in good condition by boxing once a week and has his eye on the Golden Glove Tournament to be held at the Minneapolis Auditorium April 9 and 10 for the Simon Pures. Last year Earl nearly won the flyweight title and Golden Glove. He later won the title and this year he is out for the bantam title and Golden Glove. All the employees will watch his progress and be wishing him the best of luck.

Illinois Division

MRS. LOIS MILLER, mother of Operator E. C. Miller at Davis Jct., passed away February 16th. The funeral was held at Rockford February 16th.

Mrs. Gertrude Pape, mother of Operator A. W. Pape of Ebner, passed away February 24th at Cook County Hospital in Chicago. The remains were brought to Thomson and funeral held from the home of her son February 26th, with burial at that place.

Mrs. A. DuFrane, wife of Conductor DuFrane, passed away at a hospital in Chicago February 17th. The funeral was held February 20th in Chicago, with burial in Mt. Carmel cemetery. A large number of relatives and friends from Savanna attended the last sad rites.

Our deepest sympathy is extended to the above mentioned employees in their bereavement.

Ora Van Brocklin of Leaf River, came to take charge of Section AT-2 at Thomson in place of E. Marburger of Sabula, Iowa, who had been acting as a supply foreman.

Operator J. Lawbaugh has been working as first trick at Ebner in the absence of Operator Pape.

Engineer M. J. Nash, who had been receiving treatments in Washington Boulevard Hospital for the past four weeks, passed away February 26th, death being due to heart trouble. Funeral was held from St. Nichol's Church in Evanston, with burial at that place February 28th. "Mike" was well liked by all his co-workers, and it was hard to realize that he had passed away. He is survived by his wife, three daughters and one son, what at present is in South America. A large number of friends from Savanna attended the funeral. The sympathy of the Dubuque-Illinois Division First District is extended to the surviving widow and children.

Operator I. R. Jeffries has been working third trick Savanna Yard, due to former Operator A. C. Morrissey having been appointed to position of dispatcher at Beloit.

Dispatcher R. A. Helton of Milwaukee displaced Dispatcher Kline in Dispatcher's Office at Savanna March 6th, Mr. Kline displacing Operator Jeffries on third trick Savanna Yard. We hated to see Oscar leave us, as we know we will miss him, but at the same time we welcome Dispatcher Helton and hope he will like Savanna and the gang.

Most of the girls in the Superintendent's Office took advantage of the two-day holiday over Washington's Birthday. Irene McLean, Marie Clifford, Doris Calehan, Eunice Stevens spent the week-end in Chicago, taking in some shows. Delia Cush went to Libertyville, Hazel Sutherland to Milwaukee, while the other girls went to their homes in Dubuque, Davenport and Chicago.

We are having a hard time becoming accustomed to having so many trains into Savanna around 1:00 P. M. It sure is a busy place around Savanna Depot nowadays between 12:45 and 1:30 P. M. Makes it nice for our Dubuque office force, though, as they can now get a train to Dubuque at 1:25 P. M.

Miss Eileen Kane, master mechanic's stenographer, spent the week-end of February 22nd visiting friends in South Bend, Ind.



Chicago Civic Opera Star, Claudia Muzio, Bidding Farewell to Illinois Division Engineer John Reynerton, on her arrival back in Chicago from a western tour. John seems to be perfectly content with the situation.

The girls of the Superintendent's Office were invited to attend a miscellaneous shower for Miss Lola Lynn, given by her sister-in-law, Mrs. M. K. Lynn, in the Lydia T. Bryan Community House Saturday, February 28th. The evening was spent in playing bridge, at the close of which a two-course luncheon was served, and at which time the announcement was made of Lola's wedding, which took place in Chadwick, Ill., December 15th, 1928, when she became the bride of Frank T. Fisher of Joliet, Ill. While we were all a little suspicious as to Lola being married, we certainly had no idea the big event had taken place so long ago. We have to give her credit, though, 'cause she certainly can keep a secret. Congratulations are extended to the young couple, the office force of the Superintendent's Office, and they were presented with a gift from where she held the position of office stenographer.

Chief Dispatcher Lanning and wife drove to Geneva March 6th, where they attended the funeral of Mrs. T. Hunt, a former resident of Savanna and an aunt of Mr. Lanning.

Relief Operator J. W. Miller is working at Savanna Yard first trick, while Operator Welch is taking a few days' vacation.

We had our first real snowstorm of the winter March 7th, when all the Dubuque-Illinois Division First District trains were delayed getting out of Chicago. Seemed strange to hear them still talking about shoveling snow down around Elgin Monday, March 9th, when the temperature was about 50 degrees above a Savanna.

Messrs. Donald, Hotchkiss, Mullen, Linehan, Hughes were in Davis Jct. March 6th, where they attended a Safety First Meeting. They report a good attendance and a very interesting meeting.

The I. A. of M. of Savanna Roundhouse are making plans for a dance to be given in the Odd Fellows' Hall March 17th. From all reports it is to be a big event.

Roundhouse Foreman Wm. Sheetz was on duty for a few days the first part of March on account of sickness. Too bad, Bill, 'cause we know how you enjoy those basket ball tournaments and it was tough luck to think you couldn't attend.

Richard Lynn has gone to Elgin, where he has accepted a position as clerk at that point.

George Hansen worked as clerk in the Superintendent's Office for a few days, due to the sickness of Emma Behrre's sister.

C. J. Kleeman, division accountant, spent a few days visiting in Indianapolis.

Tri-City Terminals News

Business is brisk at the Nahant Ice House for the past few weeks. Ice is being shipped from Oshkosh, Wis., to Nahant, owing to the Man River not freezing over here this winter.

Ray Roenfeldt of the Store Department, was instrumental in securing a fare from Seattle, Wash., to Davenport via our lines.

J. H. Lord is now a bachelor, as his wife and family are visiting friends and relatives in Kansas City.

For particulars about the snow storm around this vicinity on March 7th, see Jim Wooley. Jim does not fancy plowing snow with part of the cab roof off, windows out in front and no lights.

Signs of spring: John Levsen, our official baseball manager, is busy lining up his baseball players.

Congratulations are extended to Mr. and Mrs. Frank Carthey, account of the arrival of a son at their home.

Coast Division

Kirk

Mrs. Cushing's sickness gives Betty Gunther, from Puyallup, a chance to get in a few days' work, and we are glad to see her again. Betty seems to be able to work anywhere they need a good "man", having relieved Eddie Herzog for a few days not long ago.

Trainmaster J. S. Eccles has been on the sick list for a week or more, but is now back on the job. Jim said it was the flu, but that he was sick all over and hardly knew where it was the worst.

I am sorry to report the death on February 5th of Miss Helen Ziel, daughter of Conductor Frank C. Ziel of Raymond, where the burial took place. The sympathy of the Coast Division employees goes out to the family and friends.

The B. & B. Department have a lot of work to do this year and have just put back four crews which had been off since December 20th, also two crews working on culverts and bridges, one of these crews spending all their time driving piles. They now have thirteen crews in the field. The biggest jobs are FF602 at McKenna, a Howe Truss bridge, which is a big job, and PA130 on the Port Angeles branch. The actual erecting of each of these two bridges will probably take about three months.

The Track Department have also made increases in their force and the spring tie renewal is on in full force.

Seems good to have the men back to work and relieves those who have been administering the relief work on this division. A good piece of work along this line has been done and all those in need have been taken care of. It is nice to know that all have been taken care of, 107 cases up to the present writing, and still only about half of the relief fund raised on the Coast Division has been spent.

Section Foreman John A. Anderson, who has been on a four month's leave of absence, most of that time in California, will again take up his duties March 16, at Alder.

Former Section Foreman Chas. Perron, who has been sick for a year or more, has returned to work, taking the crossing watchman's job at Tacoma for the time being. If he continues to improve will probably, later on, again take up section work.

Ed. Knuckey, who has not been able to hold a clerical job for some time, is now digging holes for electrification poles under the jurisdiction of Dick Wende. Ed says he doesn't feel like going any place after a day's work and that he has more muscles and joints than he ever knew were in the human anatomy, and an ache in each one.

One of the busiest men around just at the present time is our Lumber and Tie Agent, W. E. Hale. What with the need of ties for track work, and piles and timbers for bridge work, he is one of the most popular men you ever saw. Warren knows his FBM's, however, so there will be a goodly supply on hand.

In Safety First the Coast Division is out to make a record, the Safety Way. For the first two months of 1931, compared with the same period of 1930, our accident record is as follows:

	Reportable	Lost Time	Minor
January, 1930:	2	3	11
January, 1931:	None	None	2

	Reportable	Lost Time	Minor
February, 1930:	5	0	4
February, 1931:	None	None	2

So far, for the month of March we have had one minor accident to report and we are hoping that this will be the limit. Just a little more

care and a little more thought for each one of us and it can be accomplished.

Messrs. Martin Larson, E. D. Dale and Traveling Auditor Lamphere were on the division the first part of the month making a study of the operations at our larger stations from the point of efficiency. Hope we stood the test.

R. H. Vandenburg, safety inspector, is on the job at all times trying to cut down the accidents and in the teaching of Accident Prevention. Understand Van was quizzing a man who had had an accident while crossing over the yard tracks and during the discussion Van pointed out that if he had zig-zagged across the yard a little bit he would have missed the worst crossings and perhaps not gotten hurt. The culprit came right back that that was the way he had crossed the yard. Well, said Van, then you must have zagged when you should have zigged.

From the Cross Roads of the World!

West Clinton

WHAT an eventful month March turned out to be!

O. L. Clawson returned to his post as night yardmaster, and G. E. Lundwall on days.

The biggest snow storm of the year occurred March 6th and 7th. Trains were somewhat late, but by concerted action of all forces, traffic was kept moving.

Guy Kelley almost got held up by four bandits on state highway. However, his good head-work prompted him to step on the gas. A Ford sure can run—and HOW!

Dispatcher tells how to get real smoking pleasure

W.H. Kerrigan is a veteran railroad man and a veteran Edgeworth smoker, too. Mr. Kerrigan is Dispatcher at the Randolph Street Terminal Chicago.

"I've smoked Edgeworth for a long time," he says, "and get real pleasure out of it."

So if you would get the greatest pleasure out of smoking, try Edgeworth. It's for sale everywhere. Or, for generous free sample, address: Larus & Bro. Co., 108 S. 22d Street, Richmond, Va.

FEET HURT?

Flat feet, weak and fallen arches, callouses, pain in legs, heels and ball of feet and other foot troubles corrected by our new inexpensive invention, The S. & S. Foot Builder. Results guaranteed. Send for two weeks' free trial offer. Your foot troubles are over if you try the S. & S.

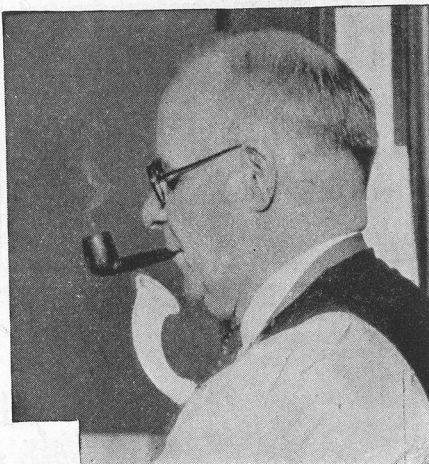
PERFECTION FOOT APPLIANCE CO.
189 W. Madison St., Chicago, Ill.

PETTIBONE MULLIKEN COMPANY

4710 W. Division Street
CHICAGO, ILL.

The name of Pettibone Mulliken in connection with the following products is a guarantee of the increased safety and lower cost resulting from their application.

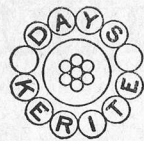
Frogs, Switches, Guard Rails, Crossings
Open Hearth and Manganese High and Low Switch Stands
Mechanical Switchman Miscellaneous Castings
of
Manganese, Carbon Steel
Grey Iron



Edgeworth is a blend of fine old burleys, with its natural savor insured by Edgeworth's distinctive eleventh process. Buy Edgeworth anywhere in two forms—"Ready-Rubbed" and "Plug Slice." All sizes, 15¢ pocket package to pound humidor tin.

EDGEWORTH

SMOKING TOBACCO



KERITE

For signal service under all conditions. KERITE is the most endurable, efficient and permanent insulation known. KERITE remains long after the price is forgotten.

THE KERITE INSULATED WIRE & CABLE COMPANY INC.
NEW YORK CHICAGO SAN FRANCISCO

Creosoted and Zinc Treated Materials

Wood-Block Floors Paving Blocks
Bridge Timbers Piling
Ties Lumber

We are equipped to handle all Standard Methods of Treatment, also Adzing and Boring of Ties

Built and operated first treating plant north of the Ohio River, year 1876

INDIANA WOOD-PRESERVING COMPANY
Chicago Office: 111 W. Washington St.
Plant: Terre Haute, Ind.

THE FAIR

Dependable with Long Life

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

THE P. & M. CO.
Chicago • New York

Guy Mulligan became a grandfather during first of March. Congratulations.

Ben Douglas moved to St. Bernice. He is one of the "up town" boys now.

"Preach" Brown forgot when his day off was and thereby lost a Monday and Tuesday. We have calendars for poor people, Jim.

Some one said a dollar mark had been placed on St. Bernice, but Lehman says it looks like ten cents to him.

Mr. and Mrs. T. W. Dagley announce the birth of a son the first part of March. West Clinton employes join in their congratulations.

Charles Fox, it seems, has become plain spoken. He even calls a spade a spade and a club a club.

O. E. Shoptaugh and "Squirrely" Steward had an interesting discussion on ships—but ships are for the "deep"—and both are going to read up and discuss this subject at a later date.

Billy Tabor says he will never, never go back to Centenary. Will that be the last of the tale of the shirt, Bill?

Received a weight from Marquette, Iowa, in March, from L. L. Beckwith, our former trainmaster. Thanks—L. L. B. That's service.

Operator Kid Wright was off sick for a few days last month with gripe, but his powerful constitution quickly warded off the cold and he was soon back pounding his car, beg pardon.

Miss Faris wants to know what Al Norbeck was doing out at 11:30 P.M.

Thanks to Earl Lehman for the new pencil sharpener for the yard office. Sort of patting yourself on the back!

Sorry to report the illness of our friend Engineer Tom Shedrick and all of us hope for a complete recovery soon.

The little son of H. W. Glass has been quite sick for several weeks, but is reported better at this time.

Jack Hornbeck seems to be getting lots done on the 9 A.M. There's a reason for everything. Can this reason be Eton & Pickhard?

O. S. Hadden is now on the 3:15 job, ably assisted by E. Foltz and C. C. Draper.

On the 7:15 are Homer, Al and Frank—Work to them is only a prank.

Another crew that's hard to beat Is Harry, Buck and Bob.

They like to work and also eat, (And only on bad days) are always on the job.

Mr. and Mrs. Pearl Thompson are the proud parents of a baby boy, born the first of March. Congratulations.

Nye Parker of the Storeroom is the latest to join the Ball and Chain gang. His marriage last month was a happy surprise to everyone. Mrs. Parker is the pretty and accomplished daughter of Engineer J. W. Brimes, and the magazine joins with their host of friends in wishing them many years of happiness.

Earl Blue has been on the sick list for several days.

M. L. Hewitt is already planning a trip to the beach, if the miners strike.

Anyone having Safety Slogans, please send to Superintendent's Office at Terre Haute.

Rocky Mountain East Northern Montana Max

F. A. CURTIS took the place of William Cullen on the Milwaukee Relief Association's local committee. The selection of Mr. Curtis for the work was a very happy one, as he has been of great assistance to the members and a very willing worker.

Assistant Superintendent Fuller is back in Lewistown from Helena, where he spent several weeks in attendance at the state legislature. He was formerly a member of the body, having been elected from Mussellsell County.

M. E. Randall, division freight and passenger agent, took advantage of the wonderful weather and the good roads that we have been enjoying by making an automobile trip over his entire district. He reports that notwithstanding the poor prices that have prevailed for grain that the farmers visited during his tour were not discouraged, that they were able to carry over their livestock, account of the mild winter, with a very little expense.

General Manager Buford and Superintendent Sorenson were in Lewistown visiting with the executive committee of the Central Montana Chamber of Commerce in connection with the matter of taking off trains Nos. 114 and 115. The hearing, which was to have taken place in Lewistown on March 6, was postponed by the State Railroad Commission until a later date.

The Great Northern Railway has petitioned the State Railroad Commission for authority to take off trains Nos. 281 and 282, running between Lewistown and Billings. It is understood that the airplane operated between Great Falls and Billings has cut into the revenue of the Great Northern to a considerable extent in the territory served.

O. S. Porter, formerly chief clerk in the Division Superintendent's Office at Lewistown, has been checked in as cashier at Great Falls "OC" upon his return from visiting in Fort Dodge was on the sick list for three weeks. His many friends are very glad to see him back at railroad work.

C. H. Koch, "Charley," as he is affectionately known to a host of friends, was taken to the hospital at Great Falls, account of acute stomach trouble. All hope for his speedy recovery.

H. W. Flucke, traveling demurrage inspector who was on the coast territory for three months, is again back on this district.

Mrs. N. H. Fuller and daughter, who have retained their residence at Spokane, visited Mr. Fuller for ten days in Lewistown. Mr. Fuller had written them to come over and enjoy the wonderful weather of the old Northern Montana; they came, but "NH" had to confess that they happened to reach Lewistown during

the only snow storm that we had had in several months.

H. E. Riccus and A. E. Cullem spent a day in Lewistown looking over the work at the Roundhouse.

M. L. Weaver has returned to work after spending a week at St. Joseph's hospital in Lewistown.

Mrs. O. S. Porter, of Great Falls, spent the week-end in Lewistown at the home of Rev. and Mrs. Paul Meyers.

J. Z. Ramsey, of Denton, motored to Bozeman for a few days' visit with his family, where Mrs. Ramsey is looking after her mother. "Jimmy" took the girl's favorite cat with him. He was delayed several hours on the trip account of the cat getting away from him, and it being necessary to recover the animal.

L. D. Kimball, operator at Lewistown Yard, was on the sick list for several days. His position was filled by Operator Neupert.

Miss Ellna Fritzen, stenographer in Superintendent's Office at Butte visited with her parents at Lewistown during the week-end.

Miss Dorothy Jones, daughter of Mrs. Anna Reuther, spent Sunday with friends in Great Falls.

General Office, Chicago Vila

THE STORK visited the home of John Dunn of the Rate Department about two weeks ago, and left a darling little girl, Patricia Jean Dunn. Everybody is fine and happy, especially the daddy.

Here's a good way to increase your vocabulary! Listen in on the radio, that's what Jack Werner does—and he sure does spring some whoppers at us every once in a while. We are learning too!

I expect you all had such a nice time over Washington's Birthday that you are counting the days until Fourth of July.

Mr. Robert Meyer, who deserted us to join the ranks of the Evanston Track Elevation force, is back in the Engineering Department. His initiation into this department took place in 1925 and never will some of us forget it. Do you remember the Thanksgiving turkey Bob got?

And while we are mentioning Track Elevation Department—how about a little news from there? Understand you had a wedding of one William Jefferson not so long ago. Why don't you let us have an item or two once in a while.

Milwaukee Railroad Employees in Chicago District!

THE KENMILL APARTMENTS
3701—13 No. Kenneth Ave.
CHICAGO
(Opposite Grayland Station on Milwaukee Div.)

3½ and 4 Rooms—Unfurnished
Apts. \$50 and \$55; Furnished, \$70
Modern in Every Respect. Free Gas, Electric Refrigeration

TRANSPORTATION—Twenty minutes to Union Station by Train, also Milwaukee Ave. surface line and frequent Addison St. bus service.

For appointment, phone Whalen LaF. 4431 during day, or Pensacola 5297 in evening. Janitor on premises at all times.

See These Apartments Before You Sign a New Lease

Miss Margaret Pagels of the Comptroller's Office has been absent for the past three weeks, having been seriously ill with erysipelas, but at the present writing is much improved and we are looking forward to having her back with us before long.

Mr. and Mrs. George Ubl are the happy parents of a baby boy, born the early part of February. Mrs. Ubl before her marriage was Lucille Wickstrom of the Comptroller's Office.

Sorry our news items reached the editor too late last month for publication, and I am afraid such will be the case this time if I don't hurry up, but I just keep waiting until the last moment, hoping someone will "have a heart" and send in some news.

Just heard a remark today that there is never anything in about the Polo-Birmingham Construction Force. If some of you boys—A. E. Highland or L. J. Van Mol—will just send the news in, we will be glad to put it in the Magazine.

Mrs. J. S. Eastman, wife of our Assistant Engineer of Water Service, carried away the honors for the Irving Park Women's Club at the Flower Show given at the Hotel Sherman the middle of March. Through the efforts of Mrs. Eastman planning a window box, the club was the recipient of a check for forty dollars. Congratulations from the Engineering Department.

A cheery card from Havana, Cuba, was received from Mrs. K. C. McFarland, who is visiting in the Southland.

Our latest report from Margaret Pagels of the Comptroller's Office, is that the infection in her foot is healing and she is able to get about the house a little with the aid of crutches. Margaret has had a siege of it and we are so glad to learn she is improving, and hope it won't be long until she is back with us.

The employees of the District Accountant's Office had occasion to congratulate Miss Annette Larson of Elgin, who became Mrs. M. Kruse on Tuesday, February 17th. Sure a surprise to us all.

Miss Rose Riley of the Pass Bureau departed last week for California, to spend her vacation.

Northern District Car Department

M. J. K.

HELLO, EVERYBODY!

February 24th marked the passing of Thomas Quinlan, "Keeper of the Gates" at South Minneapolis, a veteran of 62 years on the Milwaukee. January 18th he suffered a mishap at his home when he fell, breaking his leg, from which he failed to recover. He was taken to the Northwestern Hospital by "Milwaukee" friends who made his last hours as happy and comfortable as possible.

Barbara Jeanne is the name given the daughter born to Dr. and Mrs. Robert Aysta. Mrs. Aysta was the former Sadie Olson of the Car Department staff.

We are glad to report that Mrs. Tal Hughes is home again and recovering rapidly from an operation which she underwent at the Eitel Hospital.

To the many friends "on the Road" who inquire about Tal Hughes, Harry Belond asked the scribe to broadcast that he is enjoying good health, is happy, and on the job every day, and that he sends greetings to all.

Mrs. Karl Grossman, the former Kathleen Penny of this office, paid us a surprise visit February 21st. The Grossmans are residing in Des Moines, Iowa, now, and extend a hearty invitation to all their friends to visit them.

Vital Statistics:

A Railroad Man's Drink



"the coffee that lets you sleep"

NOBODY knows better the joy of coffee—good coffee—than you. Yet thousands never drink coffee because it keeps them awake.

But there is one coffee that is free from harmful effects because it is free from the drug caffeine. That is the new IMPROVED Kellogg's Kaffee Hag Coffee—"the coffee that lets you sleep."

It cannot keep you awake. Yet it is as fine a coffee as you've ever tasted. The new improved blend makes Kaffee Hag Coffee a joy to even the most critical coffee lover. The choicest coffees grown are used in the making.

Get Kellogg's Kaffee Hag Coffee at your grocer's. Or send us the coupon and ten cents for a generous sample.

Kellogg's
KAFFEE HAG COFFEE



KELLOGG COMPANY

Dept. NJ-4, Battle Creek, Michigan

Please send me, postpaid, sample can of Kellogg's Kaffee Hag Coffee. I enclose ten cents (stamps or coin). (Offer good in U. S. A. only.)

Name _____

Address _____

LUMBER · PILING TIES

AND

MINE TIMBERS

**Egyptian Tie & Timber
Company**

Under all conditions and at all times, T-Z Products give unexcelled service.

"Crescent" Metallic Packing
T-Z Front End Blower Nozzles
T-Z Smoke Preventer Nozzles
T-Z Tender Hose Couplers
T-Z Blow-Off Valve Mufflers
T-Z Automatic Drain Valves
T-Z Boiler Wash-Out Plugs

T-Z Products, as standard equipment, are daily proving their merit.

T-Z Railway Equipment Co.
14 East Jackson Blvd.
Chicago, Illinois

INCOME PROTECTION

IT is better to have Accident and Health Insurance and not need it than to need it and not have it.

THEREFORE, insure your income now, while you are still able to buy such protection. After you are sick or injured you can't buy it.

A SMALL monthly premium will protect you. You will not miss this amount if you are working, and it would not go far if you were disabled. A premium payment will provide a steady income if you are sick or hurt. Mail the coupon for details.

Name.....
Address.....
Age.....
Occupation..... R.R.....

Continental Casualty Co.

General Offices
CHICAGO

Canadian Office
TORONTO

WHY WAIT — GET IT NOW

F. J. Swanson—A Studebaker sedan.
J. Hemsey—An Auburn sedan.
We will expect to see Mr. Swanson "free wheeling" around in a short time. Mrs. Hemsey's open air Elgin car will be retired, and a form 1728 made out for scrap credit.

At Mitchell: D. M. C. B., F. J. Swanson and General Car Foreman G. Larson, from Minneapolis, were here February 3, looking over the Car Department operations.

Dan McGraw, car repairer, was off a few days attending a wedding.

Car Foreman C. G. Heinold visited his parents at Parker, S. D., February 1st.

Mat Slade, laborer, spent a few days in Sioux City visiting his daughter.

At Mason City: Mr. and Mrs. George Buehler went to Ames, Iowa, to attend a floirst display at the college at Ames. Mr. Buehler raises a great many flowers and has a beautiful lily pond in his yard.

Mr. and Mrs. Cleo Brodeson and Mr. and Mrs. Walter Thompson drove to Ames, Iowa, January 31st, to attend a chicken show. Mr. Brodeson is interested in chickens and has a few thoroughbreds.

At Rapid City: The "Milwaukee" has just completed and put into use a new and modern stock yard at this point, one-half mile east of the roundhouse. The installation is modern and complete, set on a main traveled road in an ideal location. There are several double-deck loading chutes, concrete troughs and a deep pump leading water to all pens and to a large supply tank on the hill above the pens. It is thought that the construction of the new pens will stimulate stock business over our road.

The Wood & Wood Company, located in the new modern building in the lower yards on our rails, have closed a contract with the Allis-Chalmers Company and will be the distributors of the Allis-Chalmers line in this territory.

Wisconsin Valley Division Note

Lillian

MR. F. L. HUDSON, ticket agent, has been off duty for some time on account of illness.

Charles Whitt, time inspector, spent about ten days in the office during February. Always glad to see Charley.

Wm. McEwen is off duty for the past three weeks, because of sinus trouble.

Transformation takes place in Wisconsin lumber towns become the hub of agricultural Central Wisconsin, once the hub of Wisconsin's lumbering industry, is passing from the picture as far as logging operations are concerned. Virtually all of the timber in Wood, Jackson, Clark and Marathon counties has been cut and today fertile fields produce harvest of hay and grain, where once virgin timber stood. The passing of the lumber industry meant one basic industry making way for another. Wausau, Marshfield, Neillsville, Oconto, Black River Falls, which were at one time lumbering centers, and many other cities and villages throughout central, and even northern Wisconsin, are passing through similar experience. Today condenseries, cheese factories, creameries and various cooperative sales associations furnish the livelihood on the land furnished by the lumberman. The Connor Company has just announced that the timber holdings in Wood and Marathon counties have been cut and that the spring of 1931 will see the last of lumbering operations in this section of the state.

A. O. Sundett, agent at Wisconsin Rapids, attended the Claim Prevention Committee meeting, held in the Wausau club house, Thursday, March 5, and visited in the Dispatch Office before returning home.

Mrs. E. C. Czamanski visited in Merrill yesterday.

R. L. Whitney, traveling accountant, was busy in the Superintendent's Office for a few days checking accounts.

Train Dispatcher M. C. Harris has resumed work after a month's leave of absence. He spent two weeks in the Holy Cross Hospital at Merrill, where he submitted to an operation and the balance of the time recuperating in his home.

The Safety First meeting, held at Merrill Thursday, March 5, was attended by employees all along the division. The Traffic meeting held the same evening, was also largely attended.

Mrs. Augusta Hundhausen, mother of Arthur Hundhausen of the Freight Department, passed away at her home on Monday, March 2, after a brief illness. Sympathy is extended to the Hundhausen family by division employees.

The Railroad Brotherhoods called a meeting at the City Hall on Sunday, March 8. Matters pertaining to transportation were discussed. Three good speakers presented the facts and urged heavier use of railroads and truck transportation. A large number of railroad employees as well as merchants and others interested were present. Mr. Bert Rasmussen, chairman, opened the meeting. Several other meetings are scheduled to be held at Merrill, Minocqua and Wisconsin Rapids in the near future.

Gaylord Carpenter, O. S. & D. clerk, heard broadcasting on his various musical instruments from station WLBL. His program was very much enjoyed and we are proud to have so able an artist in our midst.

Mr. and Mrs. A. E. Griffith and son Doug have returned from a three months' visit to Donna, Texas. They report a wonderful trip and have a great many things of interest to relate and also on exhibit.

Mrs. Lawrence Nowitzke, Mrs. M. E. Milard and Mrs. C. H. Whaley entertained at the Women's club house during the past month.

Mr. and Mrs. Joseph Schira have sent cards to friends from Hot Springs, Ark., and are now on their way to Miami, Florida. They expect to be gone several months and are enjoying the trip very much.

Mr. Raoul Bertrand, brakeman on Valley Division, succeeded in securing a passenger to route over our line between Wausau and Minocqua, who had previously planned to use the C. & N. W.

Mr. W. F. Bingham, engineer, Wisconsin Valley Division, secured a passenger to use our line from Wausau to Chicago.

Come, Listen All Ye Brothers

R. L. Kershaw, Machinist, Wausau, Wis.

Come listen all ye brothers,
Be you young or be you old.
I've a question here to ask you
And a good plan to unfold.
When you've got your daily wages
And you're passing out the kale,
Do you patronize the merchant
Who is shipping goods by rail?

Do you ever stop to ask him
Ascertain if it be true,
When he orders in a shipment
Does he ever think of you?
Does he realize the menace
That the truck presents today
To the railroad's business rating
And their income, by the way?

Does he know without this income
That you'll soon have naught to do,
And when you do not get your wages
He'll be out some money too?
Does he think the proposition
Is quite fair to us who pay
Toward the building of the highway
To maintain the right of way?

For this mode of transportation
Who, by paying a small fee
Can encroach upon a business
That is feeding you and me?
Does he know, from railroad taxes
Many dollars have been spent
To increase the ways of travel
And decrease the railroad's rent?

If he still persists in hauling
All his goods by way of truck
Then expects to get your business,
Tell him he is out of luck.
But should he prove deserving
By his hearty co-operation,
Be sure to thank him kindly,
And keep up a trade relation.

If the railroad boys all do this,
Follow up the whole way through,
There will be a mighty difference
In the railroads' revenue.
So let us all be up and doing,
Put your shoulder to the wheel;
You will see what you'll accomplish,
And a benefit you'll feel.

If we sit down and ponder
While some one else takes up the load,
It will only be a short time
When we'll be without a Road.
For the other fellow's busy
From early morn 'till set of sun;
If we beat him to the mile post,
Then our work has been well done.

West H. & D. Division

B. M. S.

OUR regular Safety First meeting was held on February 9 in the Municipal Hall at Aberdeen with over three hundred employees in attendance. The meeting was exceptionally interesting. Mayor Frank Wade talked for several minutes on Safety First as being applied by the City of Aberdeen; the American Legion Drum and Bugle Corp gave a short musical program and after the Safety First meeting had been covered, Mrs. Gillick as chairman of the Milwaukee Employees Relief Fund, discussed the relief work and explained how the money was being handled and the number of families that had been taken care of and the amount of money spent on the H. & D. Division; and concluded by urging everyone to report all cases of need that came to their attention.

G. P. Tonnor, conductor and local chairman of the B. of R. T. is confined to his bed with an attack of pneumonia.

James Deveney Jr., son of Engineer James Deveney, died at a Minneapolis Hospital a few days ago.

Among the week-end visitors to Minneapolis on February 21, were Al Kraft, Myrtle Brown, Clara Samdahl, Margaret Hicks and Matilda Cully.

R. R. Skinner, engineer of the West H. & D. has just returned from an extended visit to Florida and reports a wonderful time and now A. F. Pansegrau, another of our engineers, is going to make the same trip and plans to hunt alligators while in that part of the country.

Engineer Yale Carey and wife are planning a trip to Los Angeles and San Diego, California, via Omaha and Denver.

ESTABLISHED 1861

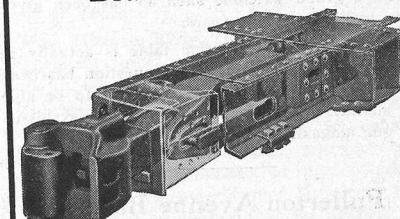
The
**Franklin
Company**

Artists, Engravers and
Electrotypers—Special-
izing in Ben Day and
Color Process Work.

328 S. Jefferson St.
CHICAGO

Telephone: MONroe 2740

"BUCKEYE" Yoke and Draft Attachments



The vertical yoke type of attachment, with cast steel yoke, offers the advantages of less parts, less weight, and less cost.

**THE BUCKEYE STEEL CASTINGS
COMPANY - Columbus, Ohio**
New York - Chicago - Louisville - St. Paul

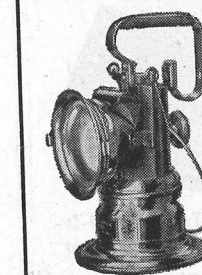
LIGHT

WHEN and WHERE YOU NEED IT



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

Greater Candle Power
—Stronger and better diffused light.
—Sturdy construction.
Burns eight hours on eight ounces of Carbide with only one filling of water.



"Carbide Lantern"
With or without
rear light

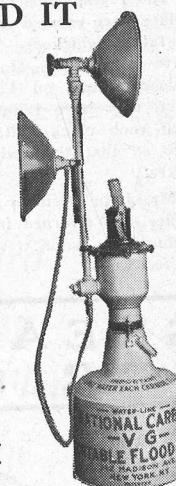
Especially adaptable for Car Inspection, Maintenance of Way and Signal Departments. Supplied with spring bracket for vehicles if specified.

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

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

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

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



National Carbide
V G Light

MAIL THIS COUPON TODAY

National Carbide Sales Corporation,
Lincoln Building, New York. Opposite Grand Central

Gentlemen: Please send me complete information about your lights shown above.

I am a.....on the
(Occupation)
.....of The Milwaukee.
(Division)

Name.....
Address.....

Erving Helander's daughter Katherine is very sick with an attack of pneumonia and is confined to a local hospital. We all hope for a speedy recovery.

W. H. Berg, chief clerk at the local Freight Office, is just recovering from an operation.

Mike Reed of the local Car Department is spending several days in Chicago on business.

Dr. C. H. Koyl, chief chemist for the Milwaukee Road, while in Aberdeen on business was stricken with an attack of "Flu" and spent several days in a local hospital before returning to his home in Chicago.

Engineer Ben Slater and Conductor Jack Barndt were the first to pilot the Olympian west from Aberdeen and again twenty years hence on February 22, 1931, the same engineer and conductor were first to pilot the first Columbian to be operated south from Aberdeen. As the Columbian wended its way over the new trail from the coast to Chicago via Sioux City it was welcomed at all non-stop stations by hundreds of people and at the stations where the train is scheduled to stop thousands of people with bands and drum corps gave them a grand welcome such as has been given few trains in recent years.

Now that the new time table is actually in effect and the soldiers' bonus question has been quite satisfactorily settled we ought to be able to submit a few more notes for the next issue of our magazine.

Fullerton Avenue Building A. M. D.

MRS. VERNUS FALK JOHNSON, our newest bride of the Freight Claim Department, was very much surprised on March 2nd, when she attended a party in the club rooms, supposedly a get-together party of the Auditor of Expenditure and Freight Claim Department girls, who appeared in the play, "Tempest in a Hat Shop," at the February club meeting, and discovered that the party was on her. She was presented with a beautiful wedding gift.

The Flying Glodens of the Freight Auditor's Office have entered into another adventure. It is raising chickens. This time, however, they have a partner—Marie Mitchell. On their chicken ranch on Palatine Road, Mt. Prospect, they have 1,200 chicks. We understand that each chick will be grown to a certain size so that they will be easier to pack in boxes.

Mr. John Brennon of the Freight Auditor's Office, has returned from a delightful vacation among the palm trees of Florida. He also visited Cuba.

The good people of Memphis are complaining about the reddish appearance of their town since J. Kernaghan, F. Specht and H. Krumrei visited it during the Washington birthday week-end.

Wilma Stegman of the Freight Auditor's Office is the happy recipient of a beautiful diamond solitaire. Who said we are having hard times?

Louise Schuxteau of the Central Computing Bureau, has returned to her desk after a six weeks' sick leave.

Ed Neuzil of the Freight Auditor's Office is the proud papa of another boy. Congratulations, Eddie.

Rose Paddock and Harriet Gundek of the Auditor of Expenditures Office, joined our already large group of southern sojourners. They spent a two-week vacation in Florida and Cuba. The Cubans should be well acquainted with the Milwaukee through the number of its employees that visit there each winter.

Disappointment reigned supreme in the Abstract Typist Department. The girls were to be photographed and, of course, they made every effort to be as neat and pretty as possible. But lo, and behold—when the picture was taken it was a rear view. Never mind, girls, this is the mechanical age, and the machine's the thing.

May Kavanaugh, secretary to Mr. Jeffrey, is on a month's leave of absence in order to conduct her mother, who is very ill, to California. We sincerely hope the sunny climate of that state will prove beneficial.

The bowlers in the building are contemplating a joyous trip to Detroit to participate in the National Railway Bowling Trip.

We are sorry to report that Margaret Rose and Ruth Pearson of the Statistical Bureau have extended their leaves of absence for another month. Hope to see the girls with us as soon as possible.

Ben Reinert and his Nitehawks are back with us again for another year. Hope the daylight doesn't affect their eyes.

Miss Virginia Martens and Louise Leins are assisting the Knights of Columbus in staging their new show, "Bronson's Best." The show is to be held March 17th at the Victoria Theatre. Let's give the girls a big hand.

W. Zimpleman of the Freight Claims Office has been laid up in the Washington Blvd. Hospital for about a month. We are glad to say, however, that he is improving steadily and hope he will soon be with us again.

We are very glad to see Helen Fitzgerald back in our midst again, after six weeks' leave of absence. You're certainly looking well, Helen.

Joe Goetz and Ardell Westerberg are back the Peanut Vender, Ardell? You sure are from Cuba with many thrilling tales to relate about the good looking Cubans. Did you meet lucky girls, evading the blizzard here Saturday, March 7.

Speaking of blizzards, it surely gummed up the works Sunday, March 8. The girls of the Typing Bureau worked that day, Lillian Schoppe arriving in a coal truck, Margaret Porten in a milk wagon and the others in various conveyances other than street cars. Better have your skis handy next time, Lill.

Have you noticed lately how dignified "Leslie" in the Car Accountant's Office has become? He says he can see better than formerly. Well, recently, he claims he saw a caterpillar crawling on the beach near 63rd Street—maybe he did. Leslie is the same fellow that last February saw the robin on a tree in Jackson Park on his drive downtown in the morning. It later moved to Oak Park and was claimed as the first robin of Spring. Leslie is a teetotaler.

The last time "Joey" of the Tracing Bureau, Car Accountant's Office, went hunting pheasants in Northbrook out of season he found it rather expensive. It is suggested that "Joey" confine himself to hunting diamonds in the office, at which he is much more successful.

Joe Crowley, Champion Checker player of the Car Accountant's Office, advised the writer that he was still going strong and that up to date (March 14) he had won twenty-eight straight games. Joe challenges any checker player in the building.

Wm. O. (Bill) Little of the Auditor of Overcharge Claim's Office died at the Speedway Hospital, March 2. Bill was forty-five years of age and an employee of the Milwaukee for eleven years. He was a veteran of the world war and was gassed in France. The body was interred at his home town, Mize, Miss. Bill leaves behind him a memory of a true and honorable southern gentleman.

Bowling Notes

THE bowlers of the Fullerton Ave. Building returned from Milwaukee triumphant. And why not? They piled up scores that are sure to stand well up in the money, and give those to follow something to shoot at.

The Arrow-Limited team, consisting of J. Burke, J. Ciesinski, F. Specht, C. Lange and H. Krumrei rolled 2787. This is a mighty good score when you take into consideration the fact that they were forced to carry F. Specht who rolled a steamroller series of 434. Felix evidently was aiming at the pins on the next alley. The old stager, Krumrei, hammered the pins for a score of 645.

A. Peterson and R. Gentz of the Twin Cities Team shot 1232 in the doubles with scores of 594 and 638 respectively. Ray got 255 in his second game with a railroad splitting a series of nine strikes. Too bad, Ray.

J. Ciesinski and J. Burke rolled 1216.

J. Burke, who works at Union Street, but who has been bowling with our gang for some time, was the individual star, piling up 661 in the singles and 1893 in the all events.

By the way, H. Krumrei, bowling with the Joe Noss Belters on March 4, rolled a 731 series with scores of 245, 243 and 246.

Freight Auditor's Bowling League

March 5, 1931

	Won	Lost	Percent
Kansas City	39	30	.784
Omaha	36	33	.786
Milwaukee	35	34	.777



Seattle	35	34	.773
Twin City	33	36	.773
Chicago	29	40	.771

Player and Club	Average
Gentz, Milwaukee	177
Peterson, Twin Cities	175
Malczynski, Chicago	173
Becker, Omaha	172
Reinert, Twin Cities	169
Haidys, Seattle	169
Kennitz, Kansas City	164
Woelffer, Omaha	164
Bartels, Kansas City	162
Steller, Omaha	161
High Individual Series—Bartel	608
High Individual Game—Reinert	255
High Team Series—Omaha	2666
High Team Game—Twin Cities	1001

C. M. St. P. & P. Women's Jig Time Bowling League

	Won	Lost	Percent
Small Time	35	16	.687
Big Time	30	21	.588
Low Time	20	31	.392
On Time	17	34	.333

Player and Club	Games	Aver.
B. Albright, Small Time	48	141
J. McDonald, On Time	51	130
E. Collins, Big Time	51	130
M. Porten, Low Time	51	127
A. Byrne, Big Time	45	111
H. Henning, Small Time	51	107
M. Steffen, Low Time	42	105
C. Barber, On Time	48	104
I. McDonald, Small Time	51	97
M. Edwards, Big Time	48	89
R. Wennerberg, Low Time	45	84
A. Gaynor, On Time	48	84
High Team Average—Three Games—		
Small Time	1250	
High Team—Single Game—Small Time	441	
High Individual Average—Three Games		
—E. Albright	561	
High Single Game	216	

Miss Albright may belong to the Small Time Team, but there is nothing small about her when it comes to piling up scores. She stepped out the other night and slapped down a mess of pins for a series of 561, averaging 187 per game. Her high game was 216.

Tacoma Shop Notes "Andy"

JAMES STEVENSON, our two-gun messenger, has taken leave of absence and has gone to the wild and wide open spaces east of the mountains, where his thundering hoofs will, no doubt, keep the denizens of the forest awake like it did the people here.

We have with us again our old friend Bud McPhaden, who is holding down the job of messenger during Jim's absence. Speaking of Bud, will say that he is an artist, as well as a messenger of high order, and pushes a wicked pencil when it comes to sketching. Anyone desiring the likeness done in charcoal or any other kind of coal, or oil (Crude or otherwise) just get in touch with Bud.

Engineer L. N. Hendricks, an old-timer on this end of the line on the Tacoma Eastern, is at the present time very ill in the hospital. His illness came as a shock to his many friends and acquaintances as it came on very suddenly at his home. We hope, however, that it is not serious and that he will soon be in ship shape and back to work.

John Soltis, our coppersmith, found out the other day that all is not whiskers when shaving. Having a good crop of fur, he went at it with "wim and wigor," with the result that part of his ear came off also. Joe probably thought it about time to do a little pruning.

Frank Buchanan slipped us a newspaper clipping taken from a local newspaper about 15 years ago, when they were carrying a column with Milwaukee Shop News. It was very interesting. Some of the things mentioned will no doubt be remembered by some of the boys, so we are mentioning a few below:

"Al Pentecost, machinist foreman, is seeing some of the men who disputed his judgment in the world's baseball series."

"Fred Bretzer, head locomotive painter at the Shops, stole away to Seattle Monday evening and returned with a bride."

"Fred Amidon, popular machinist foreman, was a near hero Wednesday afternoon, when a lady visitor stepped into his office, and while talking suddenly fainted, falling into his arms. Mr. Amidon endeavored to prevent her from falling, but his strength failed him and the woman went to the floor, suffering the loss of several teeth and minor bruises about the face."

"Frank Buchanan, traveling engineer on C. M. & St. P., whose home is in Tacoma, has enlisted in the Russian government service as a master mechanic. He left Friday night for Minneapolis and soon will go to Russia."

Well, that is the end of the ancient news; now for some more recent:

Mr. R. W. Anderson has been visiting for the past week, looking over the Tacoma Shops, and points on Coast Division.

Our bowling league is still the up and coming organization and the enthusiasm higher than ever. The contest is very close, two teams being tied for first, two for second, two for third and the other two are very close.

It is with much regret that we report the passing away of Mrs. Collins, wife of C. C. Collins, our flue welder and ace bowler. It came as a great shock to their many friends, and the Milwaukee folks desire to take this opportunity to express their sincere sympathies to those left to mourn her loss.

Jack Brady, son of J. E. Brady, our famous Roundhouse foreman, must be endowed with an adventurous nature, as he is leaving for Los Angeles, where he will board a steamer bound for the Orient, and thence I understand around the world. Jack made quite a trip last year also.

Miss Ryder, formerly of the Store Department at Deer Lodge, is now a member of the force at Tacoma.

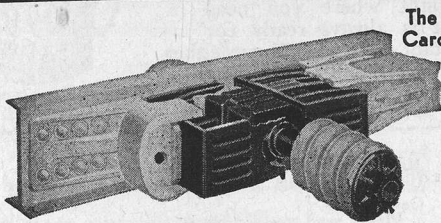
Mrs. Hannah Kelly, formerly of the Store Department force, is now doing some special work in the District Accountant's Office.

Our stenographer, Miss Lulu Glen Keyes, has been trying for some time to reduce, through the process of dieting. One day per week she lives on nothing but liquids—milk, orange juice, dishwater, etc. However, the next day she is so hungry that she doubles up on the feed, so that process has not proven very satisfactory. She stepped into the Doc's office the other day and he got out the pruning shears and "snip"—off comes a wart from her eyelid. Now, that's one way to take off the excess weight. The Doc told her to call again and he will whittle off another chunk of beef.

A Bunch of U. of W. students were at the Shops yesterday, trying to find out what made the locomotives run. Bill Coors had them in tow, and no doubt they got a line of high voltage.

B. V. Morrison is back on the job following an operation for stomach ulcers and appendicitis, and is getting along nicely.

GREATER PROTECTION FOR CAR AND CARGO



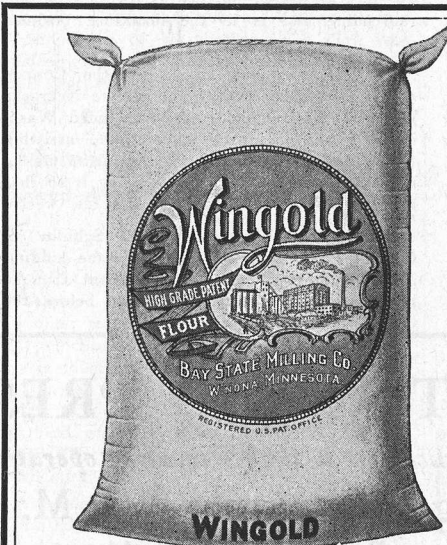
Cardwell and Westinghouse Draft Gears defeat impact. They lengthen the span of the car's life.



The New Type NY-11-D Westinghouse Draft Gear

CARDWELL WESTINGHOUSE CO., 332 S. Michigan Ave., Chicago, Ill.
PITTSBURGH, PA.

MONTREAL, QUE., CAN.



A Hard
Spring
Wheat Flour
of the
Highest Quality

BAY STATE MILLING CO.
WINONA, MINNESOTA

DAILY CAPACITY 5,000 BARRELS

Iowa, Middle and West

Ruby Eckman

A WEDDING of interest in the railroad family occurred in Boone, in February, when Samuel Brenton, son of Switchman S. M. Brenton, was married to Doris Maxine Parker. The young folks will live in Perry.

Conductor G. T. Burnham returned to work the middle of February, after a two months' vacation, spent in California. Mr. and Mrs. Burnham had a most pleasant visit with relatives in the sunny state and hope to return there for another winter before many years.

Engineer L. K. Owens' wife, of Marion, had an unusual pleasure in February, when she had the privilege of seeing her granddaughter, Agnes Emerick, initiated into the Order of Rainbow of Girls, the organization sponsored by the Masonic Fraternity and the Eastern Stars, for their young girls.

John T. Bell, father of George Bell of the Car Department force at Perry and father-in-law of O. A. Peterson of the Roundhouse force, died at his daughter's home the fore part of March, following a long illness. Mr. Bell worked for the Milwaukee for a number of years in the Track Department.

DeLoss Osborn, son of Engineer Fred Osborn, who made a name for himself as an athlete during his time in high school, is still winning honors along that line. He is in his freshman year at Cornell College, Mt. Vernon, Iowa, and was recently awarded the numeral sweater in college colors.

Mrs. Sam Lindsay, mother of Conductor Clyde Utterback's wife, died at the family home south of Perry the fore part of March. Old time railroad folks will remember Mr. Lindsay as a boilermaker, who worked for the Milwaukee at Oxford Junction years ago.

Friends on the Iowa Division gave Mr. J. E. Bjorkholm a hearty welcome on his first trip out over his territory since his accident. All were glad to see him and know he is continually improving.

Roadmaster J. A. Cherwinker of the Western Division was off duty a couple of weeks in February and March, having made a trip to Excelsior Springs to take the baths and treatment. He came back home feeling somewhat improved in health. His folks stopped in Washington, Iowa, to visit relatives while JAC was at the springs. W. F. Wheelan looked after Mr. Cherwinker's road work during his absence.

The big event in March as far as the Perry railroad folks was concerned was a minstrel show sponsored by some of the shop employes as a benefit for the Milwaukee Women's club. Sixteen men, under the tutorship of Harry Hull, put on a minstrel show that pleased a big audience. They were ably assisted by five of the wives of the shop men, who presented the Rainbow Chorus. A dance followed the

presentation of the show and everybody had a good time. The club funds were increased considerably by the venture.

Machinist Jesse South, of the Perry Shops force, was off duty in March on account of the death of his father. The family home has been at Valley Junction and Jesse and his family went there for the funeral services.

Passenger Brakeman Esle Godwin and wife had a narrow escape from a serious accident in March. Their engine failed and they parked their car on the shoulder of the highway to make repairs. Another car stopped behind them to allow some other cars to pass and a big truck plowed into the car parked behind them, knocking both Mr. and Mrs. Godwin down and pinning Mrs. Godwin under the car, which took fire. Esle was able to drag his wife out from under the burning car before her clothing took fire. Their car was wrecked to the extent of about \$200. The truck driver went on, but about an hour later decided he couldn't get away, so came back to the scene of the accident.

A. E. Brooks, one of the oldest men in train service on the Iowa Division, died at the Perry hospital March 11. Mr. Brooks started work on the I. and M. Division in the late seventies, working for a couple of years as brakeman, and was promoted to conductor. He transferred to the Iowa Division in 1891 and has continued in service until a couple years ago. His eldest son Roy is a conductor on the West Division, and his younger son, Elmer, is a switchman in Perry yard. Burial was made at Perry.

Engineer Dick Swift, one of the pioneers on the Lines West, stopped off in Perry in March for a visit with his son, who is an Iowa Division engineer. Dick spent the winter in Florida.

Conductor J. L. Rooney reported for work in March, after a ten months' lay off on account of sickness.

S. T. Wilcox, a brother of Engineer Thomas Wilcox, passed away at his home near Perry February 26.

John M. Smith, who was in the Perry Dispatcher's Office back in the days of single track on the Iowa Division and at the time the double track was being built, dropped in one day in March for a little visit. John quit railroading and is in the insurance business now.

Vern Taylor, who works in the Council Bluffs Store Department, went out to Nebraska to spend the week-end, which included Washington's birthday, and while there, assisting with some wood sawing, has the misfortune to have a log roll on his foot, injuring it so that he was sent to the hospital for a few weeks.

Terminal Trainmaster W. L. Schmitz of Council Bluffs had to stand for some kidding in March, when it was noised about that he had started a back-up movement before the

way was known to be clear. He started his car and started to back out of the garage without first opening the doors. It was suggested that he be called in for examination of rules.

General Roundhouse Foreman G. M. Abel of Milwaukee, had to do his own housework for a few days the fore part of March while the missus came down to Perry to attend to business matters.

Machinist John Wagner, wife and little daughter, made their annual trip to Biloxi Miss., in March to visit Mrs. Wagner's folks.

Des Moines Division Items

Frenchy

WE ARE glad to announce that Miss Marian Elliott, daughter of Conductor C. E. Elliott, is recovering from an attack of the "flu."

Ray Dawson is showing some improvement at Broadlawn Hospital, Des Moines, where he is confined account of illness, which will be good news for his friends. He would appreciate a card or letter from them.

A Fuel Conservation meeting was held at Rockwell City on March 4, which was very well attended. Also a Safety meeting at Rockwell City on the 11th, which also had a good turnout of employees and officers.

Mr. T. F. Hyson has been appointed road master on the Des Moines Division, succeeding Mr. J. T. Loftus, who is out with the tire gang.

Section Foreman W. H. Young is laying off having some dental work done.

Ray McGovern, time inspector, paid the Des Moines Division a visit during March. Messrs. McPherson and Carr also visited the division recently, checking express accounts.

We have information that Mr. J. L. Tidball, who has been off duty account illness for some time, is looking fine and we hope that he will soon be back on the job, now that the grass and flowers, and trees, and bees will soon be "perking" up.

We understand Mr. Dor C. Milner is opening a restaurant at Panora. Hope he succeeds in his undertaking.

Agents Houghtaling and McGrew were Des Moines visitors recently, getting their new spring outfits, we surmise.

P. L. Calhoun is at Boone, following Ray Dawson's confinement to the hospital.

The agency at Luther was closed March 18.

We understand that those who have seen the new Chicago to Seattle train through Iowa the Columbian, agree that it is a fine train and that the people of Central Iowa are now able to take a through train to Spokane and Puget Sound cities. The Milwaukee Road is hopeful of securing all the business possible for this new operation and, of course, all employees are working toward that end.

Kansas City Terminals

S. M. C.

ALL winter Kansas City and vicinity has enjoyed regular resort weather. However, the wonderful record was broken on March 7 by a regular old-fashioned snowstorm, with plenty of wind and cold. Newspapers report it a million-dollar snow, so we should rejoice, but it was hard to think that way wading snow on the way to work.

The sympathies of the entire Milwaukee family are extended to Miss Nell McGraw in the loss of her mother. Miss McGraw has grown up with the Milwaukee, being the oldest woman employe in point of service at Kansas City.

Born to Mrs. Claude Carey, wife of Operator Claude Carey, a nine-pound boy on March 3. Congratulations.

Wilbur Tigerman, Car Supervisor at Coburg, has been suffering from a very severe case of tonsilitis. After keeping him at the hospital for a week they finally "cut 'em out," and we are hoping that he will soon be back to work again.

Dean Berry, on the car desk, is again a resident of Kansas. Looks like he had decided Kansas is a good state to live in. And besides that, you don't have any state income tax to pay.

The Kansas City Bowlers are looking forward to a good time at Milwaukee, also to carrying off some of the prizes. Alex Schutte, our chief clerk, bowled 202 last week, and he says he will be hot from now on. However, C. J. Sellens, local storekeeper, holds the lead with an average of 179.

Mr. Owens, cashier, says to wake up on Friday the 13th with a jury summons served for breakfast, is what he calls a good cause for indigestion.

Bullet Baker, on the revising desk, attended the National Basket Ball Tournament in Convention Hall last month, and picked up a few pointers on how the game should be played. Bullet says he'll show 'em how next year. We wonder if this includes the Turner, Kans., boys.

Con Williams, on the bill desk, has the pipe habit. Bus Beem says just another sweet pipe, but Talbott says there "ain't no such animal," and he has lots of support in his belief.

Iowa (East) Division and Calmar Line

John T. Raymond

CONDUCTOR JIM PRINGLE submitted to a minor operation and is recuperating at his home. Expects to resume work within a few days. Lee Tolbert is relieving on Nos. 17 and 20, between Marion and Omaha.

Charlie Brown was off a few trips on account of sickness in his family. Geo. E. Fenlon relieved on the braking job on Nos. 8 and 19 between Marion and Chicago.

Passenger Brakeman John W. Johnson, who has been braking on the West End for several years, has taken a flagging job on Nos. 8 and 19, between Marion and Chicago, and has moved his family from Manilla to Marion.

Conductor Wm. P. Kelly has taken the way-freight between Marion and Calmar and has moved his family from Monticello to Marion.

Conductor Frank Lafferty, who has been on the Marion-Cedar Rapids-Atkins service train for several years, has taken the main line wayfreight between Savanna and Marion.

Train Baggage-man Charlie Betz is confined to his home in Chicago on account of sickness; G. E. Fenlon relieving on Nos. 7 and 20, between Chicago and Marion.

Conductor W. I. Farrell is off duty on account of sickness. Conductor John Standish is relieving on the Marion-Cedar Rapids transfer.

Passenger Brakeman J. "Andy" Carmichael has been confined to his home in Monticello for several weeks with neuritis. His many friends on the division hope for his speedy recovery.

Train Baggage-man Charlie Hayward, who submitted to an operation for goitre at Rochester January 22, is making satisfactory recovery at his home in Monticello and expects to be able to resume work about the middle of April.

On the Iowa Division passenger runs the following conductors are assigned at present:

Nos. 17 and 10, Chicago layover, F. S. Craig.

Nos. 8 and 19, East Marion layover, J. Higgins, J. Reardon and W. D. Shank.

Nos. 7 and 8, West Marion layover, F. B. Cornelius, J. F. Coakley and Tom Nevins.

Nos. 17 and 20, West Marion layover, J. A. Pringle, J. L. Roberts and Ben Buckley.

Nos. 4 and 19, West Omaha layover, C. R. Cornelius, J. F. Briggie and A. J. Fuller.

Mr. and Mrs. Bert Klumph have returned to Marion from an extended visit in California.

Agent L. J. Miller of Springville was absent from duty several days on account of illness. F. E. Sorg relieved him.

G. W. Ireland has been appointed agent at Wyoming and has moved his family there from Langworthy.

G. H. House has been appointed agent at Langworthy.

A. M. Bollinger, formerly operator at Delmar, has displaced W. K. Hodgson, operator at Monticello.

Operator D. D. Devore is working second at Delmar in place of W. D. Fox, who is on an extended leave of absence on account of his health.

Engineers now assigned to the through passenger runs on Iowa Division are as follows:

Nos. 19 and 20, Savanna layover, P. H. Kiley, B. Giles and J. Yates.

Nos. 7 and 8, Perry layover, J. Gorman, S. Trine, L. Hulbert.

Nos. 17, 4 and 10, H. C. Kiley, F. Kennison and J. Stoner.

C. R. Youtzy, of the Superintendent's Office, Marion, was off duty several days on account of the death of his mother, who died very suddenly at Cedar Rapids. The magazine extends deepest sympathy to Mr. Youtzy and family.

Motoring On the Milwaukee

Up and down hill on the Rocky Mountain Division

Nora B. Decco

DON'T say that advertising isn't a good thing . . . why, I have had three fish, big ones, too, given to me already. Can you beat it? But so far no wood samples. Had to buy a dollar's worth, and then after that was all burned up, still no new samples, and I had to buy another load. I didn't buy it from the head waters fuel and navigation company, either. They are supposed to furnish me with small stuff.

Also wish to say to the lady at Deer Lodge... I started to investigate the matter she has referred to me, and after a few details were uncovered, and a few clews run down, the case was dropped at once... thought better not to go too deep into this... will make a report, however, later on, if the public has not been satisfied by this time... but think on account of the horrible accident being so far from the



**"Watch,
old boy, I've got the
chain for you now!"**

HAVE you been fiddling and fooling around for the right chain to go with your watch? Do you want one that's dependable—able to stand bad weather, extra duty, oil and grease? You want a **Simmons Chain!**

Engineman G. A. Swinton, who has just pulled the Twentieth Century into La Salle Street Station, Chicago, knows that his watch and a Simmons Chain make a good crew. Tough and sturdy, built for day-in and day-out handling, and not afraid of dust, cinders, or grime! Simmons makes a wide variety of patterns, in all standard styles, with special attention given to railroad men's chains with different railroad emblems. Reasonable prices. Simmons also makes Wrist-watch Bracelets, Friendship Bracelets, Necklaces and Ear-drops—splendid for gifts. See your watch inspector. R. F. Simmons Co., Attleboro, Mass.

Simmons Chains

The swivel says  it's a Simmons

DELICACIES FOR THE TABLE

Specialties

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

E. A. AARON & BROS.
CHICAGO, ILLINOIS

WEST COAST WOOD PRESERVING CO.

is successor to timber treating operations of

Pacific Creosoting Company and J. M. Colman Company

Both of Seattle, Washington

Plants located at Eagle Harbor and West Seattle

Main Office: 1118 Fourth Avenue, SEATTLE

investigator... this should be done by the correspondent at the Deer Lodge end of the steel trail.

Ralph Kemberling and his wife took a few days' holiday and went over to Butte and a few nearby towns, and spent a few nickles... the middle of the month. Understand that Ralph, now days, always asks before he starts his meals... "how much," so he will not get into anything like that fifteen dollar lunch he had to pay for out along the coast once...

He was relieved here while away by Operator Ranger.

Car Inspector Ezra Aicher, of Harlowton, passed away February 28, at that point after a short illness. He leaves a wife, three children, his mother in Wisconsin, and three sisters and four brothers, also of that state. We offer our sincere sympathy to this family.

Miss Sybel Hobart, the Roundhouse clerk of Harlowton, passed through our city the 22nd of February, on her way home from a short trip to Bozeman. No wonder the office in the Roundhouse is a popular place. Don't see how they ever get a motor or an engine out of that place. When there are delays marked up against the Roundhouse force now, we will know why. Well, we always did admire brunettes. Anyway, so do we all.

Miss Adelaide Carlson, daughter of Conductor A. J. Carlson and Mr. Richard Jones were married in Bozeman, Montana, on February 21. The young lady has lived most of her life here and is a graduate of the Three Forks high school, and a very popular young lady. They will make their home in this city, where Mr. Jones is employed at the State cafe. We offer our very best wishes for a long and happy life to this young couple.

Conductor and Mrs. McHale, who have spent the past winter in Bozeman, have gone to Chicago for a few weeks' visit with relatives and friends. Hoyt Pugh is on the run in Mr. McHale's absence.

Henry Erwin passed away at Fort Harrison hospital, near Helena, March 5. He had been ill for some time, and leaves a wife and two children, as well as his father, of this place. Mr. Erwin was at one time a section laborer here in the yard, and was a World War veteran. The sympathy of the division is extended to the family.

Mrs. Ralph Mickleberry is visiting her mother and father and Mrs. P. Walsh, of Grace, for the past few weeks. She was a patient in the local hospital for a short time,

but is greatly improved in health at this writing.

Clarence Torgimson, who was injured about a year ago while riding a motorcycle which was struck by an automobile in Butte, was awarded three thousand two hundred and fifty dollars for his injuries. The case was just settled in Butte the past week, and we want to congratulate "Buddy" on winning it. He was laid up in the hospital for a long while, as well as later at home, and we are all glad for his good fortune.

Mr. Chris Nordquist, sub-station operator at Loweth, and Miss Mynne Crane, a sister telegraph operator from the Missoula Division, were married in Butte during February. They will make their home at Loweth and the division extends to them the best of good wishes for their happiness.

Mrs. Anna Reed of Bozeman and Mr. Wm. Donner on our division were married in Butte the first week in March. They made a short trip to the coast and are at present living in Three Forks. Mrs. Donner is very well known here, having lived here a number of years ago, and Mr. Donner has been conductor on the east end local for a number of years. We offer them our congratulations and best wishes for a happy life.

Fireman Jack Hamilton, who has been on passenger for some time, has taken the Lombard helper for a while, moving there with his family a week ago. Fireman Fauver has gone to Butte Yard on a helper, bumping Pink Simms, who has taken a west end turn.

Train Despatcher Joiner, who has been working second trick at Harlowton, is working third trick Despatcher's Office there now, while Despatcher Weatherly is driving around the country in his Hudson. He expects to be gone several weeks.

Engineer M. F. Elliott has also gone for a few weeks. He expects to visit in Pasadena, California, before he returns home.

Mrs. Si Pierrie, from Oakland, California, and Tommy Davris from Elko, Nevada, are here for a short time, on account of the serious illness of their mother here. We are glad to say she is much better and great hopes are held for her further improvement.

Mr. L. C. Searls, second trick train despatcher at Harlowton, says things could be worse, as long as he has to eat soup, and he doesn't have to eat the same kind all the time, he isn't going to kick too much. He tried to say a few days ago we will soon see a new

sleeper named "Harlowton." Well, we didn't like to laugh right out loud, but—well, it just doesn't seem possible. Still, advertising, as said in the opening paragraph of this story, will do wonders, and some folks will boost for their own town until they get what they want if it takes all winter. There is a sleeper, however, with a name on it, that every time we have to give him the list, I wish they would change it to—well, to, Harlowton.

River Division News M. M.

IT has been heard lately that:
"If ol' mister owl flies up in the beech
A-snappin' his bill, an' lets out a screech—
Go get your galoshes an' make a good bet.
If you don't have a slicker you're gon-
git wet."

Death ended a long and successful career for Mr. George Sainsbury, who was postmaster and station agent at La Moille since 1874. Mr. Sainsbury, who was 83 years of age, was born at Bath, England, July 2, 1847, and came to the United States in 1869. He worked as hotel clerk for several years in various hotels and learned telegraphy in 1873 while in the employ of the Soo railroad at Minneapolis. He came to La Moille in 1874, accepting the position as telegraph operator and agent. He was appointed postmaster at La Moille during the administration of President Harrison, October 23, 1889. Mr. Sainsbury had the longest record of continuous service as postmaster in this section. He remained at his work, both for the railroad and postal work until forced to go home. Mr. Sainsbury was prominent in the Masonic Lodge, having served as master for a number of years. He leaves his wife and several sons and daughters to mourn his loss. The employees extend sympathy to the family.

Operator F. G. Maloney at Winona has been off duty for some time account of illness. Mr. Maloney has been at Rochester where he has received treatment.

Mr. and Mrs. J. F. Hammel, who have managed the Interstate Lunch Room at Wabasha, have resigned and Mr. and Mrs. C. A. Shron are now managing the place.

Mr. Olaf Lund and Mr. Wm. Feddern at Wabasha have taken positions at Winona and spend the week ends at their homes at Wabasha.

It has been some time since Engineer J. McGraw has taken a vacation from his regular duties as engineer on the Wabasha Division, but illness has forced Mr. McGraw to take a few weeks off, and he has been at Rochester, where he has received treatment. It is hoped Mr. McGraw will be well soon and return to work.

Damascus L. Fite, porter on trains 5 and 6, between Chicago and Minneapolis, has seen fifty-two years of faithful service with the Milwaukee Railroad. He commenced work with the Milwaukee with Assistant General Superintendent D. A. Olin on private car and still in active service at 75 years of age. He has served under five presidents of the railroad. At all times he has been most courteous and pleasant to the many patrons.

Engineer John Hilger has been entertaining the idea when he would return to that beautiful piece of railroad and pilot the train on the Wabasha Division. Mr. Hilger has been at Eau Claire on the patrol run and recently returned to Wabasha and back once more to the Wabasha Division, which he enjoys.

The faithful old horse, Tom, that has been used to assist in putting up ice at Wabasha died. Section Foreman Nels Nelson was owner of Tom, and Mr. Nelson always used him at Wabasha during the season that

was put away. Tom has been a favorite of many.

A very well attended and interesting Safety First Meeting was held at Winona March 13, with Trainmaster D. T. Bagnell conducting it. Many from various stations on the Division were in attendance. Timely suggestions as well as precautions were offered and much interest was shown, as manifested by the attendance. This important subject is uppermost in everyone's mind and should be practiced at all times.

Engineer Wm. Eggenberger of Eau Claire comes to Wabasha occasionally to renew acquaintances and greet his many friends.

Loyalty to the company for which one serves is one of the best ways to test the usefulness of the individual to the company. Particularly at this time it is most important for each individual to be a contributing factor in the way of securing patronage for the company and if you have a dollar to spend for hauling, the best place to give it is to the railroads.

Mr. Chris Tiller, the painter who keeps all the buildings in a neat condition, is trying a new scheme with the depot at Wabasha and he certainly is successful in obtaining the best of results.

Splinters from the Wooden Shoe Browning

DON'T believe anyone on the Superior Division reads the Magazine, as we haven't received a scratch of the pen from anyone and if they read the Magazine they surely must have noticed that I was looking for something to write about this month, and, in fact, every month.

Ed Crim, chief clerk at Escanaba, was a caller at the office the other day. Mr. Crim has been very seriously ill and we were glad to see him looking so bright and happy and able to be around again.

On March 2, 1931, Engineer Horace Dickey passed away at his home at Green Bay, Wis. Mr. Dickey had been in service on the Superior Division for about 39 years, but has not been in active service for about two years due to his illness. Sympathy is extended to his family and friends.

The following conversation was heard the other day between Yardmaster Tierney and Trainmaster Hervin:

A. W. H.—"Say, you fellows should see the snow we used to have down in Illinois in March. You don't know what snow is up here."

W. H. T.—"We don't? Say, about three or four years ago we had such a terrible snow-storm that I left the switch engine in front of the office for about ten minutes to go in and get the switch list, and when I came out I couldn't find the engine."

Hervin gave up and left. You should know by now that you can't beat the Irish yardmaster when it comes to telling tales.

Mrs. Fred Marcey has returned to her home after a successful goitre operation.

On March 8 two Milwaukee Road bowling teams journeyed down to Milwaukee to compete in the Milwaukee Road Tournament. One team headed by Division Accountant E. B. Gehrke and consisting of M. L. Hynes, P. M. Maierle, Edw. Leininger and Ray Margraf, were SUPPOSED to be the crack team, and the other team, headed by Harry Peterson and consisting of John Sullivan, Fred Krug, Rufus Hyska and Dave Zuidmuider, were SUPPOSED to be the booster or scrub team. To date all we have been able to find out about this affair is that the booster or scrub team

turned the tables on the crack team and the result was they came back as the headliners. Of course, we don't know how true this is, as none of them kept their scores—at least, that is what they told—but we think they were ashamed of them. Of course, we must tell that Ed rolled a score of 267.

We understand that John Sullivan has purchased one of Roy Carmichael's high class bulldogs, but he claims that Roy didn't have them very well trained, as the dog has been more trouble and kept him awake more nights than his young daughter Pat.

H. C. Ballard and Harold Matthews have been confined to their homes for a week with the "flu."

Frank Brackett has been with us for about a week. We are always glad to see Frank, as he seems to be one of us, having spent considerable of his time at Green Bay a few years ago.

Our automobile parking lot looks like a new garage—there are only four new cars shown up in the lot in the last month or two. Just because we haven't had any winter, the spring purchases were bought extremely early this year—R. F. Harmeyer, a new Pontiac; P. M. Maierle, a Chrysler; E. B. Gehrke, a Nash, and Frank Washburn, a Graham-Paige.

We nearly forgot to mention that John Dinwoodie also bought a new car. This is a sad tale—John got downtown with his old car and tried to get it started and it wouldn't start, so he immediately proceeded to trade it in and buy a new one. It was impossible for him to get it to the garage so the garage man had to go downtown to look at it and then tow her in. Understand that another party was in the line for a car and he was told that he could have another Studebaker for \$250.00 and they would throw John's old car in for a present. You know you must give a car oil if you expect it to run.

George Mercer, car man, was called to Wau-paca account the death of his father, a Civil War Veteran.

Engineer Geo. Gunn sure covers the outside point jobs, at least he says so, and Make O'Neil is doing the yard work.

Caller "Jap" DeLaurelle is patronizing the chiropractor for a bald spot on his head.

Labor Foreman Gaspard Joachim has a great habit of unloading material supposed to be shipped to A. H. Mills at Channing.

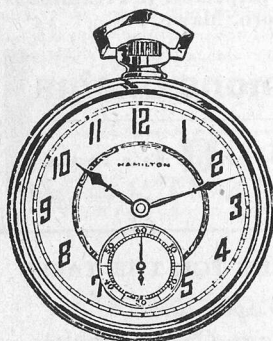


Don't get discouraged,
Bill—thousands of other
fellows get their hands
just as dirty as yours.
But do they worry
about it? Not on your
life! They just go
after that dirt with
a cake of Lava Soap.
In 58 seconds it's
pumice-filled lather
makes new hands of
'em. Take my advice
and buy yourself a few
cakes to-night.



A Procter & Gamble Product

Your Local Watch Inspector Deserves Your Patronage!

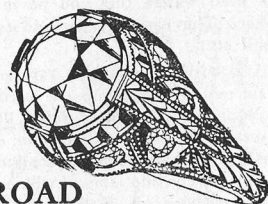


F. H. BARTHOLEMEW
2353 Madison Street :-: CHICAGO, ILLINOIS

H. HAMMERSMITH
926 Wisconsin Avenue :-: MILWAUKEE, WIS.

MILTON PENCE
23 E. Madison Street :-: CHICAGO, ILLINOIS

The above are
Official Watch Inspectors for



The MILWAUKEE ROAD

Consult them when considering the purchase of Watches or Jewelry

Now that the season is upon us in which a great many shipments require protection against cold, shippers will find that our cars in service of C. M. St. P. & P. Ry. will give the same dependable service as during that period in which lading must be protected against heat.

Union Refrigerator Transit Co.
Milwaukee, Wis.

Mitchell Basche, Oldsmobile dealer, also Superior Division Engineer, believes in taking care of his unemployed brothers—when the occasion presents itself Mike is having new cars driven up from Milwaukee.

Machinist George Bursinger, Electrician A. Miller and Helper E. Margraff, also Machinist Helper John Drzewicki (pronounced "Jug-o-Whiskey") are running extra via hand-car between Shop and Bridge. They are to take a Book of Rules examination as the job of placing Railroad Bridge in operation requires the use of the main line.

Caller "Jap" DeLaurelle had fourteen men, ranging from boat captain to automobile mechanics, inspecting a gas launch before he bought it. The inspection and boat were satisfactory, but Jap decided not to buy the boat—his wife wanted a new rug.

With Electrician Archie Miller returning to work, displacing Emil Margraf, Henry Nelson has lost his job on the sleeper.

Machinist Robert Heyde returned to work the first of the month after a three months' layoff due to an auto accident.

Boilermaker John Christiansen started for the Ski Tournament in the Copper Country Sunday P. M., February 22, in order to be there on time for the big jump on February 23, John figuring the 23rd being Sunday. Upon arrival at Channing he was informed that he was a day late, as the Tournament is always held on a Sunday.

Division Freight and Passenger Agent Geo. Hiltel has been confined to his home due to an operation on his nose. We are glad to see him up and doing again.

We understand Lieut. McMahon has been spending considerable time around Pulaski. We can't understand what a Scotchman would want among the Polish.

Conductor Raleigh Deacon and wife are the happy parents of a big baby boy. Congratulations.

Engineer Jack Schmidt of Channing holds the season's ice fishing record. In addition to other catches, Jack landed three northern pike weighing 14, 17 and 19 pounds respectively. The catches were made from Witch Lake. Train Dispatcher Grade has mounted the heads of the largest fish, which are now on display in the Dispatcher's Building at Channing.

R. A. Wangerin, agent at Plymouth; A. R. Giese, agent at Marinette, and J. E. Leahy, agent at Menominee, were at Iron Mountain March 12 for the Freight Claim Prevention Meeting. Chief Dispatcher Worthing, Roadmaster Lindeman and Train Dispatcher Anderson from Channing also attended.

We are sorry to chronicle the death of Mrs. H. G. Hoover, wife of Agent Hoover at Stambaugh, and of Mr. John Lambert, veteran E. & L. S. roadmaster at Wells, Mich., and extend our sympathy to the surviving relatives.

Glad to report that Mrs. Edw. Christian, wife of conductor, has returned from the Belin Hospital at Green Bay, recovered from her recent serious illness.

Conductor James Benish ably presented stirring addresses at the Safety Meetings at Channing and Green Bay. Jim handles himself very well on the rostrum.

Conductor Charles Clark, who was operated on for appendicitis at Green Bay recently is getting along nicely at this time.

We understand that they have wonderful coffee at Milwaukee. Ask Eric, Pete and Tierney.

During March occurs the Annual Convention of the American Railway Engineering Association, held at Chicago the 10th and 11th of this month. It was a natural attraction for members of the Green Bay Office and much

valuable and practical knowledge was gathered at this meeting.

A decision was recently reached among the members of the Engineering Department Office to concede all trips to Crystal Falls to Ralph Christianson. As a result, Ralph has been eating and sleeping quite regularly and peacefully. How about it, "Chris," what is the attraction up there?

Anyone finding \$31.00 and several annual passes assigned to this modest young man will kindly notify this office. Funny thing about this little word "love." Persons afflicted with it remind one of the absent-minded professor.

A very good indication that spring is in the air: Bridge Foreman Ellis, on April 1 will commence scheduled work on the 1931 Bridge and Culvert Program. Starting point will be at Channing, working the O. & B., and the Iron River Lines. You have our confidence, Bert; and there is no doubt but what you will finish ahead of scheduled time.

The Engineers claim that the month of March is their month—mostly due to the fact of March 17th being St. Patrick's Day and St. Patrick is the patron of all GOOD engineers. On this day a traditional song, worded as follows, is sung to his memory, to the tune of "When Johnny Comes Marching Home":

"St. Patrick was an engineer,

He was, he was.

St. Patrick was an engineer,

He was, he was.

He invented the calculus,

And handed it down for us to cuss,

Oh! St. Patrick was an engineer,

He was."

Well, I have to take my original statement back, as I guess someone read the Magazine anyway, as the news came in very rapidly.

The following record is going to be kept from month to month and published for the benefit of those concerned:

GUNN vs. O'NEIL

February—Bergin off No. 92—

Clough on No. 92—

—Round 1—Gavin.

March—Bergin off No. 92—

G. LaChapelle on No. 92—

—Round 2—O'Neil.

Milwaukee Terminals

Ann

SPRING is here. Johnny Schuh discovered a honey bee in the yards March 12 and took it up in his office, where the bee could get thawed out.

Mr. Dummiller also believes that Spring is here, as he has a new Ford Town Sedan.

On February 17th Herman Klatt had a bowling average of 194. It is intimated that he has an extra stand in with the pin boy.

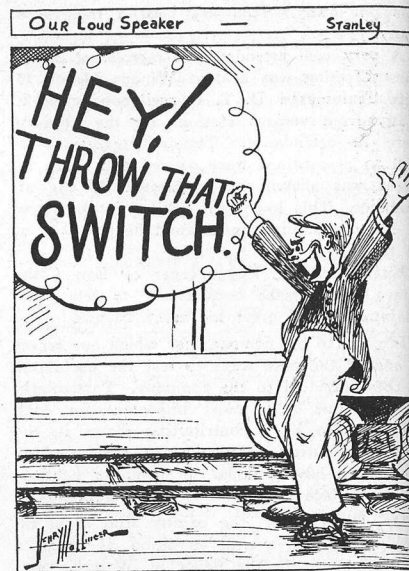
Mr. and Mrs. George Nugent announce the birth of a baby girl February 28.

We are sorry to say that Bob Foley and his best girl had another fight; but you know it won't be long until they will kiss and make up again.

We understand that Roy Lewis attended a Valentine party after which he found some one had taken an ice pick and put fourteen holes in all of the tires on his auto. He is wondering who sent him that kind of a Valentine, which did not let him get home until five o'clock the following morning.

We wonder if John Krohn remembers the trip to Madison a few years ago.

In the death of Shopman T. P. Saveland, the company loses another employee who was



a machinist in the Locomotive Shops for nearly 40 years. He retired about a year ago.

Any of your Terminal men who want to play GOLF call up J. L. Taylor, Orchard 2760, or W. T. McPartlin, Orchard 2040.

We are glad to say that Engine Dispatcher Henry McNeill is well on the road to recovery.

The Milwaukee employees extend their sympathy to Engineer F. C. Warren in the loss of his wife February 24.

Three yardmen received valentines this year and the reports are that they were pleased. They were: Joseph A. (Industrious Joe) McGoldrick; David (Beans) Friedman and Walter (Announcer) Stubbe.

Our old friend, John M. Horan, has returned from the west and is at home to his friends in his STUDIO at the shops. He tells a story of a Scotchman out west named O'Neill who has a calf with two heads and he killed it because it ate too much.

A card from Shopman and Mrs. Wilde advises that they are enjoying the sunshine at Clermont, Florida.

John Wyland was in the other day, and announced he was father to a baby boy, born the first week in March.

In the death of Switchman Jacob Adams, February 13, the company loses a faithful employee of 43 years' service. At one time he was mayor and general yardmaster in the Canal District. We extend our deepest sympathy to his family.

Engineer Thomas Cody has returned from Detroit, Michigan, where he has been visiting relatives and friends.

Frank Drummel entertained his friends at Roundhouse No. 2 at a reception following his wedding recently. James Morrissey was best man until the Roman Warzala Quartette arrived.

I. & S. M. Division

V. J. W.

OPERATOR ALBERT HAYES, first trick Albert Lea, who has been taking treatment at the McCleery Hospital, Excelsior Springs, Mo., is expected back to work about March 15. Mr. Hayes left February 9th. Operator James Glow has been relieving him.

We are indeed sorry to hear that the wife of Checker Ole Bjorklund, Albert Lea Freight House, has been very ill and at present is in the hospital at Albert Lea.

Car Foreman M. R. Johnson returned home March 9th from Chicago where he underwent an operation at the Washington Boulevard Hospital. We are glad to hear that he is improving nicely. Carman Tuttee is relieving him.

Our best wishes are extended to S. D. Smith, who is leaving the local shops March 15th to accept the position of Round House Foreman at Janesville, Wis.

We note in the March issue that mention was made of one Art Piper of Deer Lodge, and we are wondering if it is the Art Piper who used to slide down in his chair.

We also note under the I. & D. Items in the last issue that one of our former associates, Chief Clerk Store Department Cliff Oeschgar, featured in a four-round bout. No details were given, but we offer odds that Cliff lead with a "left."

Operator L. V. Olson and wife of Ramsey spent Sunday, March 8th, with relatives in Whalen.

Operator Howard Olson and wife, of Lanesboro, spent Sunday, March 8th, with friends in Austin.

Our enterprising assistant ticket agent, H. C. "Chauncey" Scott has returned from his insurance school in the big city and has some great tales about bandits, etc. He witnessed one holdup in a restaurant but mistook it for a directors meeting.

Mrs. Ben Evenson and Mrs. Albert Hessler are spending a few weeks in Pierre, S. D.

Mrs. H. A. Wunderlich and little daughter Ruth, who have been spending the winter in Phoenix, Arizona, for the benefit of Mrs. Wunderlich's health, returned to their home in Austin the first of March. Mrs. Wunderlich's condition is reported as much improved.

Agent R. C. Danley, Granada, was taken sick March 2nd and was relieved for a week by Operator H. R. White.

We note that Evelyn is back on the comptometer desk in the superintendent's office, but they say it is only for a little while. Permanent appointment has not been made.

A well attended Safety First meeting was held at the club rooms in Austin Monday, March 9th, which was followed by one of the most interesting traffic meetings ever held on the division. Do not fail to attend the next one.

We also enjoyed a well attended fuel meeting, which was held in a coach at Austin March 10th. Fuel Supervisor Lollis was present and many suggestions for the saving of fuel were discussed.

News from the spring training camps is making the boys restless and plans are going forward rapidly to place a "Milwaukee" team in the City Diamond Ball League. The railroad boys have played under the sponsorship of various local concerns for the past three years and have made a good showing each year and are anxious to appear under C. M. St. P. & P. colors this season. An invitation is extended to any of the new employees recently transferred to Austin who are interested in the sport to join with the regulars.

Brakeman Clem Beckel and Jimmy Ness have opened a motor repair shop in Austin and report business is good.

Machinist J. M. Hogan, Mrs. Hogan and little daughter Joan returned February 13th from Minneapolis where Mr. Hogan has been undergoing medical treatment.

While hunting is not permitted in the city, the ban had to be lifted when Trucker Chris "Major" Hagelund rushed into the agent's office all out of breath and reported that he had cornered a wild animal in a freight car at the

platform. With a good supply of reserves, Foreman "Bill" Smith and "Two-Gun" Evenson entered the car. It developed that a mink had escaped from a shipping crate in the express office several days before and had been in hiding until discovered by the watchful "Major." An attendant of a local fur farm was called in and with an assortment of wire cages the intruder was taken alive and returned to the express company.

Agent J. E. Ober, who has not been enjoying the best of health of late, went through the clinic at Rochester March 13th. He was accompanied by his physician from Austin.

Chicago Terminals

Guy E. Sampson

AGAIN the community was shocked on February 26th to learn that death had again entered the home of your correspondent, this time taking Mrs. Sampson, who was so well known as an energetic worker in church and club circles. On February 24th she was taken ill with scarlet fever and passed away at 5:45 p. m. February 26th. The tragic death of her son Gerald, last June, sapped her vitality and she was unable to offer resistance to the dreaded disease, which attacked her heart, causing death within that short time. She is survived by her husband, a daughter 7 years old, and a son 10 years old, to mourn her passing. Hers was the second death within a week in Bensenville Chapter No. 3 of the Milwaukee Women's Club, Mrs. Frank Sutherland having passed on just a week earlier, and in each instance that club lost a most wonderful worker, one who was always ready to assist in anything for the good of the club. The entire community felt keenly the loss of both of these loving women and the sympathy of all has been expressed over and over again to both sorrowing families. The Sampson family moved to Bensenville 10 years ago and the Sutherland family 6 years ago and both families had made a host of warm friends in the community.

Mr. and Mrs. H. O. Winn of Portland, Ore., spent two weeks with Mrs. Winn's brother, Guy E. Sampson, and family, after the death of Mrs. Sampson. Mr. Winn is an employee of the U. P. Ry. at Portland. They also visited an aged aunt at LaCrosse, Wis., during their stay here.

The sympathy of all employees is extended to Mr. Fremont Nutt, engineer at the Bensenville power house, whose wife departed this life March 5th, after a long and lingering illness.

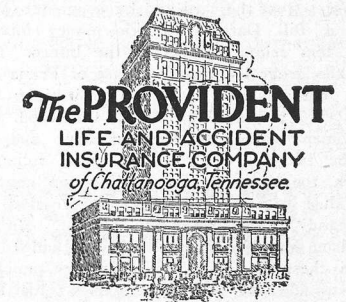
Mrs. E. J. Brown, wife of LaCrosse Division Conductor Everett J. Brown, Mrs. Louie Wilson, mother of Arthur Wilson, Milwaukee Terminal engineer, and Mrs. Arthur Wilson and son, all attended the funeral of Mrs. Guy E. Sampson in Bensenville February 28th. They were all very close friends of the bereaved family.

Switchman A. Leeper has returned to his home in Minnesota on account of the illness of Mrs. Leeper. His family has been in Minnesota on their farm several years. Mr. Leeper usually spends his summers there and his winters in Chicago terminals switching box cars.

A real Nor'easterer hit Chicago March 7th, and oh, what a blizzard it was! For two days nothing could be seen but snow, blowing in every direction. It sure delayed traffic, and even passenger trains were stalled in the snow banks and had to be shoveled out. For almost a week it was about all one could do to keep the time freights moving and our "on time" record got a little jolt; but nothing to what the truck and bus lines got, for they had to sit and watch the railroads haul the freight

Protect Your Earning Power with a PROVIDENT POLICY

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



Agency Proposition to Furloughed Men

LUMBER

for

Every Purpose

We can fill your lumber requirements, no matter what they may be.

—•••••

HARDWOOD FLOORING

DROP SIDING SHINGLES

GRAIN DOORS

RAILROAD CROSS TIES

PINE FIR MAPLE

WHITE OAK RED OAK

HEMLOCK

No Order Too Small

--None Too Big

Write Us for Information

The Webster Lumber Company

2522 Como Avenue, West ST. PAUL, MINN.

and passengers as in the days of yore. But the good state of Illinois soon had the highways open for the trucks, while the railroads had to clear their own way.

C. M. St. P. & P. R. R. Employes Athletic Association held their first card and bunco party Wednesday, February 18.

The affair was held at the Norford Hotel and a capacity crowd was on hand.

Through the efforts of the president, Joe Pupikofer, cashier, Division Street, and Jos. L. Burk, chief clerk, Western Avenue, many fine prizes were secured, and the display was a hard one to choose from.

This association was formed about five years ago and although the employes fail to respond and join up, the officers are still trying, and some day hope to make this a real athletic association. The dues are but \$1.00 a year, and at the present time a substantial treasury is being accumulated. Application for membership may be had by attending the monthly meeting, which is always bulletined each month, or application may be had from Joe Burk, Western Avenue.

Notes from the card and bunco game: Wonder if Bill Dargan got his money mixed—saw him selling tickets at the bunco. Mike Cavallo drove home with a case of Prima Special. He was sure lucky to get it away from that card playing bunch from Galewood. Ted Rethman won the barrel of flour and had traffic tied up on North Avenue, rolling it down the Avenue. Harry Cameron can roll the dice with either hand and carried a box of candy home to square himself. Annabel Hudson has a wonderful lamp to add to the hope chest, and says she forgot her punch or she would have won more games. Joe Burk was back on the old job he looked like the old carnival man himself selling tickets and making change.

Western Avenue Item

First of all, we want to assure everyone that we think Mr. Costello's stenographer, Gussie, is the best little sport and a darn nice kid, and we want to say that we are for her 100 per cent, every last one of us; but as long as Sherlock Holmes is working on the "headlight" case, we wonder if he would solve another mystery about Gussie, and tell us where that little girl gets her ever-ready appetite. Believe us, if you can solve that mystery you are a better man than we, Sherlock Holmes.

Station WLE

Harriet

TIS SPRING—and a young man's fancy, etc., etc. Mr. Dougherty's fancy is getting the girls in the office married. Since Abby went and got herself engaged, he's been rum-maging around the office trying to find some other girl to help make a turnover of that certain party. (You see, in Spring merchants make a turnover of certain stock by advertising.) So, girls, here's the Ad, now go over to Roy, he'll give you one of the best sales talks. And Mr. D., here's luck!

YOUNG AMERICA—down in Elgin. Don, all excited at the privilege of voting for the first time and getting his man in office, got his dates mixed and went to vote a week ahead of time.

THE FIGHT—will be postponed until a later date. Roy is giving Al time to take on weight. Place all bets at the box office.

Holcomb, after listening to several of Miriams endearing answers of "I'll do that dear, etc.," to several different parties over the phone, said: "Say, where do you bury your dead?"

A young man in the office sez: "We all have some gift of old Mother Nature, it might

be this or it may be that, but to beat Mary's disposition, well, it can't be done."

Buy Tony a hair net? No, an alarm clock! Why? Three guesses.

Rosie seems to have a terrible time with her hose. D'you think we should take up a collection?

In Chinese the word dam means a small coin. Well, we've come to the conclusion that Miriam either has money in the bank, or she's awfully mad at somebody. (?)

MANY HAPPY RETURNS—of the day—to those whose Birthday happened in the early Spring months of March and April: Mildred Rabus, C. H. Averitt, O. E. Bradford, H. O. Everson, Anthony Gaertner, Harold Guthrie, W. C. Hopkins, J. R. Lanham, Martin Mantion, W. D. Mason, H. S. Miller, Lloyd Moore, E. A. Peterson, Duane Ray, N. R. Wall, Ralph Weinberg, D. S. Westover, N. E. Westover.

Last, but not least, latest returns are that Bob Weber is coming home from the hospital. Well, here's our very best to Bob for speedy recovery to health.

LaCrosse-River Division Items

Eileen

A PASSENGER on train No. 4, leaving La Crosse recently, asked the conductor what state he was in.

"You are in the grand State of Wisconsin," the conductor replied.

"Why grand?"

"It's like this, Wisconsin is one of the states not applying for aid. Wisconsin was never known to have a crop failure. Wisconsin is a glorious state clean through, that's why. 'On Wisconsin'."

Effective the 1st of March, Mr. J. F. McConahay, signal supervisor located at Milwaukee, has jurisdiction over the entire La Crosse-River Division. Mr. E. D. Barton is appointed assistant signal supervisor, with headquarters at Winona, and his territory extends from Newport to Oakdale. Mr. F. Bornitzke, assistant signal supervisor, with headquarters at Watertown, will be in charge of the territory from Oakdale to Grand Ave. Interlocking, Milwaukee.

We are sorry to lose Mr. E. M. Shoemaker who, effective the 1st of March, has been transferred to the Terre Haute Division as assistant signal supervisor. He will be located in Terre Haute. For some time past he has been in charge of the signal work on the west end of the former La Crosse Division.

Oh, to what does Bill Stegman attribute his divine power over women?

Ben Winchel, for many years employed as a ticket clerk at Portage, passed away at his home in Markesan recently. He had been in ill health for some time and a few months ago retired from the railroad service. He will be missed by his many friends and relatives.

Some of the spokes in our locomotive driving wheel are Razor Back, Draw Bar Duke, Beehive Sam, Lennie of the Woodmans, Chas, the Professor, Chap the Redeemer, On Time Dan, Cautious Tim, Rubber Jaw, Jumped Up Sakes, and many others too numerous to mention.

Bill Seimers, third trick dispatcher on the River Division, always tears his hair when he has had a hard night. You should have seen it Friday the 13th.

Tony Schwaab is the little boy with the big appetite.

Johnny Carlson has a weakness for sauerkraut. He always consumes a large quantity, aided by the skillful use of two forks. Might we suggest chop sticks? Much more effective.

Art Gerber is especially fond of frying pork chops. Just leave them in the pan until they

turn the same color as the pan, then serve. Ask Bob how they are, he knows.

Bob Noot is the boy who says he is going on a diet.

These boys comprise the Famous Four from Minneapolis. After four weeks of experimenting in as many different places, with house-keeping, cooking, etc., they feel fully qualified to enter the literary field and are now collaborating on a new book entitled "House-keeping," which includes many chapters on the very fine art of cooking.

S. J. Farley visited the Superintendent's Office not long ago, as did Mr. Brackett, and were they welcome? Just like getting money from home.

Wonder why Barney Larson is so enthused about the trip to Winona? He makes it frequently.

We are sorry to chronicle the death of Mrs. Frank (Cory) Warren at her home in Milwaukee not long ago. Cory is one of our passenger engineers, and we extend sympathy to him in his bereavement.

Bill Stegman is thinking seriously of touring the country in a contortionist act. He hadn't intended to tell us about it, but it all came out when he broke his glasses on two different occasions while rehearsing at the Avalon.

Want to commend a non-employee, Mr. Blank, of Winona, for his action in reporting a large piece broken out of the rail near Winona. There is no question but what there would have been a serious accident had this not been discovered and reported so steps could be taken to have it corrected.

On February 18, Conductor Waldusky on train No. 264 discovered a broken wheel on St. P. 592119 at Wabasha, and the car was set out before any damage was done. This was a good job and we want to commend Mr. Waldusky for his alertness and interest.

S. C. & D. Notes

M. F. Kasak

CYRUS FULLER, age 70 years, 212 Perry Street, Sioux City, Iowa, dropped dead from a heart attack on his way back to work from lunch Thursday, February 26th. He was employed at the time in the freight office as rate clerk and he has been connected with the freight office at Sioux City since 1922. He leaves a wife, three sons and a brother who is a dispatcher for the Milwaukee at Moberg, S. D. He was buried at Freeborn, Minnesota, their old home, last Sunday, March 1st. He was a fine old fellow and we at the freight office all miss him.

Through the efforts of S. B. McCauley, captain of police, also commander of the Veterans of Foreign Wars, Department of South Dakota and Iowa, and F. R. Doud, trainmaster, and Sioux City commander of the same organization, two tickets were secured Chicago to Sioux City. The two gentlemen using our line were Mr. Paul C. Wolman, national commander of the V. of F. W., and Mr. Herbert Snodgrass, national committee man of the same organization.

C. S. Kemp, flagman at Sioux Falls, has secured during the month of March two one-way tickets to Tacoma, one one-way ticket to Des Moines, one one-way ticket to Chicago and one one-way ticket to Aberdeen via our line.

During the recent change of trains on the Division, Engineers Art Little and Sutherland were bumped, Engineer Erickson taking the run on 307 and 318.

Ten officials of the Milwaukee Road arrived in Sioux Falls March 2nd on the Sioux for a special visit to the city and to hold a conference here with the local interests rela-

tive to the company's policies in providing service for Sioux Falls and adjoining territory. The recently changed train schedules were understood to be a part of the conference program when the officials met with the representatives of the Chamber of Commerce, the traffic bureau and Mayor Geo. W. Burnside.

The party was headed by H. A. Scandrett, Chicago, president of the Milwaukee Road, and he, together with his associates, were honor guests at the Chamber of Commerce membership meeting today. Besides Mr. Scandrett the following officials visited Sioux Falls today: J. T. Gillick, vice-president; Geo. B. Haynes, passenger traffic manager; E. B. Finnegan, freight traffic manager; Joseph Caldwell, assistant general passenger agent, all of Chicago; F. T. Buechler, division superintendent; B. O. Searles, division freight and passenger agent; F. R. Doud, trainmaster, all of Sioux City, Iowa; W. F. Ingraham, superintendent at Mason City, Iowa; and William Johnson, Mason City, traveling engineer.

Engineer Art Little is on the North End 315 and 316 run for a few days this month, to work out the miles coming to this division because of the S. M. crews on the same run getting S. C. & D. miles.

Someone "borrowed" Martin Noonan's fliver sometime ago and when Martin finally relocated it he found it in pretty bad shape.

Mr. Franklin, rail inspector, was in Sioux Falls February 19th looking over the new yard work.

S. B. McCauley was in Sioux Falls March 20th making inspection for fire hazards.

Walter Holmes, tariff clerk at Sioux City Freight Office, was off a few days because of an injury sustained to shoulder, on account of slipping on icy steps at home. He was relieved by J. F. O'Brien, rate clerk.

Homer Snow, freight agent at Sioux City, recently returned from Chicago, where he was on committee work with the American Railway Association—Freight Station Section—being a member of the committee on Station Accounting.

The National Freight Company, now comfortably located in quarters at our Freight House at Sioux City, is doing a thriving business under the management of Mr. E. J. Zimmerman and his able assistants: Mr. C. E. Hartman, cashier; John W. Ebersole, plant superintendent; and Miss Annie Lawson, secretary. The entire personnel is rapidly getting acquainted with the shipping public at Sioux City and they are gaining many friends and increased business.

Joe Skelton was in Sioux Falls and vicinity March 4th and 5th on company engineering business.

Due to the change in trains on the Division, Conductor C. M. Belknap, Engineer W. W. Bowers have moved to Sioux Falls to make their home.

Mrs. J. L. Larson, wife of our agent at Ute, is a surgical patient at the Methodist Hospital at Sioux City.

"Mac" MacGregor of the Division Engineer's Office is the proud possessor of a new Whippet car. It's a good thing that the manufacturers took the dog off the radiator cap before Mac got his, as Mac drives so fast that he probably would have the dog's tail in his lap most of the time.

Carl Wangberg, formerly chief timekeeper in the Superintendent's Office, who is now on leave of absence to attend school, was a Sioux City visitor recently.

Miss Mildred Ness, stenographer in the Superintendent's Office, is wearing a mag-

nificent diamond on the third finger of her left hand.

Superintendent and Mrs. Buechler will sail from New York on March 28th for Los Angeles via the Panama Canal, on the Panama-Pacific S. S. Company's "California."

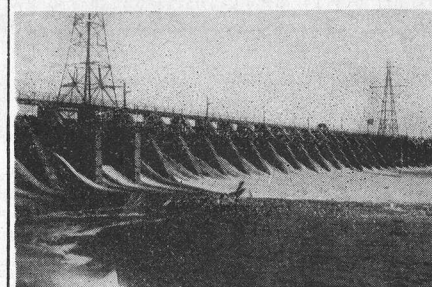
Considerable enthusiasm was aroused in Sioux City when the company announced that in the future the "Columbian" would be routed via Sioux City and everyone was on their toes to see that the big train was handled through in good shape. Sunday, February 22nd, the first "Columbian" came through Sioux City at 5:15 P. M. It was estimated that a crowd of 3,000 people met the train at our passenger station, and a large delegation of civic leaders rode the train to Manilla, returning on the westbound "Columbian" at 11:15 that evening. All seemed highly pleased with the new train and the new service.

Miss Arlene Searles, stenographer in the office of her father, B. O. Searles, division freight and passenger agent, is making an extended tour of Jamaica and the West Indies.

The February Safety First Meeting at Sioux City was a huge success. A feature of the meeting was a remarkably good address by Chief Charles B. Kuhl of the Sioux City Fire Department on "Fire Prevention." About 170 were in attendance at the meeting.

Earl Jefferson, formerly Fuel Supervisor on this district, was a recent Sioux City visitor. Earl is "one of the boys" on this division and we are always tickled pink to see him come back.

District Claim Adjustor H. J. McLaughlin has been transferred from Mason City to Sioux City. Mac is a darn good scout and we are glad to have him with us.



An Unusual Test

NO-OX-ID was selected to protect this dam in the Wisconsin River from pitting and corrosion. All sluice gates and steel in the structure are coated with NO-OX-ID and in spite of the extremely severe conditions, its adhesion and resistance to the abrasion of flowing water have been altogether satisfactory. NO-OX-ID is applied easily. It is entirely reliable, has long life and is in expensive. Where can it serve you?

NO-OX-ID
IRON-TRADE MARK-RUST
The Original Rust Preventive

THE BINKLEY COAL COMPANY

are Miners and Distributors of the Best Grade Coals for All Purposes



WRITE US FOR PRICES

230 N. Michigan Ave.

CHICAGO

CLASSIFIED ADVERTISING

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

Nocque Beach Resort—Lake Nocquebay near Crivitz, Wis., on C. M. St. & P. R. R. Safe sand beach. Good fishing. Ideal place for high blood pressure sufferers, affording complete rest. Furnished cottages, including boat, ice and electric service, \$10 to \$30 per week. Meals served if desired. Patronize a fellow employee. For folder, write R. Maguire, 2128 N. 34th Street, Milwaukee, Wis.

Minnesota Rex Rabbitry—Breeders exclusive of castorrex-Colorex. New German strain. Russian strain in black seal. Rex stud service for Rex breeders. Correspondence solicited. Roy A. Smith, Route 1, Leonard, Minn.

For Sale—Stahls Gold Certificate Chinchillas and pedigreed New Zealand White Rabbits. All ages. Tanned rabbit hides for coats, collars or trimmings, in white, silver and chinchillas. Vangilders Rabbitry, Tomahawk, Wis.

I Am Offering to My Fellow Employee Flower Lovers a choice collection of plants for \$5.00. There are 50 gladiolus bulbs, 5 choice peony plants, 10 bearded iris, 2 Siberian iris, 5 phlox, 2 delphinium plants and 1 package hybrid delphinium seeds. These plants are all different and are all highly rated. In the iris collection such varieties as Souv. Mme. de Gaudichau, Ambassador and Princess Beatrice are included. This offer is good only until May 1, as the plants cannot be shipped successfully after this date. Send check or money order. A. L. Murawska, Box 284, River Grove, Ill.

For Sale—Two choice cemetery lots, located in Beverly Cemetery, Chicago. Finest of locations. Will sell cheap. Address L. A. Dunlop, Stewart, Minn.

For Sale—Violin, Antonius Stradivarius Cremonensis Faciebat, Anno 1716. Hand-made back. Wonderful tone. Year made guaranteed. Price \$500. Write E. W. Gilmer, 310 N. 10th St., Miles City, Mont.

Trade or Sell—Radio receiving and amateur transmitting apparatus. Write for list. C. E. Holstrom, Mapleton, Iowa.

For Sale—A few units in a very promising mining property located in western Montana, which is being developed by railroad men. If interested, will be glad to mail full information on request. C. J. Coleman, P. O. Box 115, Saltese, Mont.

For Sale—Mont Red Cedar Products—Lamps, smoking stands, card players' novelties; cribbage boards, red cedar, \$1.50 postpaid; inlaid cribbage boards, walnut, maple and cedar, \$3.00 postpaid.—Address C. C. Field, 804 California Avenue, Deer Lodge, Montana.

For Sale Cheap—1 Oliver typewriter, 14 volumes American Law and Procedure, La Salle Extension University course, 30 volumes Encyclopedia Britannica set, year volumes Encyclopedia Britannica set, year volumes 1901, Werner Co., publishers; 4 volumes Hill's Practical Reference Library.—Address, Gus. Kruecke, 825 67th Ave., West Allis, Wis. Telephone between 5 and 7 P. M.—Greenfield 2140.

For Rent—Furnished rooms. Two or three desirable rooms; with or without meals. Convenient to Edgebrook station; thirty minutes from Union Station. Frequent suburban train service. Mrs. O. D. Aeppli, 6256 Lundy Ave., Phone Kildare 0077.

For Sale—High class Boston terrier; female; age 5 months. Show type. Good all over pedigree includes several champions on both sides. Price reasonable. S. G. Fraser, Box 13, Harlowton, Mont.

For Sale—Vibroplex "bug," almost new. \$10.00 prepaid. Address Edith Reyner, Ruthven, Iowa.

For Sale—Home-made fern baskets, with legs, at \$1.75 apiece. George Spital, 4032 32nd Ave., South, Minneapolis, Minn.

For Sale—Good roots of German Iris (named Varieties). \$1.00 a dozen, my choice. \$1.50 a dozen, your choice, postpaid. All iris to be delivered after June 1st, and all should bloom next year. Fred Smith, 38 5th St., Savanna, Illinois.

For Rent—Four and five-room apartments. Lovely, light, 4-room apartment, second floor, in Forest Glen, 1½ blocks from Elston Avenue and C. M. St. P. & P. Ry. depot. Best suburban service of 24 trains daily. Thirty minutes to depot. Private yard and large porch. Favorite gas range and porcelain-lined refrigerator. All modern conveniences, with hot water heat and hot water furnished. New building, newly decorated throughout. Will rent furnished or unfurnished. Surface lines, near forest preserve, golf course, near stores, churches and schools. Rent reasonable. One month concession. Also five large, light rooms on first floor. Private yard and porch. Free use of garage for care of plant. New Universal in-a-drawer gas range. Large Frigidaire. Will rent furnished or unfurnished. Heat furnished by American hot water heating plant. Possession immediately. Rent reasonable. One month concession. Apply Mrs. William Florence, 5219 North Leamington Avenue, Chicago.

For Sale—Hand made, clear grain ash, shellacked lantern handles 5/8 inch at grip, tapering to 3/4 inch at ferrule; average height, 9 inches, but made to order, if desired, at the same price—35c. postpaid. Similar to the old T. L. Moore handle, but put on with screws on outside lugs of Adlake Kero No. 250. Can be changed instantly, nothing needed, but a screwdriver. E. R. Hardwick, Box 88, Sabula, Iowa.

Genuine
JELT* DENIM

Genuine
RAILROAD EMBLEMS
It Pays to Be Sure

DON'T be confused—Lee and Lee only uses *genuine Jelt* Denim*, the toughest and best overall fabric known. Jelt Denim is made only from genuine Piedmont Upland long-fibre cotton spun into multiple twist yarn that stays strong and tight. Woven with an exclusive process that builds rugged strength . . . 6 times vat-dyed with genuine Indigo Dye . . . water-processed (no chemicals) to control shrinkage—Jelt Denim is stronger, more comfortable, holds its shape and washes with amazing ease. Lee and Lee only uses *genuine Jelt Denim*—be sure it's a Lee when next you buy.

*Trade-Mark

THE H. D. LEE MERC. CO.

Kansas City Trenton Minneapolis
South Bend San Francisco Salina

UNION-MADE
Lee
RAILROAD EMBLEM OVERALLS
THE WORLD'S STANDARD . . . with the World's Largest Sale



Write us
for your
dealer's
name.

"Just
Like
Dad's"



We have another new run on the Division, this being train 311 and 322. Train 322, leaving Madison at 9:45 A. M., arriving at Sioux Falls 11:15 A. M. Train 311, leaving Sioux Falls at 3:25 P. M. and arriving at Madison 5:05 P. M. This new train provides increased service in connections with the S. M. trains and should do a lot to ruin the bus business between Sioux Falls and Madison.

Wausau Chapter

Mrs. W. W. Essells, Historian

THE club met for its regular meeting in the club rooms at 2:15 p.m. February 10, with Mrs. E. J. Czamanski presiding. Miss Mildred Conklin, who was absent the past few meetings, was in her accustomed place. The election of officers resulted as follows: President—Mrs. W. W. Essells, 1st Vice-President—Mrs. J. E. Dexter, 2nd Vice-President—Mrs. Wm. S. McCarthy, Recording Secretary—Mrs. Bert Nelson, Corresponding Secretary—Mrs. Elmer Nienow, Treasurer—Mrs. B. F. Hoehn, Historian—Mrs. A. I. Lathrop.

Discussion followed as to policy of admitting women as contributing members who are not relatives of employees. It was voted to confine the membership to employees or relatives of same since we could not accommodate a large membership in the club rooms. We hope this year to secure more of our employees since there are quite a number of them who are still out-

side. Surely the splendid work done by the club should not make this too difficult.

A lunch was served following the business meeting.

March 10 found us assembled in the club rooms for the regular meeting at 2:15 p.m. There were about 50 present. The Sunshine committee reported 8 personal calls, 6 telephone calls and 9 cards sent. The Welfare committee reported an expenditure of \$15 this month. Following the business meeting, cards were enjoyed. Prizes were awarded, Mrs. Leo Ziebell and Mrs. A. I. Lathrop in Bridge, to Mrs. R. P. Rawson and Mrs. Otto Lohrey in "500." Four from Tomahawk, 2 from Irma, 3 from Merrill were present.

Sioux City Chapter

Mrs. Robert L. Robson, Historian

THE regular meeting of the Chapter was held February 23. A pot luck dinner preceded the meeting.

The meeting was called to order by President Mrs. F. T. Buechler. After the regular routine of business the Nominating committee presented the ballot for election.

The officers elected for the year: President, Mrs. F. R. Dond; 1st Vice-President, Mrs. M. R. Landon; 2nd Vice-President, Mrs. H. T. Carney; Recording Secretary, Mrs. E. T.

Palmer; Corresponding Secretary, Mrs. M. Burrelle; Historian, Mrs. Ben Rose.

The annual reports were given. Sunshine Chairman Mrs. T. G. Oexler reported 754 personal calls, 518 telephone calls, 62 cards sent, 36 bouquets, 14 funeral sprays.

Ways and Means Chairman Mrs. Homer Snord, earnings from card parties, dance percentage on a show—\$308.94.

Membership chairman, 569 members including voting and contributing.

The board meeting was held Tuesday, February 17, in the home of Mrs. Dave Haggis. A 1 o'clock luncheon was served, followed by the business meeting.

Our Membership Chairman, Mrs. H. Stuben, is convalescing in the Lutheran Hospital.

Mrs. L. H. Rabun, our 2nd vice-president has moved to Kansas City. Mrs. Rabun has been an active member of the chapter and will be missed by every one.

Our year has been an enjoyable one socially and beneficial to those in need.

We hope the ensuing year will be as progressive and prosperous as the past.

The officers cannot carry on alone, they need the help of each and every member. Let us get behind them and do our bit.