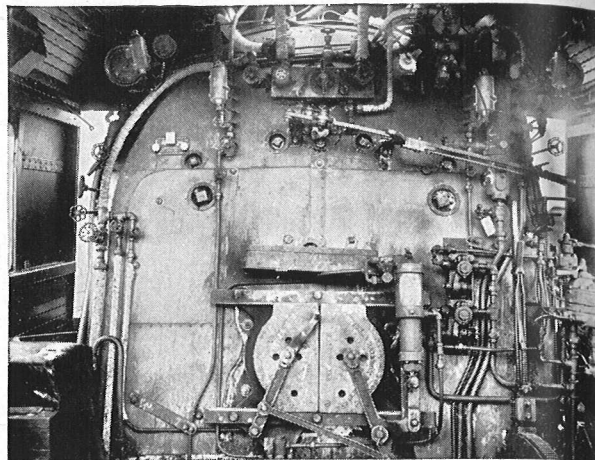
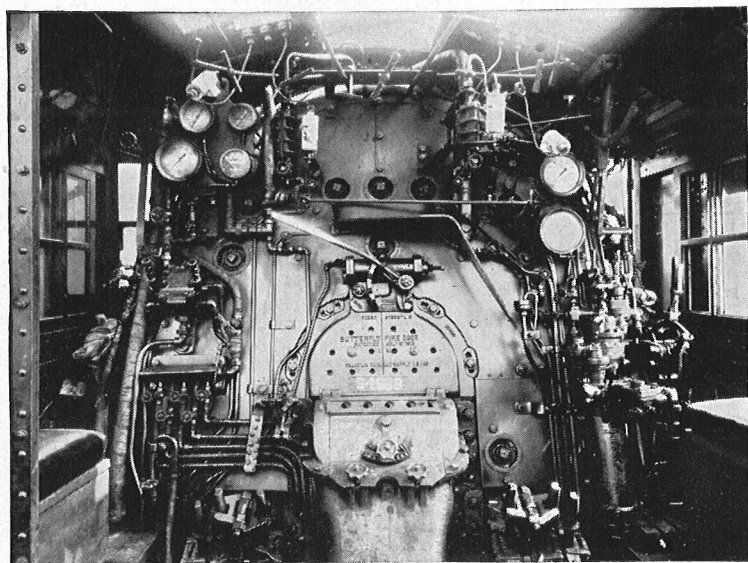


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as MODERN as
the locomotive of
TODAY?

BOILER HEAD OF YESTERDAY



LIKE THIS . . . OR DOES IT DATE FROM THIS?



BOILER HEAD OF TODAY

ARE YOU depending upon the watch of yesterday to meet the greater responsibilities created by the modern locomotive? Many recent improvements make the modern locomotive far excel its predecessor. Your timing service must keep step with this progress. It calls for nothing less than the super-accurate, super-dependable timekeeping of the new ILLINOIS BUNN SPECIAL *ELINVAR* Watch. The 1931 watch for 1931 railroading.

Because the new ILLINOIS BUNN SPECIAL *ELINVAR* supplies the additional safety factor needed in your work. It has overcome the three greatest enemies of accurate timekeeping,—temperature changes, rust and magnetism,—to which other watches are susceptible.

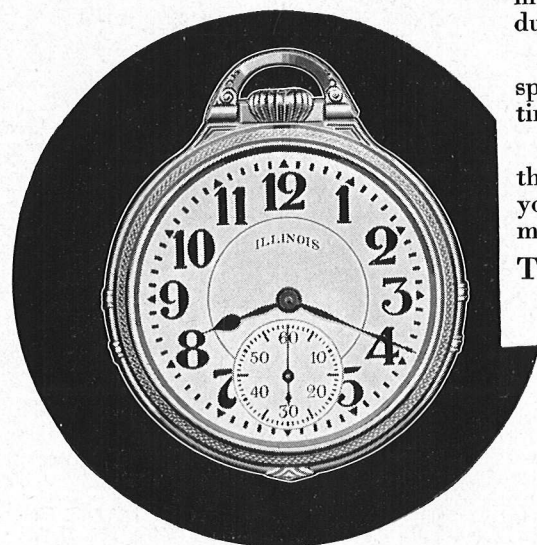
ELINVAR—the wonderful new rustless metallic alloy—is now used in the manufacture of hair-springs for the famous ILLINOIS BUNN SPECIAL *ELINVAR* Watches. This new construction means accurate time in any temperature. Resistance to magnetism from electrical equipment. And reduced repair bills due to replacing rusty hairsprings.

And, of course, it has the exclusive feature of the 60-hour mainspring and Illinois Superior Motor Barrel that gives you accurate time for 48 hours and will run for 60 hours on one winding.

Modernize your timing equipment. Have your jeweler show you the new ILLINOIS BUNN SPECIAL *ELINVAR* Watch and tell you how easy it is to own one. You'll be interested in knowing more about *ELINVAR* from our new booklet. Write for it today.

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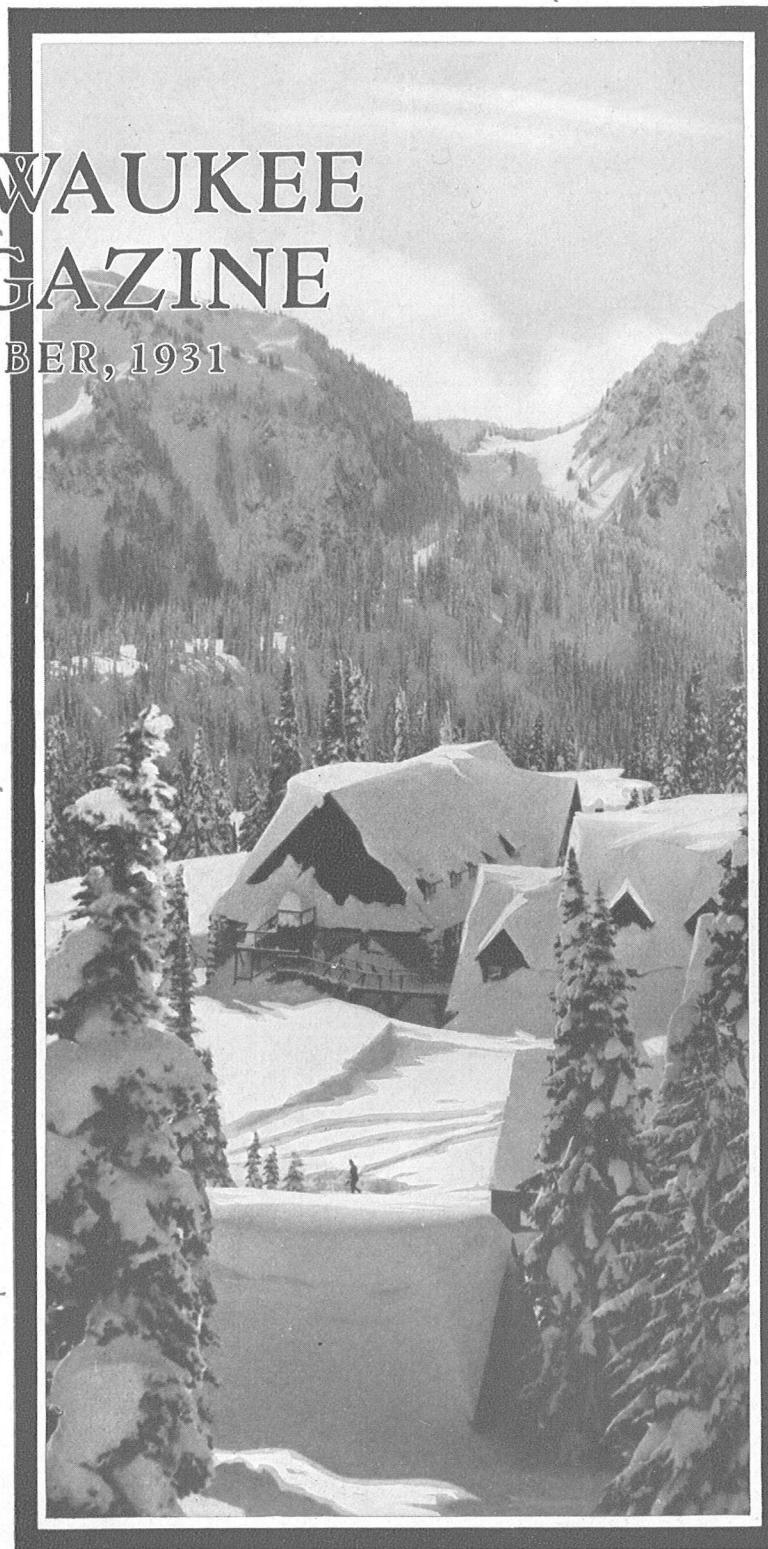


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The
MILWAUKEE
MAGAZINE
DECEMBER, 1931



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

139

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

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Northwest Bancorporation

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MILES CITY, MONTANA

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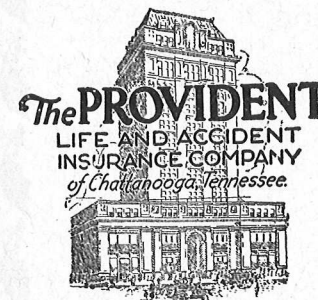
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Trinity



Words with a magic way,
Faith in a sweet old story,
Telling it over today,
The Child and the Star and Mary.

Christmas music and song
Gifts like gold and myrrh
Help when the way is long,
Mary, the Child and the Star.

Beauty of angels' wings,
Lights on a hilltop far
Hark! and the world is stirred,
Mary, the Child and the Star.

Words with a magic way,
Faith in a sweet old story,
Telling it over today,
The Child and the Star and Mary.

—Nora B. Decco



Holiday Greeting



AS another year draws to a close the outstanding fact to me is the fine loyal service rendered by the men and women of The Milwaukee Road. In a period of great adversity there has been no let-down of morale, and each new unfavorable development has been met bravely and without flinching. The spirit of comradeship, always strong on this railroad, has grown in strength. You have not forgotten those, who through no fault of their own, but who, solely because of falling off in traffic, have had their income reduced or cut off entirely. In time they will be back with us—until then we are going to help and take no credit for the helping, regarding it rightly as their due.

The men and women of The Milwaukee Road refuse to be discouraged by adverse conditions. They belong to a fighting clan and they will win this fight. I am proud of this splendid fighting spirit which pervades our whole railroad, and I am most grateful for the unwaivering support which you have given me.

I look forward with confidence to better days, and I wish for you all, including, of course, those of you temporarily absent because of adverse business conditions, and for your families, A Merry Christmas and A Happy and Better New Year.

H. A. Hendrich

President.

A Picturesque Terminal— Marquette, Iowa

Mrs. L. A. Monte

MARQUETTE, Iowa, one of the picturesque terminals of the Chicago, Milwaukee, St. Paul and Pacific Railroad, is due for a little publicity.

"Way back when"—in 1882, to be exact—there were two machinists employed in the roundhouse, namely, John Ecker and Lewis Keen, who had what everyone called "pipe dreams"—that there was a good future for the town. How those dreams have materialized from the days of the wood-burning engines to the monster engines of today!

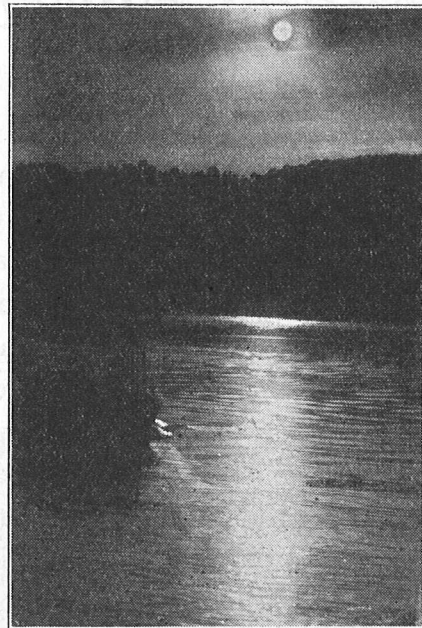
In the "way back when" days the roundhouse was small and stood in the path of floods when a cloudburst dealt a heavy blow, as it did in June, 1896, and again June 1, 1916.

Running zig-zag down through the yards was the historical stream, Giard Creek, named in honor of Basil Giard, who bought this great tract of land on which Marquette and McGregor, a mile south, now stand, from the Spanish government.

It was in 1800 that Basil Giard petitioned the Spanish governor of Upper Louisiana for a grant of this land west of the Mississippi, some 5,760 acres. The records are on file in Madrid, Spain.

Giard died in Prairie du Chien, Wis., in July, 1817, and was buried in the parish cemetery there.

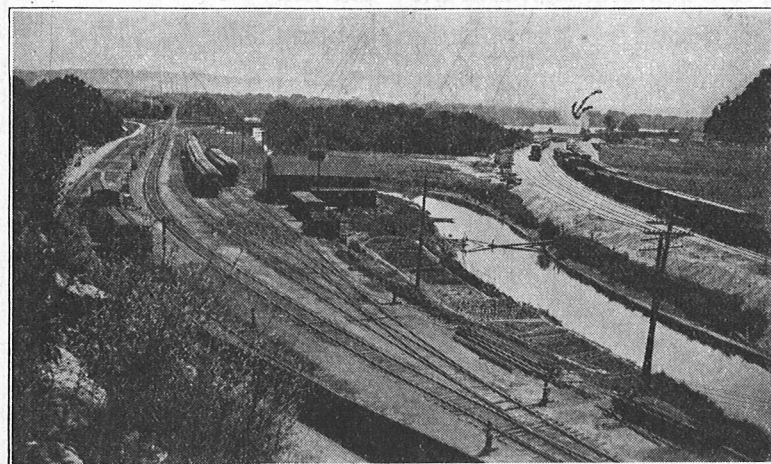
Twenty years after his death the United States government recognized the grant, and titles were given to parties who had obtained land from Giard's heirs. It was the first land title granted in Iowa.



Moonlight on the Mississippi

The son said, "Father, if we cut back part of those hills, use the dirt to fill the slough, from both sources we can add several acres to the farm."

"No, no, son, those hills were made by the Almighty, and they are permanent."



Railroad Yards. Arrow Points to the Mississippi River

So here I give a little of the early history of the railroad terminal at Marquette, Iowa.

The last flood, June 1, 1916, spent its fury on the Milwaukee terminal, causing thousands of dollars damage, but did the officials sit down and say "That is the Almighty's doings, so what can we do?"

A long time ago a father and son were looking over their farm. In the center was a slough, a waste of acres of land. On one side hills that were not needed.

In time the father died, the son added those coveted acres to his farm.

This may be a fable or not, but it leads up to the work the Milwaukee did after the flood of June 1, 1916. They cut back a hill on the north side of the yards to make a flood-proof location for their new modern roundhouse, then on the south side of the yards they cut back foot-hills, and with a big ditcher dug a straight and deep creek bed all the way to the Mississippi River. Then they picked up, theoretically, old Giard Creek, nicknamed "bloody run" years ago by soldiers of Fort Crawford, who found good hunting here, and on an unusually good day killed deer until, as they told it, "the creek ran blood."

The dirt cut from the hills and ditch was used to fill the old creek bed, thus adding many miles of trackage to the railroad yards.

The new work at this time on improvements added a large roundhouse, modern in every respect, with their own electric light plant, company supply store, car shops, water supply, and every department electrically equipped. These departments give work to a large number of men and in these days all recognize that it is the workman and his family who are the solid foundation of a country's wealth; no work means depression.

Marquette Has Many Advantages Educational

A splendid, fully accredited high school with a full quota of competent teachers.

Religious

The Methodist church and its societies while the Catholic residents hold services in the opera house awaiting the future building of a chapel.

A beautiful summer resort, Oak Crest, is being established on the hill at the north side of town which gives the finest views of the beauties of the Mississippi for miles up and down the river.

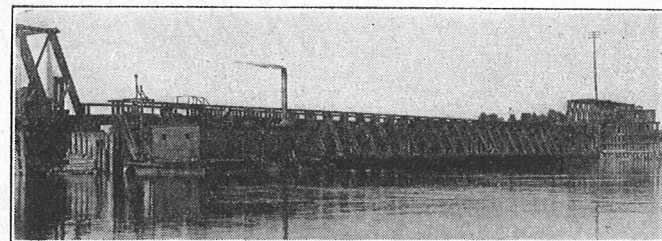
Bridges

An \$18,000 state bridge was built this summer across the historical Bloody Run (Giard Creek) and a pontoon bridge for the railroad crosses the river between Marquette and Prairie du Chien, owned by the Milwaukee company. Later we will write its history.

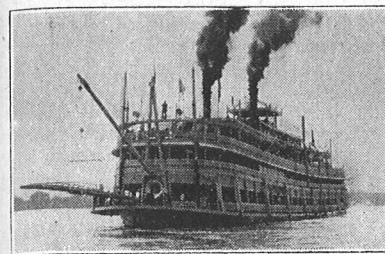
The only suspension bridge to cross the Mississippi is nearly completed and will give auto tourists service at this point.

The streets are all paved and modern facilities are fully enjoyed by the residents.

During the summer this terminal town has been recreation time and place, sponsored by the passenger agents of the I. and D. division and the Prairie du Chien division, who brought excursion trains in from the west and east here, boarding the luxurious steamer Capitol for a day's ride on the river.



The Pontoon Bridge at Marquette



Steamer "Capitol"

A fine passenger depot takes care of the service in this department, as the two waiting rooms and splendid lunch room are always under watchful supervision.

Five grocery stores, meat market, two dry goods stores, a shoe store and repair shop, and a lumber yard furnishing all kinds of building materials.

A fine group of men handle the work in this place, men who know what the word "EFFICIENCY" means and live up to it, and their work is so recognized by the company.

Hotels and restaurants meet all requirements for good care and good meals.

The Government Fishery

For twenty-five years the government has had a fine fish rescue station here under the management of an experienced man with a good crew who rescue the small fish from sloughs where they are land-bound after the falling of the river. Cars from the Bureau of Fisheries, Washington, D. C., transport these small fish to far inland streams. The work is interesting, and the rescue work has grown to such proportions here that a larger station is to be built by the government.

The Progenitor of the "Milwaukee in Montana"

A Story of The Old "Jawbone Railroad"

Robert Clark

WHEN traveling, now-a-days on one of the luxurious trans-continental "Milwaukee" trains—say the Olympian, supplied with even a soda fountain, I often recall train travel as it was when I first came out to this Rocky Mountain section twenty-six years ago.

One of my first trips at that time was on the "Jawbone Railroad"—so called, as I was told, because it was financed by a man whose only personal capital was his persuasive powers of argument. This road ran from Lombard to Lewistown. Lombard was not a town, hardly a community; a few cabins and a hotel kept by a Chinaman, well known throughout the state by the name of Billy Kee. The place to me, as a recent arrival from the hand-made scenery of "The East," was scenically beautiful—a pocket in the cliffs, with its opening facing directly upon the close-by Missouri River. The only time that a horse-drawn vehicle ever got into the place was once when a drunken man drove in by mistake on the railroad track, so it was related.

We arrived in Lombard in the late afternoon and as the train did not leave for Lewistown till the next morning, the only, but customary, thing to do was to be Billy Kee's guests over night. An unusually large group was "stopping over." The hotel was filled, but in an annex—a large tent—were several beds. "Mine host" went with myself and two other transients into the tent.

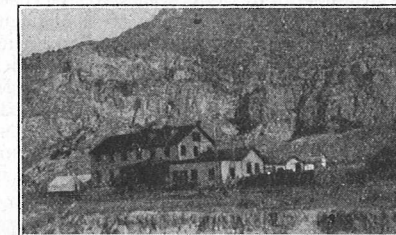
"Can I sleep here?" I asked, pointing to the cot nearest the door.

"Ya, you slip dere," was the answer, and then in the same breath, he said to the other two men:

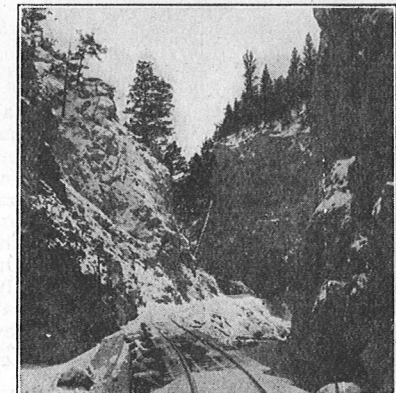
"You slip dere," pointing to the one double bed.

"But we are not together; we don't even know each other," one of them said.

Quick as a flash Billy Kee responded: "Well, get acquainted. You slip dere," and from his order there was no successful appeal.



Billy Kee's Tavern



A Part of the Old "Jawbone Railroad"

The train—an accommodation train—consisting of three or four freight cars and one combination baggage, express and passenger coach, left about 7 o'clock the next morning, and arrived at its further terminus (a distance of nearly 160 miles) about 6 o'clock in the evening. It passed through one of the most charming extents of mountain scenery I have ever enjoyed; and I had no regret when in one place the engine could not make the grade, so took the freight cars on up to the next siding, and while waiting for it to come back for the "coach" we walked and played along the stream in this "Sixteen Mile Canyon." Back on the train we sat on the observation platform—the rear platform of an antiquated

passenger car—with our legs dangling from the rear end (of the car!). This must have been a very old road since our Bible tells us that it was "in the beginning the Creator made 'all creeping things.'"

Still later the "Milwaukee" R. R. bought the old Jawbone Railroad, and has been making this canyon ("Montana Canyon" they call it) one of its big advertising assets. The canyon—by whatever name it may be called—is always beautiful, and the smoothly running "Olympian" is more comfortable than the old train, but though I've ridden on the Milwaukee many times, I must confess that my first trip through this canyon will always be a delightful memory.

THE CHICKADEE

W. H. Shafer, Conductor
La Crosse Division

SEVERAL miles north of La Crosse, on the shore of French Lake, in a grove of birch trees, a flock of chickadees have for a number of years made this grove their winter quarters.

These little feathered creatures have a habit of clinging to the side of a tree head downward. They will circle a tree in this fashion with quick little hops and going down head foremost gives them an opportunity to see bugs and insects that may have chosen the loose bark on a birch tree for protection against winter weather.

This little bird, also known as the titmouse, not larger than a sparrow, blue-gray in color, with a still bluer stripe back of his eyes, that nearly circles his head; a blue spot on his wings and a long pencil-shaped tail, is a relentless foe on all kinds of vermin that cling to the inside of the bark of a tree for shelter.

My first experience with these little fellows was quite thrilling. I skated past their rendezvous one afternoon and while passing they left their abode and circled about me, chirping their cheery "chickadee, chickadee," and acting quite tame. Some of them came so close as to nearly touch me, giving me the impression that they were hungry. Having an apple with me I cut it into small bits and threw it out to them. They devoured the pieces ravenously. Continuing on my trip they followed for some distance before turning back. The next time I skated that way I took small grain, some bread crumbs and an apple with me. They did not take heartily to the grain, but the bread crumbs and apple appeared to be a luxury for them. I have fed my little feathered friends for the past three winters. Last winter when I visited them they saw me coming and flew out to meet me, not the least afraid. Some of them came so close as to nearly light on my shoulder. The flock consists of fifteen and the unexplainable part of it is they do not increase in numbers. I am wondering if I will find them there next winter.

Bowling Notes

Keep your eye on the gutter and hit the head pin. Some of these newer bowlers seem to keep their eye on the head pin and hit the gutter. It's hard to get over what is best for a new bowler, but we think some should keep the old eye on the gutter, they may do well.

Car Department in the Iron Ore Territory on the Superior Division

M. J. Lacourt
General Car Department Supervisor

DURING the year 1890 this company started hauling iron ore on what was then known as the Milwaukee & Northern Railway, which later was taken over by the C. M. & St. P. Railway, and has been known since as the Superior Division. From the above date and to the season of 1894, shipments were made from the mines direct to smelters by rail. These smelters were located at DePere, Mayville, and Bay View, Wisconsin. Previous to 1891, the loading of cars at mine stock piles was done by hand and shovel. The first steam or power shovel used in this territory was at the Ludington and Hamilton mines during the year 1891. Later, about the year 1894, this company received ore shipments from Iron Mountain, Republic, Champion, Quinnesec, and Groveland mines. After this, shipment direct to smelters gradually decreased in favor of lake shipments.

The operation of mining ore the year 'round and shipping only during the season of navigation, is still being done. Ore mined during the winter is piled in what is known as stock piles, from which it is loaded in cars for shipment during navigation. At that time the C. M. & St. P. had no ore docks of its own, nor did it have access to the lake harbor over its rails. Shipments were made via its line from the mines to Pembine Junction, then turned over to the Soo Line. They handled it over their road to their docks at Gladstone, Michigan.

It was in the season of 1900, however, that this company started after the ore business in real earnest. During that year the company's own docks were completed at Wells, Michigan, about two miles north of Escanaba, located on Little Bay DeNoc. During the same year the railroad was extended into Crystal Falls from a point on the Ontonagon Line, Kelso. Later, this was extended into Iron River. This extension, with its branches, gave the company access to several mines not reached previously. The division point was moved from Iron Mountain, north to Channing, Michigan. The arrangement previously mentioned, of shipping ore via the Soo Line, was discontinued. A new railroad had been completed running from Channing east to Wells, Michigan, known as the Escanaba & Lake Superior Railway. This line was built principally as a logging road by the owners, I. Stephenson, and The Wells Company. A contract with the owners was made, whereby the C. M. & St. P. Ry. would operate ore trains from Channing to our yards and docks at Wells, a distance of sixty-three miles. This arrangement is still in effect.

About this time the new 100,000-pound capacity ore cars started to arrive. Shortly after the new ore cars were put in service, and the opening of the E. & L. S. Line, the C. M. & St. P. purchased four class C-1 locomotives, numbers 496,

497, 498 and 499. These were called the "Battleships," on account of their large size, they being the largest engines on the railroad. The problem was to get them to the ore district where they were to be used. Due to their great weight, it was thought that the bridges and culverts between Green Bay and Iron Mountain, would not carry them. This was solved by stripping the engines at Green Bay. They were hauled in train, and cables were used to pull them over some of the bridges. At last the first one reached Iron Mountain, No. 499, its first trip in service. It arrived hauling a train of ore into Channing with Engineer J. B. Hart at the throttle. This was quite an event and the entire population of Channing turned out to see this monster.

Previous to 1900 our ore equipment consisted of 40,000-pound and 60,000-pound capacity wooden cars. The first consignment of two hundred 100,000-pound capacity ore cars built at Milwaukee Shops, reached the ore district during this season. These were of wooden structure with Barber trucks, and originally equipped with single spring draft gear. Below is a complete list of these and other cars of practically the same construction, many of which are still in service.

Series	Date Built	No. of Cars
25493-25891	1900	200
50001-50599	1901	300
50601-50799	1902	100
50801-51199	1905	200
51201-51699	1906	250
51701-52299	1913	300
52301-53299	1916	500
53301-53799	1917	250

There was a total of 2,100 cars all built at Milwaukee Shops. When they were built, they were considered about the last word in ore car construction. They gave very good service for several seasons, but due to the gradual increase in train tonnage, coal service during the winter, and very little attention in the way of repairs, they deteriorated rapidly.

Previous to 1922 very little in the way of repairs was made during the winter

months. The cars returned and went into ore service in bad condition. Ore trains were being delayed setting out defective cars at terminals, and at all sidings along the line. It was so bad that a pick-up, or hospital train, with carmen, had to be sent on the E. & L. S. about once a week to bring in the cripples to the repair tracks.

Train tonnage had gradually increased from about 2,500 tons in 1900, to 5,360 tons (80 cars) in 1922. We were up against the proposition of either cutting down tonnage or reinforcing these cars by practically rebuilding them, if we expected to get trains over the road. Eventually a rebuilding program was started to reinforce and strengthen these cars, but on account of all the equipment being needed during the ore season, and being used in coal service during the winters, and other interruptions, the work was retarded. However, a gradual improvement was made which reflected in better operation. It required several years to complete the work.

Previous to the rebuilding and reinforcing, a train of 80 cars seldom got over the road without setting out one or more cars, and with considerable delay to the train. After the cars had been given the needed attention, train tonnage was increased. Heavier power could now be used, and in 1926 L-2 power replaced C-5. Train tonnage increased from 5,360 tons (80 cars) to 6,700 tons (100 cars), then gradually to 8,040 tons (120 cars). The setting out of cars became a rare occurrence and did not exceed three or four cars the entire ore season.

With the advent of the year 1928, the most pronounced improvement, so far as equipment was concerned, occurred. Dur-

Lbs. Capacity	Trucks	Draft Gear
100,000	Barber	Single Spring
110,000	Barber	Dayton
110,000	Barber	Dayton
110,000	Barber	Dayton
110,000	Barber	Dayton
110,000	Bettendorf	Farlow
110,000	Bettendorf	Farlow
110,000	Bettendorf	Farlow

ing this season the first consignment of new, all-steel, 70-ton capacity ore cars were placed in service. The following two seasons, additional cars of the same type were added. There is a total of 800 of these cars now in service. They are undoubtedly the best ore cars built, and are considered so by mining, dock, and railroad men. Since these cars have been placed in service, tonnage has increased to 10,020 tons per train.



Part of the Machinist and Car Forces at Marquette in 1915

The Columbia Highway Scenic Playground of Oregon

W. D. Severance, General Agent's Office,
Portland, Oregon

DEAR EDITOR:

Yes, I'm guilty as charged. It has been a long time since you have heard from Portland, and I'll have to admit that it was Mr. Gillick's message in the August issue that reminded me of my neglect.

As you know, it is pretty hard for an off-line agency to send in newsy items, so this time I am going to tell you all about Portland and that wonderful Columbia River Highway that we have out here in Oregon.

Portland, the Rose City, is located on the Columbia River, at the mouth of the Willamette River and 110 miles from the Pacific Ocean. It is about 185 miles south of Seattle and 770 miles north of San Francisco. The climate is equable, with no extremes of temperature. No tornadoes, electric storms, and scarcely any snow, with an average rainfall of 45 inches—the same as New York.

Portland is the greatest lumber manufacturing city in the world, and in the state of Oregon is about one-fifth of the timber in the United States. Portland ships more hops than any city in the world, and most of the grain produced in western Washington, eastern Oregon and Idaho is handled through the port of Portland.

Each year there are about 2,000 ships entered and cleared from this port, their tonnage aggregating about 7,000,000 tons, and it is conservatively estimated that millions of dollars are spent in Portland in connection with the handling of these vessels. Portland is the leading flour and apple shipping port on the Pacific Coast.

There is no better drinking water in the world than that of Portland. It is absolutely pure mountain water, 52 degrees cold in the warmest weather. There are seven high schools, about 75 grade schools, one high school of commerce, one boys' and girls' polytechnic school, five special schools, 85 private schools, academies and colleges, and the \$3,000,000 endowed Reed College; 288 churches of all denominations, and the largest Y. M. C. A. west of New York. The population of Portland is about 375,000.

There are many, many scenic points within the state of Oregon, and not far from Portland. The principal one of these is Mt. Hood, and I will now take you for a ride over the Columbia River Highway and around this beautiful mountain.

The Upper Columbia River Highway, as it is called, includes 91 miles of heavy construction of roadway, tunnels, bridges and retaining walls, which cost Multnomah county alone approximately \$1,500,000 to build.

Leaving Portland for a trip over this highway, you cross the Sandy River at 16 miles. At this point the highway starts

Leaving Crown Point the highway negotiates a figure eight which has eight loops and represents a masterpiece in engineering skill, with its compensating grade of but 5 per cent. This figure eight has one and a quarter miles of road in its 40 acres of land, and its wild beauty of forest and ferns appeals to lovers of nature.

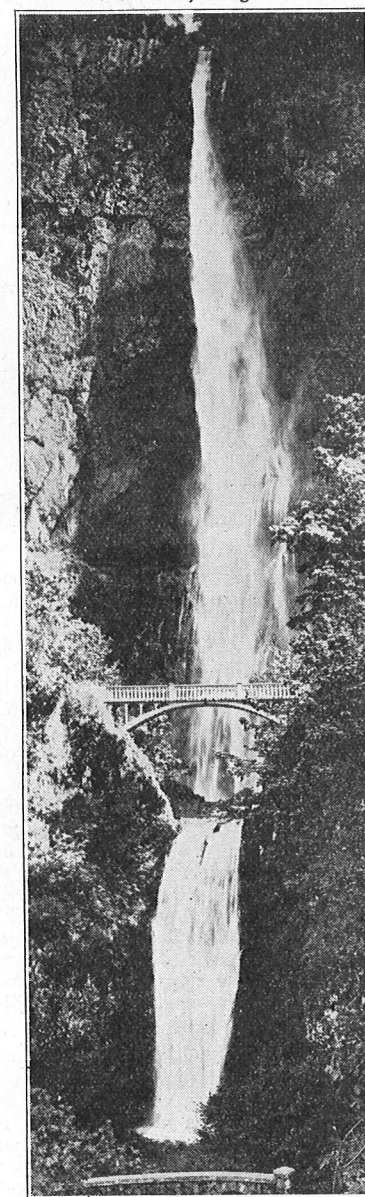
At 28 miles is Latourell Bridge. To the right and partially visible from this bridge is Latourell Falls, with its drop of 227 feet. A trail at the east end of the bridge leads gradually down to the base of the falls, affording a view that's unexcelled.

One mile further on is Shepherd's Dell, and this picturesque spot with its eleven acres of rugged mountain scenery, was presented to the city of Portland by Mr. George Shepherd for use as a public park. Directly east of the "Dell" are four prominent domes of rock, beautiful in their mountain grandeur. "Mushroom Rock," sometimes termed the "Bishop's Cap," is the one around whose base the highway winds. The road bed at this point was hewn from solid rock and made sufficiently wide by cutting into the base of the cliff.

At 32 miles is Multnomah Lodge and Mist Falls. The falls are directly back of the lodge and tumble down the face of the cliff in stages for 1,200 feet.

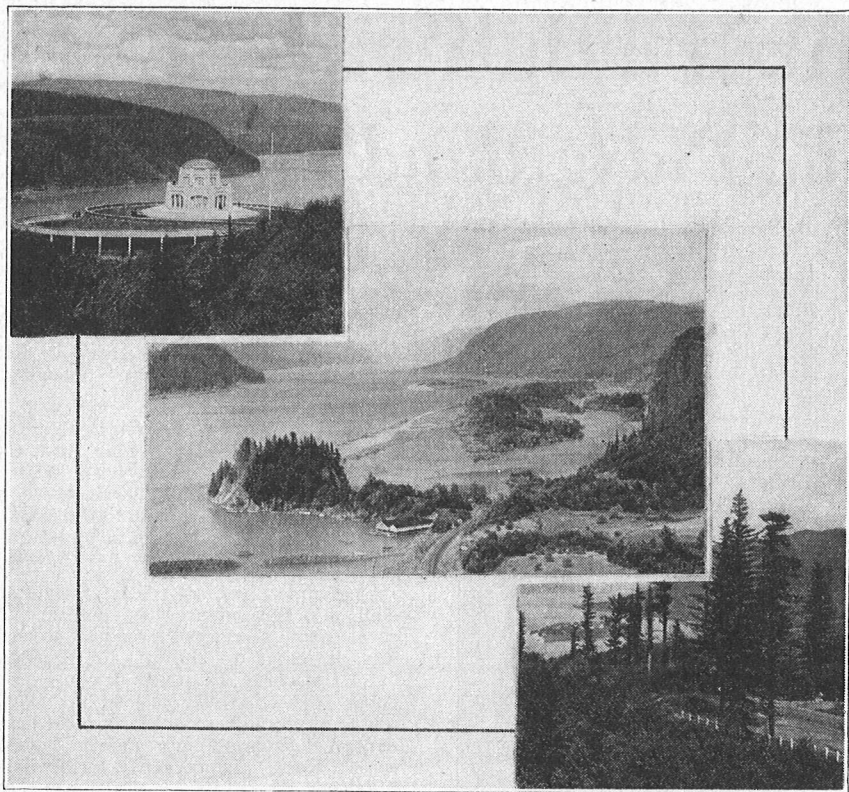
Just a mile further on we come to Wahkeena Falls. A most beautiful mountain stream picturesque in its wild mountain style and visible for 400 feet above the highway. A winding trail at the right leads up to a bridge that spans the stream, from which a fine view of the lower falls can be had. The trail brings you to upper Wahkeena Falls and its rustic bridge. The upper falls is on a trail that leads slightly to the right. Still further up is beautiful "Ghost Falls," and "Look See Point," the latter being a favorite spot for resting and lunching. A short distance further on is where the "Wahkeena" trail intercepts the main "Larch Mountain" trail leading up from Multnomah Falls. The distance from "Wahkeena" up to Larch Mountain by this trail is about a mile and a half further than via Multnomah Falls, and thought by many to be an easier trail to travel. Wahkeena and Multnomah Falls lie within the boundaries of "Benson Park," the same having been presented to the city of Portland for a public park by Mr. S. Benson, a well known and philanthropic citizen of Portland.

At 33.7 miles we come to Multnomah Falls, a masterpiece of scenic beauty and the largest falls along the highway. The upper falls have a drop of 541 feet and the lower of 69 feet. A short cascade flows between the two falls and is spanned by the "Benson Bridge," from which a magnificent view of the upper falls can be had. At the farther end of the bridge is a trail that zig-zags up to



Multnomah Falls

to wind along the high bluffs of the Sandy River. At Chanticleer, which is 24 miles from Portland, there is a promontory 890 feet high, which affords an excellent view of the Columbia River and "Rooster Rock." At 26 miles is Crown Point, and the Vista House. Here one can get a magnificent view of 25 miles east and west of the mighty Columbia River. To the north lies the beautiful landscape of the Washington shore, backed by mountainous scenery. The Vista House on the summit of the crest was erected as a memorial to pioneers and is a resting place for highway visitors.



Scenes on the Columbia Highway

the bluffs directly over the falls, offering a wonderful view of the highway and the country below.

Continuing along the trail for some distance leads to a point where it intercepts a trail leading around from Wahkeena Falls. A further extension of the trail leads to the far-famed "Larch Mountain," whose elevation is 4,045 feet and distant six and a half miles from the highway. Many "hiking" parties make the Larch Mountain trip during the summer months, and also the trip over the trail between Multnomah and Wahkeena Falls. There is a lunch room at Multnomah Falls, with lounge rooms that are open to the public, and the Union Pacific Railroad maintains a waiting room there also.

At 36 miles we come to Oneonta Gorge and Tunnel. The highway runs through a tunnel that was cut through solid rock and about a quarter mile up the gorge are Oneonta Falls, with a drop of about 90 feet. The falls can be reached during low water over a rock trail built and maintained by the "Trails Club" of Portland. A delightful spot to stop for lunch on a hot summer day.

A half mile further on the highway passes Horse Tail Falls. These falls are situated immediately alongside the highway and have a drop of 180 feet with a beautiful pool at the base.

At 37.3 miles is St. Peter's Dome, and a mile further on is Dodson. At this place St. Peter's Dome stands out clear and distinct, and flanked by Katani Mountain and Cathedral Point. St. Peter's Dome has never been scaled, and probably never will be without mechanical aid.

Beacon Rock is at 39 miles and directly opposite on the Washington shore stands this stately rock, and it is visible

for miles along the highway. Although familiarly known as "Castle Rock" it is properly termed "Beacon Rock," the name given by Lewis and Clark and now the official name accepted by the government. This rock has a base covering about 12 acres of ground, and its summit is approximately 850 feet above sea level. Mr. Henry J. Biddle, the owner, built a wonderful trail to the top.

At 40.2 miles is McCord Creek Bridge, where the highway visitor gets his first glimpse of the Columbia River fish wheel. To the right when crossing the bridge you will see several beautiful waterfalls tumbling down the cliffs. They average from 50 to 100 feet in height. You will also see the petrified tree standing upright in the clay bank immediately after crossing the bridge on the right-hand side.

Bonneville, 42.8 miles. Swinging down and around the graceful curves of Munra Point, with its gorgeous mountain and river scenery, brings you, directly after crossing Tanner Creek Bridge, to a roadway at the left-hand side, which leads to the government fish hatchery grounds, where ample room for parking automobiles can be found. This hatchery is one of the largest of its kind in the world and affords a most interesting study in the artificial propagation of brook trout and all kinds of salmon, both of which are annually hatched by the millions and afterwards distributed in numerous streams and rivers throughout the state of Oregon.

Eagle Creek, 44.3 miles. Here, right in the heart of the gorge of the Columbia, lies the most favored camping and picnicking spot on the highway. Rustic stoves and numerous tables are scattered here and there for the free use of highway visitors, all under the careful supervision of the United States Forest Re-

serve Service. A forest reserve trail runs up this creek, reaching Wahtum Lake and Chinidere Mountain, distance about 15 miles. This trail, with its gentle grades, offers easy traveling to those who care to view its wild and mountainous scenery and pretty waterfalls. Metlaci Falls at two miles and the "Punch Bowl" at two and a half miles up the trail are worth the journey to see.

At 47 miles we come to Cascade Locks and here in the salmon season can be seen the Indians fishing at the falls in the same manner as did their ancestors, while above them turn the fish wheels of the white man.

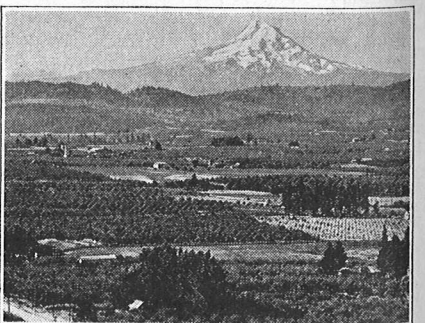
Mitchell Point Tunnel is 61 miles from Portland and this tunnel, with its many windows, is considered to be the most wonderful tunnel of its kind in the world. The famous Axenstrasse tunnel in Switzerland, overlooking Lake Uri, has three windows, while the Mitchell Point Tunnel has five, which give the tourist a fine view of mountain and river. Being constructed on both a horizontal and vertical curve, great care had to be used in blasting and grading the tunnel.

At 64 miles is a beautiful hotel called the Columbia Gorge Hotel, and one mile further on is the city of Hood River. Here is the home of the famous red apple, and a trip up the valley back of the town will be well worth while. Mile after mile of orchards can be seen and in the background, like a watchful sentinel, looms Mt. Hood, its sides covered with snow glistening in the sunshine.

From Hood River the main highway continues on to The Dalles, one of the most beautiful stretches of the whole highway, and then merges into the Old Oregon Trail.

The Dalles is 91 miles from Portland and the name came from the French words "Les Dalles," meaning narrows, and was chosen because of the narrows of the Columbia River at that point.

I hope my story isn't too long for publication, because my thought in writing in detail about the Columbia River Highway was that if all of the Milwaukee employees, especially on the east end, knew about the wonderful scenery out here in Oregon, they would pass this information along to their friends, and once the friends were sold on Oregon, then the selling them transportation on the finest railroad in the world would be an easy matter, because our Olympian makes a direct connection at Spokane. Why, I cannot understand anyone wanting to vacation in Europe when they can avail themselves of the wonderful Milwaukee train all the way from Chicago to Spokane and then Oregon.



Mount Hood and the Hood River Valley

John Costello Reaches Fifty Years of Service

Honored With Banquet at the Hamilton Club

ON November 10th, John Costello, veteran trainmaster of Chicago Terminals, attained the fifty-year mark in his service to The Milwaukee Road. To commemorate the occasion he was tendered a banquet by thirty-five of his friends and associates in the Terminals.

Superintendent C. L. Whiting, of Chicago Terminals, presided at the dinner, during which he fastened on John's coat the 50-year insignia of the Veteran Employees Association and called on most of the old friends present to express their feelings toward the honored guest; all of which they did in no uncertain terms; and as John is and always has been a prime favorite among The Milwaukee family, he listened to many complimentary things which his friends had an opportunity to put across. The progress of the dinner also was interrupted a number of times by friends who ship on The Milwaukee Road and who wanted to know why they, too, had not been asked in for the celebration. They contended they had as much regard and good feeling for John as any of the invited guests, for he had served them faithfully and efficiently for many years.

Mr. Costello was presented with a bound volume containing letters of congratulation from officials of the railroad, including President Scandrett, Vice-Presidents Gillick and Earling, Carl Jefferson, general solicitor; J. L. Brown, general superintendent of transportation; General Managers O. N. Harstad and C. H. Buford; Assistant General Manager, E. F. Rummel; P. C. Hart, C. S. Christoffer, N. A. Meyer, Geo. F. Baker, G. R. Morrison, William Shea, J. H. Killen, T. W. Proctor, L. J. Benson, W. H. Penfield, C. L. Whiting and others.

In making the presentation, Mr. Whiting said: "Before closing, I want to present you with this file of letters that have been written by your friends as a testimonial of the esteem they feel for you. The men represented here are only a small percentage of those who would have been glad to have expressed their sentiments in the same manner."

"I am sure that this will make a nice keepsake for you to refer to during your sojourn in Florida, when you want to recall the many, many friends you have made during your long, happy and useful life."

Three of the letters are given here, by way of giving the feeling expressed in all:

November 10, 1931.

Mr. John Costello, Trainmaster,
Chicago, Illinois.

My Dear Mr. Costello:

I learn that today you round out a half century of service with our railroad.

You have reason to be proud of this unusual achievement and of having made, during this long connection, so many friends for the railroad and among its officers and employees.

I trust that for a long time to come the relations between John Costello and The Mil-



Superintendent Whiting Presenting the Fifty-Year Badge

waukee Road will continue with benefit to both.

With hearty congratulations, and all good wishes,

Sincerely yours,
(Signed) H. A. SCANDRETT,

President.

November 10, 1931.

Dear John:

I am sure it is a happy moment in the life of any man to look back fifty years and realize that he has been employed by one concern in that great span of life. In your case, all of the time has been served within the Chicago Terminals.

You have seen the yards grow from the old cornfield at Western Ave. to Galewood, and to Bensenville, with all of the downtown yards enlarged to hold as many cars as the old corn field itself held.

I am sure that the man beginning a fifty-year term within the Chicago Terminals today would not see the changes that have taken place in your time.

You have been responsible in teaching terminal operation, to more of the officers on this railroad than any man living. I have always been proud that my first education in terminal work was with you.

One of the greatest satisfactions that must come to you is the knowledge that you have put in the greater part of your fifty years in the capacity of a supervisor, and that you have more individual friends in the organization of the Chicago Terminal District than any other one man can ever hope to have.

I sincerely hope that you will be with us for many more years to come.

Yours very truly,

(Signed) J. T. GILLICK.

Seattle, Wash.,
November 5, 1931.

Dear John:

I am glad of the opportunity to congratulate you upon the completion of 50 years of service with this company in the terminals at Chicago.

During all these years you may feel proud to know that the patrons of the company whom you served have been your staunch friends; the employees under your direction have been loyal supporters, and at the same time you have always had the full confidence of your superiors. Such is an enviable record in any service, and especially so in the operation of a large terminal, and I am happy to compliment you upon its accomplishment.

With all best wishes for your good health and many years of happiness, I remain

Yours very truly,
(Signed) H. B. EARLING,
Vice-President.

Mr. J. L. Brown was then called on for a few remarks which covered the presentation to Mr. Costello of a handsome gold watch and chain and a sealed envelope to be given to Mrs. Costello, his loyal companion and helpmate during many years of his service.

Mr. Costello is a native of Illinois and entered the service of the company as a switchman November 10, 1881. His entire service has been in Chicago. He served successively as yardmaster, general yardmaster and terminal trainmaster.

Fourteen Years Old But Still Interesting

Guy E. Sampson

THIS is our December issue of 1931.

While looking over our file of Magazines we ran upon the following which was broadcast in our December issue of 1917. What memories it brings back. To Major Whiting, who after it was all over (except perhaps helping to save the country he helped to whip) the colonel returned as did the most of the boys to which this letter referred. While a goodly number of the boys who read the original letter will also read this, yet some have passed on to receive their reward for the brave work they did during those dark days. Methinks that after 14 years our boys will enjoy reading the verses again as they did over there in the trenches.

To Our Boys Over There

(Taken from page 23, December, 1917, issue, Milwaukee Magazine.)

Dear Major Whiting:

Tell your bunch we're boosting here at home for all the boys on Co. "D," now tearing up the loam somewhere in France, way over there, away from home and kin. To all a Merry Christmas and here's praying you will win.

We're not exactly hoping,

For some way we seem to feel

You'll set those Germans running

When you bare the flashing steel.

But if the fact we're boosting

Brings courage to the bunch,

Just tell them we are rooting

And we know they'll feel the hunch.

Tell me, dear Major Whiting,

Who you're playing now on first,

And who is playing second,

Does the game produce a thirst?

Say, who is that I see on third,

A handsome, stalwart lad?

Sure that fellow playing shortstop

Is a picture of his dad.

Also how many pitchers are you

Playing in this game?

And can they curve the hand grenade

To fool the Germans' aim?

Just mention who's your backstop;

Does his mask dispel the gas?

With that sturdy bunch of fielders

You should coach a winning class.

It's a great big game you're playing,

While the umpire is the world,

He is watching every action,

As the ball of chance is hurled.

We fell you'll win the pennant,

And when the game is done,

Here's hoping that the score board

Shows a Co. D. HOME RUN.

UNION STATION BUILDING, CHICAGO

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

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

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Ernest F. Rummel

IN the evening of November 17th, occurred the death of Ernest F. Rummel, assistant general manager of Lines East of this railroad, after an illness of several weeks in Washington Boulevard Hospital, Chicago. Mr. Rummel had not been in good health since last winter when he suffered an attack of influenza. The immediate cause of death was heart disease.

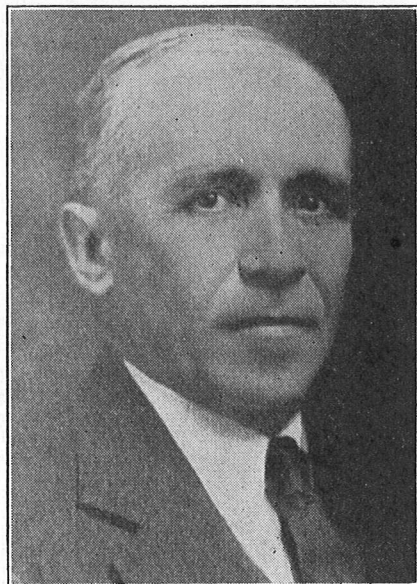
Mr. Rummel was one of the well known figures of The Milwaukee family, having spent his entire life in its association. His father was a Milwaukee employe and he, himself entered its service in 1891, at the age of fifteen years, starting as operator at Eagle, Wisconsin. He continued in this work for several years. In 1898 he was made train dispatcher on the Wisconsin Valley Division and in 1900 came to Milwaukee as agent at North Avenue station, where he remained several years, then transferring to the same position at the Chestnut Street station. He served for a time as chief clerk in the office of the general superintendent at Milwaukee, going from there to the River Division as trainmaster. In 1920 he was appointed assistant superintendent of Chicago Terminals and in 1921 received the appointment of superintendent of the S. C. & D. Division. In 1925 he went to Lines West where he served as superintendent of the Idaho Division and general superintendent at Butte.

In 1927 Mr. Rummel was appointed to the position of assistant general manager at Chicago, which position he occupied at the time of his passing.

Mr. Rummel was one of the fine types of the old "Milwaukee Spirit" in that his entire thought was for the best interests of the company and to carry out which, he never spared himself, being always the leader of the forces under his command. He was a tireless worker and even when his superior officers counseled care of his health, he found it difficult to give up the personal direction he had always assumed.

That he earned and kept the confidence of his superiors in office was evidenced in his steady advancement to the high position he occupied at the time of his going; and had his life been spared, he would undoubtedly have reached still higher positions.

He had always a personal love and care for his subordinates and his passing is mourned by the countless friends he has left behind, all of whom unite in pay-



E. F. Rummel

ing him the tribute of loyal friendship and tender memory.

The funeral which was held in Milwaukee and conducted under Masonic auspices, was very largely attended, and was marked by a great outpouring of sympathy for the widow, Mrs. Irma Rummel, and their son, Earl, and his family, who survive him, and to whom The Magazine tenders the condolence of the entire railroad family. We give him PEACE.

The Public is Interested in the Railroad

BECAUSE the problems now confronting the railroads are largely due to the special interest the public has taken in them in the past.

The public has considered the railroads so essential to the welfare of the country that it has had laws passed during the last 50 years regulating and restricting the railroads in many ways.

Among these regulations are the following:

Legislation placing the establishment of freight and passenger rates in the hands of the Interstate Commerce Commission with a view to a fair return on their valuation as ascertained by this Commission; with provisions for recapture of one-half of any net income over 6 per cent on this valuation.

Legislation requiring the railroads to file and adhere to tariffs covering rates on interstate shipments. No changes to be made without approval of the Interstate Commerce Commission. No discrimination permitted in rates or service.

Legislation providing for the handling of disputed matters affecting wages, rules and working conditions of employes by Boards of Adjustment, and a Board of Mediation appointed by the President.

Legislation governing the working hours of employes in service connected with the movement of trains.

Legislation governing the movement of livestock.

Legislation with respect to train control devices, safety appliances, boiler inspection, reporting of accidents, etc.

Requirements as to accounting methods; prescribing forms showing every dollar earned and spent by each railroad.

Requirement of approval of Interstate Commerce Commission before any rail line can be extended or abandoned.

Requirement of authority of the Interstate Commerce Commission for the issuance of bonds or stock by any railway.

In addition, the various states have passed laws affecting railroads, such as full crew, grade separation, crossing protection, fencing, sanitation, and numerous minor requirements.

Compare this array of restriction affecting railroads with the total absence of Federal regulation of highway commercial carriers and the inconsiderable regulation of these highway carriers by states.

Federal and state regulations of railroads were, of course, considered desirable to prevent discrimination in rates or service, improper financing and unsafe operations.

These matters have been under governmental supervision for many years and the railroads do not complain thereof.

In recent years the situation in the transportation field has changed. Other agencies have appeared and are hauling much traffic that otherwise would move by rail. They are aided in securing this business because of freedom from restrictive legislation and the fact that they are permitted to use, rent free, costly public highways for private profit.

There appears to be no reason why railroads, with their long record of safe and dependable operations, should be subjected to legislative handicaps while their competitors are permitted to do business upon public highways at their own con-

venience, on any terms they choose, often without knowledge of the cost of their service, comparatively free from the regulations imposed upon the railroads.

For years railroad men have warned the public of the consequences sure to follow this discrimination. The consequences have materialized.

Everyone engaged in any line of business will understand that a railroad's cost per ton for hauling a part train load is greater than for hauling a full train load with the same crew, and that the cost per ton hauled on a railroad working at two-thirds or one-half its capacity is much greater than if working near full capacity.

Therefore, a charge that might have been adequate when railroads were doing a maximum volume of business, becomes entirely inadequate when a large portion of its traffic is diverted to other types of carriers; even after the railroads have economized by reducing payrolls and purchases and in every other possible way short of shutting down altogether.

The question has been asked: "Why should the railroads be singled out for special consideration at this time?" The obvious answer is: Because they have been under close governmental supervision and control for many years and, therefore, have not been permitted the freedom of operation enjoyed by other lines of business.

Under these conditions they are justified in calling attention to their situation and asking for consideration by the public that so thoroughly controls them.

The Man Weighed His Cattle Before He Shipped Them

A prominent and prosperous stock raiser and feeder of our community recently shipped 28 head of cattle by rail, 25,360 pounds, shrinkage 590 pounds, or 21 pounds per head.

This man having more than a carload, shipped 8 head of cattle by truck the same date and both carload and truck load was on the market the same day.

The truck load weighed before shipping 7,000 pounds and weighed when sold 6,290 pounds, shrinkage 710 pounds, or 89 pounds per head.

The bulk of his cattle shipped by rail sold for \$8.25 and the truck load sold for \$7.35. He sustained a loss on the truck load, account of shrinkage of \$5.61 per head and also \$7.06 per head loss account 90 cents per cwt. more for the carload than the truck load.

There is also a loss of 47 cents per head, account higher truck rate, yardage commission, etc., making a loss per head of \$13.14 or a total loss of \$105.12 on the truck load this man shipped.

—Niobrara, Nebr., Tribune.

New Train Service

THE new track connection between our line and the joint N. P., G. N., U. P. line to Portland, at Chehalis Junction, was placed in service the first of November and the first Milwaukee train from Tacoma into Longview arrived there Monday, November 2nd, running over our line from Tacoma to Chehalis, from Chehalis to Vader over the point line

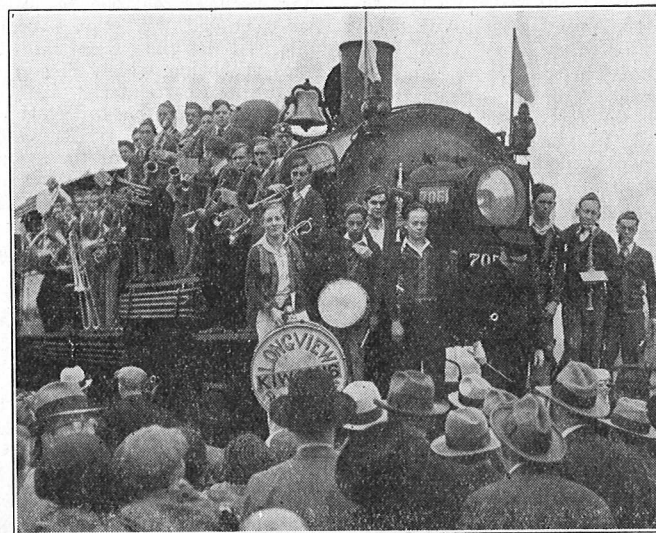
Average Cost of Automobile Operation

THESE figures are taken from Bulletin No. 91, issued by Iowa State College, and are based on detailed cost records covering about 800 automobiles operated in various parts of the United States, and an average of 11,000 miles per year.

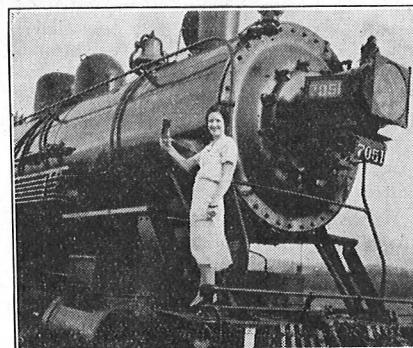
This table appears in the 1931 edition of "Facts and Figures of the Automobile Industry," published by the National Automobile Chamber of Commerce.

The figures indicate that a good many people who think they are saving money by using autos instead of trains may be badly mistaken.

Type of Car.....	Light 4 Average CENTS per Mile	Medium 4 Average CENTS per Mile	Heavy 4 Average CENTS per Mile	Light 6 Average CENTS per Mile	Medium 6 Average CENTS per Mile	Heavy 6 Average CENTS per Mile
Items—						
1. Gasoline at 20c per gal..	1.34	1.14	1.31	1.36	1.52	1.42
2. Oil	.25	.17	.16	.18	.20	.17
3. Tires and tubes	.60	.65	.70	.75	.80	.90
4. Maintenance	1.55	1.90	2.06	1.95	2.14	2.53
5. Depreciation	1.25	1.40	1.57	1.74	2.09	2.57
6. License	.11	.14	.20	.20	.24	.27
7. Garage at \$4 per Month..	.44	.44	.44	.44	.44	.44
8. Interest at 6 per cent..	.27	.38	.55	.55	.71	.87
9. Insurance	.21	.20	.21	.21	.26	.28
Total.....	6.02	6.42	7.20	7.38	8.40	9.45
Av. miles per gallon of gas..	14.95	17.53	15.29	14.68	13.19	14.02



Welcoming the First Milwaukee Train to Enter Longview, Wash.



Miss Marjorie Stith Breaking a Bottle of Columbia River Water on the First Milwaukee Engine into Longview

usual. Following the business meeting in the Club Room, a card party was held, there being prizes for high scores.

The Chapter has asked for donations of prizes to be used throughout the year at parties of this kind, and it is hoped that the call will meet with a generous response.

Plans are well under way for the Card Party and Dance to be held December 4th to raise money for Christmas baskets. Attention is called to the Open House Party held the day before Christmas for members and friends of the club.

Union Station Chapter Vera G. Snapp, Historian

NOVEMBER 3rd was the regular meeting night of the Union Station Chapter. Dinner was served in the Harvey lunch room as

Changes and Appointments

EFFECTIVE November 1st:

The position of general superintendent of the Middle District was abolished. Mr. D. W. Kelly was appointed general superintendent, with headquarters at Milwaukee, with direct supervision over the following territory: Milwaukee Terminal Division, Superior Division and Madison Division.

Superintendents C. E. Elliott, E. A. Meyer and J. A. MacDonald will continue with their headquarters as at present, and with such duties as may be assigned to them by Mr. Kelly.

The positions of trainmaster on the Superior and Madison Divisions are abolished.

The position of assistant superintendent of Milwaukee Terminal Division is abolished.

Mr. M. T. Skewes was appointed assistant superintendent of the La Crosse-River Division, First District, with headquarters at La Crosse.

The territory heretofore operated as the Wisconsin Valley Division was merged with the La Crosse-River Division. Mr. B. F. Hoehn was appointed assistant superintendent, with headquarters at Wausau.

The position of general superintendent of the Northern District was abolished.

Mr. C. S. Christoffer was appointed general superintendent, with headquarters at Minneapolis, with direct supervision over the Twin City Terminal Division and the Duluth Division.

That part of the Sioux City and Dakota Division including branches, north and west of West Yard, Sioux City, Iowa, was merged with the Iowa and Dakota Division.

That part of the S. C. & D., between Manilla and West Yard, Sioux City, also the Des Moines Division, was merged with the Iowa Division.

Mr. B. F. VanVliet was appointed assistant superintendent of the Iowa Division, with headquarters at Des Moines.

Mr. F. T. Buechler was appointed assistant superintendent of the Iowa Division, with headquarters at Sioux City.

Mr. F. R. Doud was appointed trainmaster of the I. & D. Division, with headquarters at Sioux Falls.

Mr. W. J. Hotchkiss was appointed trainmaster of the Iowa Division, with headquarters at Marion, vice M. J. Skord, assigned to other duties.

The positions of trainmaster at Sioux City and Mitchell are abolished.

The position of trainmaster on the Terre Haute Division is abolished.

Mr. G. H. Rowley was appointed trainmaster of Milwaukee Terminal Division, vice Mr. J. J. Crowley, assigned to other duties.

Copper Pennies Still are Useful

ONE will purchase a postal card, a stick of chewing gum, determine your weight, or pay the carrying charges on the average ton of freight for a full mile. By rail, of course.



Wisconsin University Football Squad Arriving in Chicago Over The Milwaukee

A recent month's statement of earnings discloses that the Milwaukee Road has averaged less than 1 cent per ton mile. At this time, when railroad freight rates are being widely discussed, this is interesting, particularly so, when it is considered that the railroads own their rights-of-way and tracks, and out of their earnings pay for the upkeep, transportation expenses, and taxes which are used for the benefit of the residents in the communities served by the railroads.

The railroad penny goes a long way.

Nothing New In This Story

A middle aged gentleman was released from the Deerfield (Ill.) jail last week. He had used a new 5-ton truck to run through a stoplight, smashed into an auto, caromed into and knocked over a signal post and narrowly missed a crowd of school children.

Yes, he had no insurance. One thousand dollars was all he could get together and he had used that as a down payment on the truck. So the insurance had to be passed up.

He was making his sixth round trip as a truck operator between Milwaukee and Chicago, and so far had been unable to collect anything from shippers for his services, so he said.

The citizens of the village, including a number of families who depend on the railroads for a livelihood, did the honors for four days. The middle aged gentleman was comfortably lodged at their expense and dined at their expense. And the crossing signal, costing \$225 was replaced at their expense. The mortgaged truck wasn't much good to the villagers as payment for the damage he caused, so the middle aged gentleman drove away in it. Doubtless he is still driving it—irresponsibly, without insurance, hauling business that the railroad people would like to see their companies handle.

Ho, hum! There's nothing new in this story.

Miles City Chapter

Mrs. W. H. Wise, Historian

PLANS for an evening party "bridge" on November 9th were discussed and decided upon at the regular meeting October 23rd. Mrs. C. A. Nummendor, president, was elected to attend the annual meeting of the organization in Chicago, November 20-21.

Booklets of tickets for the sale and raffling of the pieced quilt donated by Mrs. Guidice, were given members to sell, and the quilt will be raffled at the regular December meeting.

Eleven dollars and five cents were cleared on the October party, and the October rentals amounted to \$25.00.

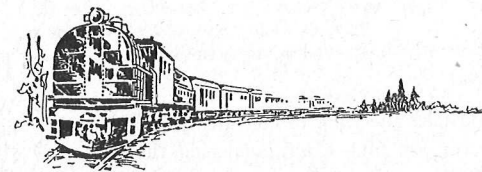
Milwaukee Employees Pension Association Members Entered on Pension Roll October, 1931

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

Name	Occupation	Division or Department
John H. Anderson	Switchtender	Chicago Terminal
Aron Bergstrom	Labor Foreman	Minneapolis Shops
Wenzel Blaschke	Gang Foreman	Tomah Shops
Thomas Broderick	Section Foreman	Iowa and Dakota Division
Charles T. Brose	Painter	Dubuque and Illinois Division
George Clemmer	Pumper	Iowa Division
Mark Davis	Boilermaker	Minneapolis Shops
John Feuerstein	Machinist Helper	Tacoma Shops
Thomas Gorman	Pipefitter	Tacoma Shops
John W. Hausauer	Special Officer	Police Department
Andrew Johnson	Section Foreman	S. C. & D. Division
Fred Johnson	Section Foreman	Lacrosse and River Division
John J. Killian	Machinist	Milwaukee Shops
Garrett H. Kings	Laborer	Iowa and Dakota Division
William F. Luckow	Cupola Foreman	Milwaukee Shops
Charles Mudway	Machinist Helper	Milwaukee Shops
James Novotny	Sheet Metal Worker	Milwaukee Shops
Eugene M. Packard	Conductor	Kansas City Division
Timothy Ryan	Lumberman	Minneapolis Shops
Frank Swiatek	Laborer	Milwaukee Shops
William Walz	Machinist	Dubuque and Illinois Division
William Wells	Section Foreman	Madison Division
Michael Wingert	Carman	Dubuque and Illinois Division

C. W. MITCHELL, Secretary-Treasurer.

Chicago, Milwaukee, St. Paul and Pacific Railroad Company



COOPERATION and FREIGHT CLAIMS

The courteous, efficient and expeditious handling of claims for loss and damage to freight or other property is a goal toward which we are constantly striving, and while the results are encouraging, much remains to be accomplished.

Where for any reason property is damaged or destroyed while in our custody, the co-operative effort of every officer and employe concerned is necessary to insure a prompt and amicable settlement, thereby creating on behalf of complainant a feeling toward the Company that is invaluable.

The adjustment of such claims must necessarily be based on information provided by the employes and division officers; therefore, when furnishing reports on requests from the Claim Department, the measure of their accuracy and completeness frequently means the difference between a prompt payment and a satisfied patron, or the only other alternative, a delayed investigation, and in the end a dissatisfied customer.

(Contributed by C. H. Dietrich, Freight Claim Agent)

J. D. Finnick

Vice-President.

Chicago, Ill., December 1, 1931.



ACCIDENT SAFETY FIRST PREVENTION

TO ALL EMPLOYES:

I want to take this means of extending my best wishes to you for a Merry Christmas and a Safe and Happy New Year.

As the year draws to a close you should take the time to consider just how safe an employee you were in the past, and in case you find, after pondering the subject, that there were times when you took a chance and perhaps barely escaped injury, resolve now to refrain from such practices in the coming year.

Much has been said about the carelessness of some employees and I am sure that all of those remarks have been justified. Carelessness is the offspring of thoughtlessness for, when you do not think about what you are doing and how you are doing it, you are careless, therefore, you should make up your mind that when handling your work during 1932 you will keep your mind on what you are doing. Be on the alert with safety foremost in your thoughts and then I am sure you will not be involved in a personal injury accident. It has been proven that cool, methodical common sense action is necessary in order to prevent personal injuries. You can obtain much valuable information along those lines by regularly attending the monthly safety meetings, and in making your New Year's Resolutions, that is one you should include. It should not be necessary to plead with men to refrain from injury, and after due consideration, you surely will agree that that should not be necessary in your case, but that you will, on your own initiative, become an ardent believer in the Accident Prevention movement and do your utmost, not only to perform your work safely, but to voluntarily advise your fellow worker to do likewise.

I hope that you will seriously consider my comments regarding your safety, and again extending sincere wishes for a Happy Yuletide, I am

Sincerely,

M. J. FLANIGAN,

Manager, Safety Department.

Some Idaho Division Records

(1) Foreman Guy Chimenti, Plummer, started as Foreman, May, 1920. Worked an average of 3 laborers. Never was injured, and not any of his men had any lost time injuries.

(2) Paul Chimenti, Foreman, Rosalia, Wash. Started as foreman April, 1915. Worked an average of 4 men. He was never injured and not any of his men.

(3) William Garrey, Foreman, Pandora, Wash. Started as foreman, March, 1911, and never was injured. Worked an average of 3 men. One man was injured in 1918 and lost two weeks. Had no other injuries.

(4) William Brown, Foreman, Tekoa, Wash. Started as foreman, April, 1914. Worked an average of 3 men. Never was injured and not any of his men.

(5) James Hendrickson, Foreman, Lotus, Idaho. Started as foreman, November, 1913. Worked an average of 3 men. No accidents since 1920, to himself or any of his men.

(6) Henry Vogel, Foreman, St. Maries, Idaho. Started as foreman, November, 1909. Worked an average of 6 men. Never was injured and no men injured since July, 1927.

(7) Wm. Conover, Foreman, Sorrento, Idaho. Started as foreman, September, 1917. Worked an average of 3 men. He was never injured and no men injured since 1924.

(8) Peter Franco, Foreman, Sherwin, Idaho. Started as foreman, May, 1924. Worked an average of 3 men. No injuries to himself or any of his men.

(9) Clarence A. Taylor, Neva, Idaho. Started as foreman, April, 1925. Worked an average of 3 men. No injuries to himself or any of his men.



Safety Always

W. Cheek

LIFE is a game, and they who take too many chances lose it sooner or later. While it is true, that if we venture nothing, we reap the same little amount, still it is better to play safe and lie low, and not trust to the mere game of chance. For how often the "Safety First" rule of life is spurned or rudely shoved aside; so does the violation claim its victims. Read the daily papers, or take your stand on some busy city corner, or attend the court sessions of some of our large American cities, and see for yourselves the penalties inflicted on those who condemn the "Safety First" rules.

Gentlemen, the fewer chances we take, the greater the opportunity we have of prolonging our lives. We cannot afford to take chances. We cannot afford to be careless, for the dangers to limb and life and to our body are too great. In these days of hardships and depression our jobs are worth too much to your families and to yourselves to risk them for such a trifling thing as "just a chance." Attention to the little, I might say almost insignificant rule of Safety First should be esteemed and heeded by you. STOP—LOOK—LISTEN before taking a chance. Drive slow when it says so. Before looking for the gas with such a thing as a match, think of Safety First and use a flashlight. Imitate the wise mother—take no chances, not even for a minute, but always be careful and then you will be safe.

Mottoes are recognized as a practical outgrowth of universal common sense, and only the foolish can afford to despise them. We lightly excuse these poor individuals for their ignorance. We pity them for their folly.

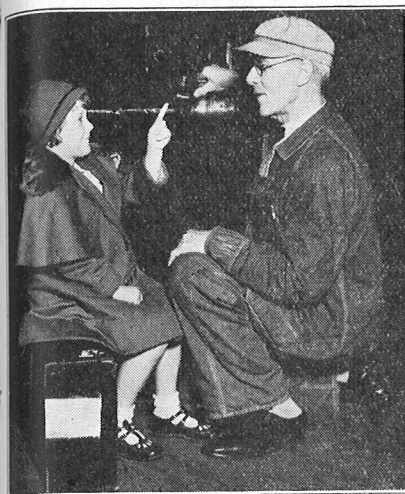
The signs we see around us on our daily trips through the cities and highways of this country are a constant reminder of being careful—being SAFETY FIRST. We are warned to drive slow—to stop, look, and listen, to take the curve slowly—and a thousand and one other caution signs greet us everywhere. The popular proverbs which we quote so freely in our conversation remind us of the little rule of being careful. You know that often "a stitch in time saves nine" and that—even in time of dangers—"an ounce of prevention is worth a pound of cure." Being careful has its own reward for the individual's safety.

Look at the result of one man's carelessness—For not observing a little sign of Safety First, the boiler explodes, the engine is hurled into a thousand splinters, hundreds of lives in an instant are swallowed into the jaws of eternity.

Gentlemen, be careful. It's worth it. You owe it to the company. You owe it to yourself. You owe it to your families. When you have an accident you injure the company. When you have an accident you injure your family. When you have an accident you injure yourself.

Finally, in closing, if you wish to live long, to live happily, take no chances, but first and foremost, let the principles of SAFETY FIRST be your guide and your friend.

She's Telling the Engineer



RECENTLY a small lady of Seattle, Miss Alice Conold by name, and four and one-half years of age, set out from Seattle on The Olympian to make the journey to Chicago en route to the home of her parents in Ohio. Alice was under the care of the Travelers' Aid, who looked after her throughout the journey, sending telegrams regularly to her parents. Now nothing gives a real railroad man greater pleasure while in the conduct of his duties than to see that little travelers, particularly the lone ones, have a fine trip and are supplied with all the requirements for a joyous journey. Alice was no exception to this rule and in this picture we have Alice instructing Engineer Otto J. Christensen that there must be no jolts or jars to disturb her rest, and Otto was promising all that she demanded. And there is no question that the ride was smooth and safe with this loyal engineer in charge of the big bipolar locomotive that pulls The Olympian over the Coast Division.

Mr. Christensen is an old-timer in the service, which he entered in February, 1882, at which time the line west of Marion to Council Bluffs, Iowa, was being built. In July of the following year he transferred to the Mechanical Department, working as wiper.



No Accident To Himself or Fellow Workmen

Thos. McCaull

HERE is a picture of one of the yard switch crews working in Seattle Terminal. Reading from left to right, they are:

Engineer Thos. McCaull, service date, August, 1903;

Fireman Tom Moreland, service date, March 3, 1910;

Switchman Joe Andrews, service date, 1886;

He later became a caller and then a machinist helper, later firing a switch engine at Van Horne, Iowa. In January, 1883, he was given a job of firing a road engine out of Van Horne, performing such duties until September, 1887, when he was promoted to hostler and night roundhouse foreman at Van Horne. In February, 1888, he was promoted to engineer and has been serving in that capacity ever since. He transferred to Lines West in the early construction days and is the oldest engineer on the Coast Division running electric engines pulling "The Olympian" between Tacoma and Othello, Washington.

There is nothing that gives Mr. Christensen more satisfaction nor anything which he prizes more highly than his record of no reportable injuries to himself or any employees or passengers on the trains which he has handled, and in his own words he points out: "Safety First has always been my first consideration."

"Otto," as he is known by his many friends, is a great lover of children and he was very happy to discuss with the young lady pictured with him, the advantages of traveling over the Milwaukee. He is one of the best known and most respected engineers on the railroad.

He Plays His Hunches

Otto believes in "hunches." He has been pulling fast trains for forty-four years and has never had an accident. Says Otto: "I stuck by the rules and in an emergency I played my hunch." He did have a close call back in the Iowa days when, he said, he had a hunch that something was wrong. The track was clear but the friendly hunch persisted in staying by him, so he stopped the train and found around the next curve, a mixed train carrying a lot of passengers, stalled on the curve.

He also tells a story about hauling Sarah Bernhardt, the great French actress, and earned her effusive thanks in her own language, which he could not understand, and a kiss, understandable in any language, together with a ticket to one of her plays. He said he was sorry he could not have gone to the play.

Switchman Ray Warnock, service date, July 27, 1911;

Yard Conductor Edw. Moore, service date, December 7, 1909.

During all their years of service, these employees have never been injured while on duty nor have any of the employees who worked with them suffered injury.

"Have been in the service of the C. M. St. P. & P. since August, 1903, as fireman, was promoted to locomotive engineer July 6, 1908, on Kansas City Division at Ottumwa, Ia.; left Ottumwa August 15th, transferring from the Kansas City Division to the Pacific Coast, then called the new extension of C. M. & St. P. Ry. It is a long story when all told, but it was out in the 'wild and woolly west' where we were headed for. We went via Milwaukee, Wis., there we were given engine 2031 to bring out for the construction work, which we delivered under its own steam.

"We started in at Plummer, Idaho, on September 11, 1908. Of course, we had our ups and downs and things were very discouraging to us then, because we were not accustomed to that sort of living. This is what we might call it, roughing through, and I might add, too, sometimes I thought it was mighty tough. Of course, now I look back over past history of our construction work and I get a great kick out of it. We detailed ourselves to do anything that happened to be needed to be done, as a matter of fact, I have helped fix up bad places in the track in order to get over it before the track crews ballasted up, and various things that had to be done under the line of construction. Since those days have gone and after the passenger runs were inaugurated in the year of 1911, the largest part of my time I have been pulling passenger up to the past 30 days. I have temporarily taken the switch engine in Seattle Yard. On top of this, I want to state not a single accident to myself or fellow workman have I had."

A Fine Record for this Crew



WE have here a picture of Telegraph Foreman D. Boss and another showing Mr. Boss with his present crew working on the Northern Montana Line of the Rocky Mountain Division.

Mr. Boss has been a foreman since 1914, and with an average force of 15 men in his crews has never had a lost time or reportable injury. The present crew pictured here has a nice record of no injuries. This crew is well posted on the safety rules and Mr. Boss makes it a point to keep them that way, which accounts for their good record.

Let Us Both Be Careful

J. La Tronch, Section Foreman
New Albin, Iowa

AS I pondered these words in my heart, I felt it was a wise word expressed in a wise manner; For do we not all need to be careful? Careful in our thoughts, with our words, in all our acts; Are not lives lost every day for lack of carefulness; Are not hearts wounded and grieved daily because someone is not careful? But it is not enough for me to tell my neighbor to be careful, Nor for my neighbor to tell me to be thus; We must both be careful.

The Paramount Issue

Carl W. Fogle, Engineer
Superior Division

SAFETY FIRST, the paramount issue in the eyes and minds of every railroad worker, is the "Star in the East," which guides us through our daily routine of work back safely to the loved ones at home who are anxiously waiting our safe return. It should be before our eyes and minds at all stages of the game, never relinquishing for a moment the thought that we are the ones who must not only look to our own safety, but to the safety of our fellow workmen as well, and insist that they live up to the rules laid down to us by our employers in regard to Safety First. The engineer who starts his engine without first looking ahead and ringing the bell to make sure that everything is safe, is not only violating one of the most important rules of safety but is jeopardizing the lives of his fellow workmen as well.

I recall a good many years ago when our old master mechanic, Mr. N. S. Kimball, who was in his eighties, called us into his office for what was called the six months' examination of the firemen. One of the first questions he asked us was this: "What would you do when the engineer is ready to start the engine?" All you old-timers know the answer. It is the same as I spoke of previously. Safety First was not thought of then as it is now and I firmly believe that that was one of the stepping stones in the making of the Safety First movement. That man over eighty years old had the thought of safety uppermost in his mind when he asked us all that question. Simple, but what a world of meaning in it.

A great amount of credit is due the railroads for the reduction in accidents that has been made during the past several years to employees and property. Let us all do our utmost to continue the good work. It is a regrettable fact that while we are making progress in this line we are falling behind in another. I refer to the number of automobile accidents. This, I think, is the most serious problem we have to contend with at the present time. We have our sane drivers of the auto, and what I call the careless ones. When you see a person coming down the highway with their car and they slow down at a railroad crossing and look both ways to make sure the way is clear before proceeding, you have what I call a sane driver, be it man, woman or child. On the other hand, when you see a driver coming at full speed toward a crossing and he or she sees a train coming, possibly a passenger train at full speed, step on the gas and race to see who is going to make the crossing first, and almost invariably it is the train that reaches there first, the driver of the car knocked out into the field somewhere and possibly pays the penalty with his or her life, or there is a chance that they may slip by the crossing by the skin of their teeth and turn around and laugh at the engine crew, that is the careless driver and to my notion should never be allowed a driver's license. They have no regard for the lives of not only the ones who have, as passengers, entrusted themselves in their care, but for themselves also.

It may be interesting to know that more than 32,500 lost their lives in auto accidents in the past year. This is the highest number in any one year since the auto came into use.

962,000 were injured in the same manner and most of them seriously. A great many of these were due to the fact that they ignored the warning of the flagman stationed there for their protection, by running by the stop sign he carries in his hand. He not only holds this sign in his hand, but many times waves it at the driver to increase the warning, but the driver keeps on coming, for he is the one who knows it all, only to find out he is not so smart as he thought he was after he has collided with the car or engine.

Safety Rules

I hope you fellows won't forget
The things your foreman said,
When he handed you the rule book,
With the cover colored red.

You're going to be examined,
So you'd better have a look,
And understand the safety rules
As printed in the book.

For these are not a bunch of rules
That some one dreamed at night,
They're taken from experience
And we're pretty sure they're right.

We realize that lots of men
Were injured with the tools,
Who really never would have been
Had they but known the rules.

And many a man is blotted out
And has been laid away,
While if rules had then been known
about
He would be alive today.

Safety First has come to stay,
You needn't try to beat it;
You'd better learn a rule a day
And never try to cheat it.

coming over the crossing. To my mind every crossing flagman should be invested with police authority in this particular line of work. I firmly believe that if such was the case, crossing accidents would be reduced to the minimum if not altogether. The man with a star on his breast means a lot to the so-called careless driver of the auto. He knows that man has the authority to arrest him if he does not comply with the flagman's signal and wishes. It is a task to estimate the amount of good that this work Safety First is doing. If, somewhere, sometime, one life has been saved or a serious accident has been prevented, the employer feels that his work has not been in vain.

Whenever we see a brakeman or switchman getting on the footboard of an engine we should do our utmost to instruct him in regard to the rules prohibiting this feature. The same is true of the fireman and every other employee on our railroad, in the performance of their various duties. The foreman should instruct his men in the rules of safety and keep it uppermost in their minds every day. The engineman should in-

spect his engine, make out his report and if for some reason some job he reported is not done, he should keep on reporting it and if available call the attention of the roundhouse foreman or master mechanic to the fact that the work has not been done, thereby clearing himself of all responsibility in case anything should happen, resulting from the work not being done.

I think I can safely say that the Green Bay Shops are 100 per cent in the line of repairs on our engines. In closing I have in mind a story that I read in some paper or magazine, I cannot recall the name of it now. It is about a father who was giving his son a talk as he was about to go out into the world and begin to make his own living. He said: "Son, I have never preached to you very much during your young life and I am not going to start now. All I have to say is this—Watch where your feet are going and I shall never have to worry about you in making good." If we watch where our feet are going and practice Safety First we will reap a harvest that will more than compensate us for our efforts.

Section Foreman Ed Lee

"Section Foreman Ed Lee of Section 43, Huxley, Iowa, under Roadmaster O. Miller, Iowa Division, has a good safety record. In 1920 he was employed as fence gang foreman and the following year was appointed Section Foreman at Haverhill and was later transferred to Huxley, Iowa, where he is at the present time. During his entire period of service as a foreman, he had only one injury to an employee under his supervision, which was caused by a chip striking the employee's eye while adzing. This occurred before goggles were furnished section men.

Mr. Lee states: "A foreman may have good men that will work safely, but he must be with them at all times while working and must acquaint them with the rules so that the men will have a clear understanding of them."

Wm. Hoskins, Deer Lodge Shops

'Tis three years ago, I remember it well,
We related a story we dreaded to tell;
A story of safety, our record we heard,
Of all major railroads we stood twenty-third.

With many a sorrow, and many a tear,
Too often we met at the grave and the bier,
And ever anon the splint and the crutch
Were our companions—entirely too much.

This damnable record we resolved to adjust,
So setting our faces that conquer we must;
And sweet is the music we recently heard
Of dropping the twenty and keeping the third.

Then shout out the story by trumpet and song,
The story of victory to which we belong,
With bitterest memories of us at our worst,
To sunshiny days when we'll be FIRST.

WALK OUT

"Did yez hear 'bout the trick that someone put over on old Hank?"

"No."

"Someone left one of dem there birth control pamphlets in the hen house, and he ain't had no eggs for a month."



SAID TO BE HUMOROUS



The examination question in a Texas school was, "Define a bolt and nut and explain the difference if any." This is how one sweet freshman girl answered it:

"A bolt is a thing like a stick of hard metal, such as iron, with a square bunch on one end and a lot of scratching around the other. A nut is similar to a bolt only just the opposite, being a hole sawed off short in a chunk of iron with wrinkles around the inside of the hole."

Telling farmers how much to plant would be a violation of their freedom, but it's all right to tell railroads how to run their business.

They say concrete roads keep getting harder for 20 years. The job of paying off the bonds is like that, too.

—The Mid-West Review.

THE IDEA!

Tommy: "Mother, let me go to the zoo to see the monkeys?"

Mother: "Why, Tommy, what an idea! Imagine wanting to go to see the monkeys when your Aunt Betsy's here."

AND HEAVEN HELP HIM!

"Your medicine has helped me wonderfully," wrote the grateful woman. "A month ago I was so weak I could not spank the baby. Two bottles of your cure and I am now able to thrash the old man. Heaven bless you."

ALL HATS OFF

The man who finally solved the traffic problem. He sold his automobile.

AIN'T NATURE GRAND?

An Englishman, an Irishman and a Scotsman were traveling companions on a train. Upon arriving at the terminal, all three left the train together. The Englishman looked about for a place to eat; the Irishman walked around in search of a place to get a drink; the Scotsman re-entered the coaches and looked under the seats to see if anyone had left anything behind.

BEST WISHES

"I'm going to the hospital tomorrow for an operation."
"Good luck to you. I hope everything comes out all right."

WAILING AND GNASHING OF TEETH

A Sunday school teacher was talking to her class about kindness to animals. "Now," she said, "if you saw a bad boy cutting off a cat's tail, what would you read to him from the Bible to convince him that he was doing wrong?"

One of the boys answered, "I would tell him, 'What God hath joined together let no man cut asunder.'"

Moral: Ride by Rail

F. H. J.

"CONSIDER your Throat," says the clever ad.

It's wise to keep this tip in mind,
By shunning highway dust and gas,
That to your throat are most unkind.

Consider you eyes, you may be told,
It's better to avoid the strain
Of watching narrow, winding roads,
In blinding sunshine, snow or rain.

Consider your ears. You surely know
How deafening it is to hear
The honking horns and traffic din,
That constantly assault the ear.

Consider your nose, your feet, your hands,
Your teeth, your backbone and your nerves,
Your stomach, too, and all the rest,
That highway travel badly serves.

Consider your temper. When you drive
For miles on end, 'gainst handicaps
Of leaky tires and busted springs,
And other cares, you're near collapse.

Consider your safety. What's the use
Of taking chances not a few
With drivers dumb in tipsy cars,
And other risks that threaten you?

Consider your railroads. They do best
The many tasks that pleasures bring,
And to the traveler offer most—
Considering everything.

The Russians give all they make above a bare living to their government and call it Communism. We do the same and call it Taxes.

Mrs. Nurich was determined that the world should know of her fortunes.

"Molly," she said to the new maid, "you may take the dog out now and give him some air."

"Yes, ma'am," acquiesced Molly, "and please, ma'am, where will I find the nearest service station?"

A warehouse fire which threatened to destroy several million bushels of Kansas wheat was extinguished before it could do much good.

A wanderer drifted into the side door of the gymnasium just in time to see an acrobat do a cart-wheel, a flip-flop and full twisting back somersault.

"Brother, I know how you feel," he said, "I drank some of that same stuff yesterday."

OH, MY!

She: "She has quite a large repertoire, hasn't she?"

Second She: "Yes, and that dress makes it look all the worse!"

"How long have you been working for the firm?"

"Ever since the boss threatened to fire me."

A Scot, who had worn the same hat for fifteen years, decided, with heavy heart, to buy a new one.

Going into the only hat shop in his neighborhood, he said: "Well, here I am again."

WHERE, BUT NOT WHO

A famous doctor went to an insane asylum to see a patient, and, before leaving, tried to telephone to his office. Not getting as quick service as he thought he should, he said to the operator, "I guess you don't know who I am?"

"No," replied the operator, "but I know where you are."

TUT-TUT!

"Johnny, dear, go to bed. It's quite late enough."

"Oh, Mother, let me stay up a little longer."

"No, dear, the Sandman is coming."

"Let me stay up, Mother, I won't tell Daddy about him!"

UNNECESSARY

Road maps are entirely unnecessary. The average motorist can get lost all right without them.

The Agricultural and Colonization Department

Montana Farmers Pay Bills Irrigation Settlers Send Uncle Sam \$1,025,599.89

A LOT of talk has been heard about farmers not being able to meet their obligations. This is especially true of conditions in some of our grain growing states. The following official report of conditions on the reclamation projects in Montana is heartening as well as food for much thought. This report should be comforting to thousands of misplaced city dwellers who are now realizing their mistake and longing for an opportunity to return to the land of their childhood.

"Records of the Bureau of Reclamation, Department of the Interior, show that Montana federal reclamation projects up to the close of the fiscal year ending June 30, 1931, have paid \$1,025,599.89 on their contracts for repayment of construction costs and all stood higher in payments of amounts due than the average of all federal projects, according to the state division of publicity.

"One Montana project had paid every cent of the amounts due up to June 30, one had paid 99.9 per cent, one had paid 99.6 per cent and another 98.7 per cent. The average for all the 30 federal projects was 97.3 per cent.

"For Montana projects the 100 per cent showing was made by the settlers on the Milk River project who paid all of the \$3,002.76 contract construction charges due up to June 30, 1931.

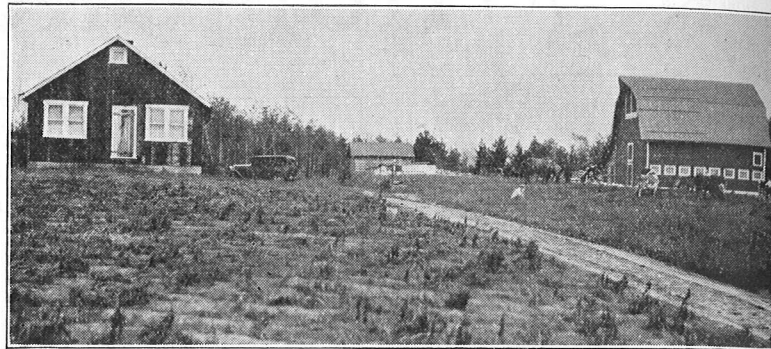
"By reason of the far greater sum involved it is probable that an even better showing was made by the Huntley project settlers who have paid all but \$356.47 of the \$541,384.49 due, or 99.9 per cent of the contract requirement.

"Settlers on the Sun River project have paid \$201,359.98 against their accumulated construction costs of \$202,155.58, or 99.6 per cent, while those of the Lower Yellowstone project, a small part of which is across the North Dakota line, have paid \$280,209.13, or 98.7 per cent of the sum now due."

"Call of the Land"

Hundreds Could Well Heed That Voice
THE problem of providing work for thousands of willing workers, who have been unemployed for months, is today one of the big jobs of our people. Several suggestions have been made by students of the problem, designed to solve the present distress among those who are without income. One suggestion has been lightly considered which should be given much more serious thought. I refer to that of farming or part time agriculture.

A good example of what this offers is that of August Peterson, a man who three years ago was an industrial worker in one of the large automobile plants. Peterson could see that the reduction in



The August Peterson Farm—120 Acres—Near Iron Mountain, Mich.

hours of work in his plant due to long periods of "layoffs" and the necessity of keeping his fellow workers on the payroll as much as possible, was forcing him to dig deeper into his savings from month to month. So he decided he would "save his savings" by purchasing a small acreage of land near his home town, Iron Mountain, Michigan. On easy terms he bought 120 acres of hardwood cut-over land for just slightly more than \$10.00 per acre. He paid down a small amount on his purchase and went to work.

Today Mr. Peterson has 25 acres of the original 120 acres cleared and in field. He has constructed a modern five-room house, has a barn 24 x 36 feet in size, with a lean-to 18 x 36 feet. He owns 10 head of cattle, of which five are milk cows, two good work horses, and 230 chickens. All of this property he has accumulated in three years' time, beginning with a small amount of cash, and building as his credit would allow him to progress.

The example is especially good because it has been done during the very months when so many thousands of equally able men have been wondering where their next meal was coming from. Besides "saving his savings" Mr. Peterson has raised the value of his property many times or to the point where he says "I wouldn't consider selling now." Furthermore, his cellar is filled with food for the winter months, enough to last until a new crop is grown next year. Then, every day there are eggs, poultry, pork, milk or cream that may be used as food for the family. From the woodland on his own farm fuel has been cut to heat the home. There are no idle days on this farm. There is work to be done at all times and out of that work Mr. Peterson has been able to increase the value of his property until now he has the beginning of a fair-sized estate. The monthly cream check, sale of eggs, and cash crops help to provide the family with some of the comforts, as well as necessities of life.

Similar opportunities await hundreds of families in the good hardwood cut-over regions of Northern Wisconsin and Upper Michigan. Experts from the Mil-

waukee Road have recently made a detailed survey of all available lands for settlement purposes along its lines in these two states. They can tell anyone interested in securing a farm just where it is best to locate, how much the land will cost, what terms land may be purchased on, and answer any other questions that a prospective home owner might want to ask. They will be glad to do it in their office at 816 Union Station, Chicago, or you may write them at that address. This service is without cost and is done with the hope that many Scandinavians will follow the example set by August Peterson, thereby putting themselves on an independent as well as financially secure basis.

This type of employment and home ownership is worthy of serious consideration. Its possibilities cannot be foretold. It does give promise of ending the days of worry and wonderment for all those who would like to accept the "call of the land."

Sheep Business Growing

Results of Lamb Conference Cars
Becoming Evident

NORTHEASTERN South Dakota farmers took the suggestions given out when the Milwaukee Sheep Conference cars visited them, seriously. During June, the road sent a corps of our agricultural development agents to South Dakota where several conferences were held with farmers. At these conferences experts advised with the grain growers, suggesting that much of their cheap grains could be advantageously marketed through breeding sheep and fattening lambs. Likewise it was pointed out to the farmers that much good pasture and thousands of acres of grain stubble might be turned to good usage by running sheep on them. Other things pertaining to sheep management, such as diseases, shelter, grain rations, marketing and financing entered the discussion.

Paul Lewis, agricultural development agent at Aberdeen, recently reported that the farmers along our lines from Aber-

deen to the Minnesota state line had contracted for or purchased 105,950 head of sheep. At least that is the number that has been delivered by the road to points in the northeastern part of the state.

In the report, it was interesting to note the rapid increase in shipments to the territory after the conference meetings were held. In June the road delivered to the farmers in this small area 6,500 head; July, 18,525 head; August, 27,950 head, and in September, 52,975 head, a total of 105,950 sheep, and what is more they are still being shipped into this area.

Comparing the foregoing four months' shipments of sheep with those made to the same stations in the corresponding months in 1930, one gets the complete picture of results accomplished. In June and July, 1930, the road did not ship a single head to towns between Aberdeen and the Minnesota state line. In August, 1930, farmers in this territory received 1,625 head and in September a year ago, 9,750 head. That is a total of 11,375 head.

The increase for this year is 94,575 head. That is approximately 388 carloads. That number will be increased considerably when the season's shipments have been completed. Then will come the movement of thousands of head of these sheep from the feed lots of these Dakota farmers to the terminal markets.

Many of the farmers in this territory who are feeding for the first time, no doubt will continue to do so in the years to come. That will mean diversifying the farm income from northeastern South Dakota. By doing it everyone should be mutually benefited.

A great many who have watched this movement this year feel confident that this is only the beginning. A bigger report and a better story is looked for when 1932 rolls around.

A definite checking up of results secured at other points where the conference cars stopped has not been made. It is, however, known that many loads of sheep have been delivered to these towns.

Sheep for Iowa Farmers

Arrangement of Credit Facilities Has
Stimulated Breeding Business

THE breeding of sheep in Iowa has been stimulated through the efforts of this department in co-operating with the Agricultural Credit Corporation in establishing a distributing point for ewes at Des Moines. Late in September, this financing company sent their representative, Mr. R. C. Chumbley, to the Iowa State capital, and with the co-operation of our Mr. W. R. Hauser, 51 cars of ewes and lambs have been placed at this writing. More cars have been ordered, enough to pass the ninety car mark.

All of these sheep have been shipped over the Milwaukee Road from Montana points and all but seven of the loads were distributed from Des Moines to points along our lines. In all, over 13,000 head have been placed and nearly as many more have been ordered. Those so far placed have been distributed by double-deck carloads as follows:

Audubon, 5 carloads; Dunreath, 1; Indianola, 2; Purdy, 2; Mitchellville, 2; Grimes, 9; Huxley, 1; Collins, 14; Cedar Rapids, 5; Viola, 2; Newhall, 1; Louisa, 1; Buchanan, 4; Stanley, 1, and Marion, 1.

These foregoing placements are all in addition to those that went through the ordinary market channels. They point to the fact that where equitable financing can be arranged for, farmers are willing to do business, and will do it, thereby stimulating the business of all concerned.

Frost Record Stations in the Kittitas

Accurate Datings To Be Kept

WE all of us have had our doubts when listening to some "Old Timer" tell his story of the "year of the big wind," "the driest summer," "the summer of frosts," "the big flood," and a host of other climatical wonders vividly impressed upon the memories of our early settlers. In contrast to these "worst" and "biggest" Uncle Sam points to definite records accurately tabulated by scientific instruments when he says the average freezing date is thus, and so, or that it rained a given number of inches twenty summers back. On that accurate information agriculture often builds its future.

This department is especially interested in the fact that the government has established frost fact finding stations at several locations on the Kittitas Division of the Yakima project in Washington. The United States Weather Bureau will conduct investigations in this area for five years to learn just where fruit may be grown with safety from early and late frosts. On many of the irrigation projects such information has been secured through the "school of experience." Often such experience has been very expensive resulting in heavy losses to an orchardist who set out acres of fruit trees only to later learn that his orchard was in a location unsuited to fruit culture.



This Giant Mushroom from the Garden of N. A. Meyer, Seattle, Was Pronounced the Largest Ever Grown in Washington

During the five-year period accurate records will be daily taken of the temperatures at each observation station. Besides this the key station, located two miles southeast of Ellensburg, will issue frost warnings, whenever there is an expected drop in temperature that will cause damage to orchards.

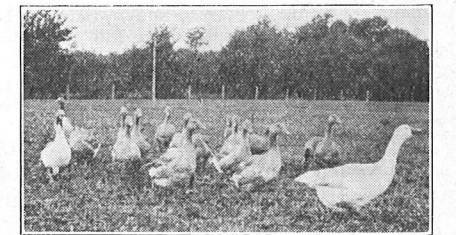
Work of this character is highly constructive and will be of great value in settling the Kittitas Division and directing its future agricultural development. The outcome of this work will be watched with no small amount of interest. The "guess" will be removed from the climatological history of the district.

Kittitas Valley Grows Seed Peas

DID you ever stop to think when your wife or mother served you with a tempting dish of peas that the first step taken to appease your appetite for these wholesome vegetables was growing the seed for the crop? Wisconsin canneries can over 50 per cent of all the peas canned in the United States, but scarcely a bushel of the seed to sow the hundreds of acres from which the crop is grown, was produced in the Badger state. Someone else grew that seed in a territory where high yielding qualities and freedom from disease are reasonably certain.

Of the 800 acres of seed peas which were grown this year in the Kittitas Valley, a good portion of the acreage is on lands under the High Line Canal of the Kittitas unit of the Yakima irrigation project. Especially selected varieties are grown. Every precaution is taken to see that they are kept free from disease and other detrimental factors that might reduce the yield or quality of the resulting crop.

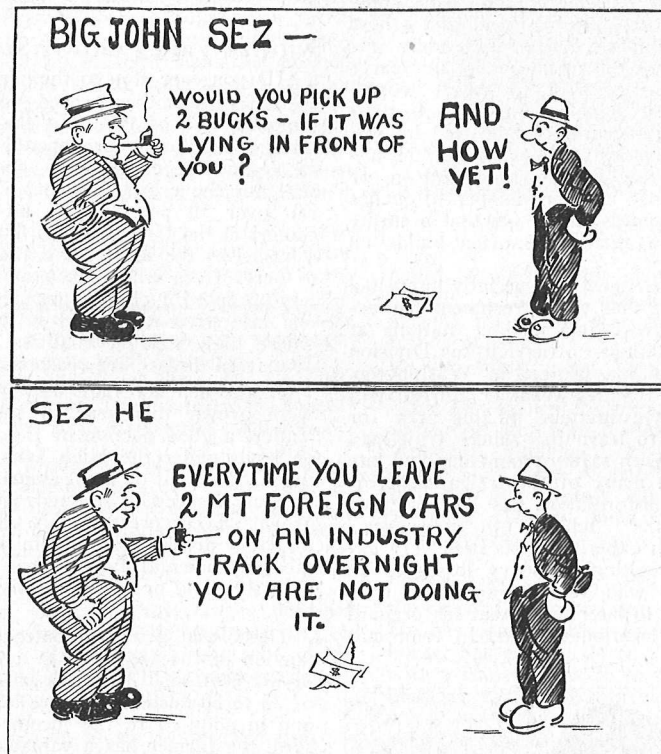
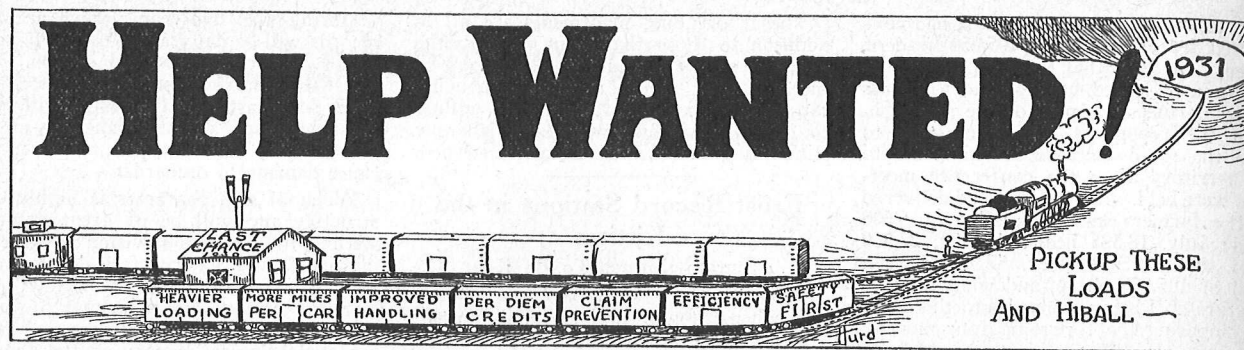
These seed growers contract the production of the seed peas at a fixed price of 2 1/4 cents and 3 cents a pound. Yields of 35 to 50 bushels per acre are common and in addition to the income from the seed, the farmer has a valuable by-product in the form of pea straw. This pea straw is fed to live stock during the winter months and has a feeding value much above native hays.



Some Wisconsin Valley Geese, from the Carl Zupke Farm



Countryside Scene Near Merrill, Wisconsin



The cartoon shown above illustrates the activities of Trainmaster John Costello, better known in Chicago Terminals as "Big John," in connection with per diem economies, prior to midnight deliveries and closely related to our record covering average miles per car per day.

This cartoon depicts Trainmaster Costello discussing the per diem situation with one of the yard conductors in the Division Street district. Those who are acquainted with Mr. Costello will readily detect the pipe, which everyone knows is filled with "Tip Top."

C. Phelps.

Statement of Reportable and Lost Time Injuries to Employees on Duty for the Month of September and the Nine-Month Period, 1931, Compared With Same Month and Period, 1930.

	—September, 1931—			—September, 1930—			—Decrease—		
	Fatal	Reportable	Lost Time	Fatal	Reportable	Lost Time	Fatal	Reportable	Lost Time
Lines East	9	7	7	3	18	8	3	9	1
Lines West	3	2	2	3	5	3	3	2	1
System	12	9	9	3	23	11	3	11	2
A decrease of 54 per cent in reportable cases.									
	—9 Months, 1931—			—9 Months, 1930—			—Decrease—		
	Fatal	Reportable	Lost Time	Fatal	Reportable	Lost Time	Fatal	Reportable	Lost Time
Lines East	7	108	90	16	229	149	9	121	59
Lines West	1	16	19	5	65	43	4	49	24
System	8	124	109	21	294	192	13	170	83
A decrease of 58 per cent in reportable cases.									

During the month of October, 1931, there were 15 divisions that had clear reportable injury records and those with the star prefix also went through without a lost time injury, as follows:

*Dubuque and Illinois
*Iowa
*Kansas City
*S. C. & D.
*Des Moines
*Milwaukee
*Wisconsin Valley
*Milwaukee Terminals

*I. & D.
*I. & S. M.
*H. & D.
*Twin City Terminals
*Trans-Missouri
*Rocky Mountain
*Idaho
*Sleeping and Dining Car Department

Foreign Cars

WHILE there has been a large decrease in the number of loaded cars received from connecting lines, the "Per Diem" payments on "Foreign" cars is still an important factor in our cost of operation.

Even with the decrease of business our "Per Diem" payments to other railroads for the time "Foreign" cars were on our line during the first nine months this year amounted to \$2,176,672.87.

The necessity for decreasing expenses makes more imperative than ever, close daily supervision of the handling of "Foreign" equipment to guard against avoidable delay. This can be accomplished by attention every day to:

Reporting cars for disposition on F. C. D. sheets immediately upon arrival under load so that billing for disposal of the empty will be available before the car is unloaded.

Checking 146 "On hand" reports, following up the movement of each individual car until it has been disposed of.

Prompt switching not only of the load so that the consignee may start unloading as quickly as possible, but also the empty as soon as unloading is completed.

Prompt handling of empties in train yards at point of origin as well as at other yards intermediate to destination. When daily way freight or patrol service is not available it is often possible to avoid delay by moving a short distance in opposite to billing direction to get cars to a point where they can be picked up by a through train.

Prompt movements to and from repair tracks when cars are bad ordered en route.

Prior to midnight delivery to connecting line at interchange points which is by no means confined to the larger terminals. Much can be accomplished at the similar interchange points by having trains arrive and place cars on interchange tracks prior to 11:59 P. M.

FLATTERY

Housewife: "You look strong enough to work and earn your living."

Tramp: "I know, madam, and you are beautiful enough to go on the stage but evidently you prefer the simple, happy home life."

P. S. He got the sandwich.

Stout Lady (to little boy): "Can you tell me if I can get to the park through this gate?"

Little Edward: "I guess so. A load of hay just went through."

Fire Prevention

L. J. Benson, General Superintendent of Police



NO, this was not a "Milwaukee" fire! But what a spectacle is presented by the ruins.

This fire could have occurred on the "Milwaukee." A sincere effort has been made to eliminate hazards and safeguard property, but, as this picture so well illustrates, the importance of thinking of fire at all times in connection with other duties cannot be overemphasized.

When Fire Prevention Practices Lag

Whenever safe, fire prevention practices are allowed to lag—if only for a brief period—there is likely to develop a condition which will be the means of starting a fire which can do untold damage.

The Duty of All

No employe should lose sight of the distinct duty he has to help prevent fires. Opportunities exist to a greater extent than is commonly realized. Statistics show that 90 per cent of all fire waste is preventable and that at least 60 per cent is the result of carelessness or improper care. Surely, these percentages can be materially reduced whenever an honest effort is made to eliminate the known, unnecessary fire hazards and reasonable

care is used to avoid the creation of new ones.

Ninety-nine out of a hundred people give no thought to fire until a flame or smoke is observed. That is why the annual fire loss in the United States is over \$500,000,000.00.

Present economic conditions make the reduction of this waste an absolute necessity. Fire is constantly finding new ways to start; therefore, it is not expected that we can keep ahead of it, but there is no reason why it cannot be deterred by proper housekeeping, care of electric wiring and devices, safe handling of gasoline, attention to heating apparatus and the myriad of other obvious dangers with which we are in daily contact.

The Cat Escaped

It is reported that at Spokane, Wash., the Humane Society has a lethal gas chamber for the execution of all wayward animals. Ralph Morse took a cat to be killed. Just before, he rubbed the cat's fur. But he rubbed it the wrong way and static electricity generated, igniting the gas, burning Morse about the face. The cat escaped in the explosion.

Appears Everywhere

One of the strangest features of the Fire Demon is that he is always appearing at the most unexpected places. Watch out for him everywhere.

Sports

C. M. St. P. & P. Freight Auditors' Bowling League

Team	Won	Lost	Av.
1 Chicago	19	11	784
2 Kansas City	17	13	799
3 Milwaukee	16	14	792
4 Twin Cities	14	16	829
5 Omaha	13	17	795
6 Seattle	11	19	775

Player	Av.	Player	Av.
Patock	156	Reinert	160
Malczynski	181	Ridlinger	144
Oakley	169	Pufundt	164
Orlowski	155	Wayrowski	167
Tarkowski	168	Ludwig	164

Team	Av.	Team	Av.
High Team Series—1st, Twin Cities	2,622	High Individual Series—1st, Malczynski	613
High Team Series—2nd, Twin Cities	2,590	High Individual Series—2nd, Malczynski	595
High Team Game—1st, Seattle	928	High Individual Game—1st, Ludwig	250
High Team Game—2nd, Twin Cities	928	High Individual Game—2nd, Jacobson	247

The Kansas City Team was finally deposed from first place by the powerful Twin Cities Team. However, Capt. Reinert says that he is only "loaning" first place for a while.

No one seems to better the mark of 250 made by Ludwig some weeks ago. How about it, boys, let's beat him out.

President Christ is handling the league in a very businesslike manner and all disputes are quickly and agreeably settled by him, with the help of his adept vice-president, Bill Ganzer.

Wonder what is the matter with the Seattle Team. If Charlie Becker ever gets started, look out, everybody.

Our newest comer, Napoleon, certainly hews the wood now. A coming bowler is he, and you high averaged men better watch out for your laurels.

Jack Oakley uses his "cannon ball" to good advantage. Nothing less than a strike every time, no matter where the ball hits the pins.

The officers wish all members of the league a Merry Christmas.

THE ALL STAR BOWLERS at Milwaukee had the following scores:

October 19, 1931			
C. A. Bush	86	134	123
J. J. Crowley	150	190	94
R. D. Miller	103	130	128
F. C. Stubbe	158	165	185
R. J. Foley	187	138	128
October 26, 1931			
R. J. Foley	160	141	133
F. C. Stubbe	120	136	118
R. D. Miller	134	192	157
J. J. Crowley	164	173	168
November 2, 1931			
R. J. Foley	162	154	193
F. C. Stubbe	164	176	173
C. A. Bush	149	153	127
November 9, 1931			
F. C. Stubbe	142	168	125
C. A. Bush	150	93	128
R. D. Miller	146	118	105
R. J. Foley	145	165	166

Milwaukee Road League

Irwin Rolls 256

IRWIN, of the yard office team, put eight straight strikes in the pocket, lost a good hit in the ninth, made his spare but blew in the tenth for a nice 256 game. Maybe some day someone with Lady Luck hanging around will come up with that perfect game, we hope.

Tony Villata, rolling a thirteen-pound ball, sure gets a lot of smoke on his delivery. Tony is not very strong so we overlook his misgivings.

Ocean Dock leading the league with 15 straight wins looks like a cinch in the first half. Remember this league deals out plenty handicap and that makes their position more amazing.

Henry Williams and his gang keep blowing and splitting and wandering around the bottom but look out, they may get hot some night.

Lee Ward, the dashing lead-off man on the Marine Team, still can beat Bucky Harris to the foul line. Timed the other night, he was five seconds better than Harris.

The Engineering Gang will beat you talking if not by total pins. Warning—get your ear muffs when you are scheduled to meet 'em.

Mac Lennan, of the Marine Team, does a nice job of fullbacking and bucking the head pin at center, comes up with the nicest four sixes seen anywhere.

THE MILWAUKEE RAILROAD WOMEN'S CLUB

The Annual Meeting And Get-Together Luncheon

FORTY chapters of the Milwaukee Railroad Women's Club were represented at the annual meeting of the General Governing Board, convened in the headquarters at Fullerton Avenue Chapter, on Friday, November 20th. The members welcomed Mrs. H. E. Byram, president-general, who has been absent from the country for several months.

Reports and routine business were followed by a general discussion of probable relief needs for the coming winter and the probabilities of sufficient funds for carrying on the necessary work; and it developed that the relief work of the Women's Club was being very generally endorsed by the men of the railroad, who are coming to a realization of the efficient and capable methods of the club women in taking care of those of our Milwaukee family in need of their attention.

Election of officers for the ensuing year followed.

Figures and statistics concerning the work of the past year and the financial condition of the club will be published in a later issue.

A business session, preceding the annual Get-Together luncheon was held the morning of the 21st, at which reports of the presidents of the chapters were heard.

The Annual Get-Together Luncheon

Between five and six hundred men and women from all sections of The Milwaukee Railroad sat down to the sixth annual luncheon in the beautiful ballroom of the Medinah Athletic Club, and while there was not so large an attendance as in some previous years, this was considered a splendid representation taking into consideration present business conditions.

Community singing, led by Mr. Wm. Murphy, of the Traffic Department, preceded the afternoon program and during the luncheon much entertainment was provided by a troupe of little musicians, consisting of five brothers, the smallest, not over three years old, who sang and played and marched about among the tables as they performed.

Mrs. H. E. Byram, president-general, presided and welcomed the guests, thanking the club for again honoring her with re-election to the office of president-general. She read the list of officers elected for the ensuing year. They are: president-general, Mrs. H. E. Byram; 1st vice-president-general, Mrs. Carpenter Kendall; 2nd vice-president-general, Mrs. E. H. Bannon, of Minneapolis; 3rd vice-president-general, Mrs. F. E. Devlin, of Tacoma, Washington; secretary-general, Miss Etta Lindskog; recording secretary-general, Miss Hazel Merrill; treasurer-general, Mrs. W. W. K. Sparrow. General directors: Mmes. H. A. Scandrett, Joseph Bodenberger, Chicago; E. A. Meyer, Green Bay; F. T. Buechler, Sioux City, and H. M. Gillick, Aberdeen.

The names of the following committee chairmen were also read: Welfare and Relief, Mrs. Carpenter Kendall; Constitution and By-Laws, Mrs. O. W. Dynes; Ways and Means, Mrs. C. H. Dietrich; Distribution, Mrs. E. F. Rummel; Annual Luncheon, Mrs. M. B. Mortenson.

Mrs. Byram, by way of offering a slogan, told a helpful suggestion made by Mrs. Sowder, president of Ottumwa Chapter, to fight off the dread and fear which have seized upon people all over the world. It is a wonderful slogan, made by dismembering the much over-worked word, "depression." Eliminate the first syllable and the letter "i," and we have "P-R-E-S-S O-N."

"Let that now be the club's watchword, and let us all take it for all it is worth

The Heart of the Railroad

"I have said before that the Veterans are the backbone of this railroad, and in view of the work that the women are doing I think the Women's Club may well be characterized as the heart of the railroad; and never was there a time when backbone and heart were more essential than now."

PRESIDENT SCANDRETT.

and press on and up toward the Light," said Mrs. Byram.

Mrs. Byram then introduced President H. A. Scandrett. Mr. Scandrett is a firm friend and believer in the work of the Women's Club, and he is always a welcome guest at the meetings.

Mr. Scandrett expressed his pleasure because of the splendid attendance and said, "Every man and woman connected with The Milwaukee Road must, if you will pardon the expression, get a big kick out of that association. Look at the kind of people we are and the kind of railroad we serve."

He spoke of two red letter days for him in the year's work of The Milwaukee Road—one, the meeting of the Veteran Employees Association and the other the Women's Club meeting—taking with him from both of these red letter days, renewed vigor and courage. He said: "I have said before that the Veterans are the backbone of this railroad and in view of the work the women are doing, I think the Women's Club may well be characterized as the heart of the railroad; and never was there a time when backbone and heart were more essential than now." And he added his conviction that with the high courage and high spirit of Milwaukee men and women, we would surely come out on top.

Mr. Scandrett spoke of his interest in the reports, which Miss Lindskog sent him, concerning the activities of the club, and that no one item made so great an impression on him as that of the eighteen thousand calls which were made on the sick and needy, and the tremendous good coming from that one activity alone.

Mr. Scandrett dwelt briefly on the strenuous times through which the railroad was passing, but said that when he realized the wonderful work among the unfortunate members of The Milwaukee family done by the women of this club, he felt the company could do no less this year to help the cause along, than had been done last year, and he presented Mrs. Byram with the company's check for seven thousand, five hundred dollars, to help in the relief work the coming year.

Mr. Scandrett's talk and final announcement were greeted with prolonged applause, the entire company standing in honor to their railroad's president.

Mrs. Byram then introduced the speaker of the afternoon, Miss Harriet Vittum, head of Northwestern University Settlement House in Chicago, and one of the foremost welfare workers in the country. Miss Vittum has been in welfare work for many years and in one of the poorest and most crowded districts of the city. She is in daily contact with the poor and the unfortunate and she has to find ways and means to minister to their souls as well as to their bodies. She took as the text of her talk "Is Life Worth Living," and after four or five years of steadily increasing unemployment with all the problems and heartaches it brings in, she said that at the end of some of the days she felt like asking herself just a little, if life was worth living. It had sometimes been said to her, "I don't see how you hold on," but the real thing she said was "Not how could I hold on, but how could I let go, I just couldn't do it." Having a part to play and making ourselves worth while is what makes life worth living. "We never can put ourselves into the places of the people who are cold," she said, "of those who are hungry, of those who have no clothes and no homes—it is beyond our imagination." She told of the stark want in this land of plenty, and everyone asking what it is all about—and the only answer that seems to answer is "a state of mind." We have now imperative duties for a while, food for the hungry, clothing for the naked, warmth and housing and the necessities of life, and we are brave enough, all of us, to see that this is done and thinking this thing through while we are doing, will pave the way for better things. We have been through periods of depression before, but never one so far-reaching as this, and now, until we are through, we must give and give and give, even as in war times we were admonished to "give until it hurts." The times are just as exigent as then and we must fulfill our obligations to our brothers and sisters who are groping their way through a trouble they can in no way understand. We must give up some of the things we have thought essential, find out that they are not essential. She dwelt on the hurt of receiving, as well as the hurt of giving, on the hurt that enters into the soul of a man when he is compelled to receive alms. Something must be given besides food and coal and housing—we

must give understanding, fellowship and hope and courage. We must get together, know each other—talk this thing over and evolve some program which will make unnecessary this sort of thing ever again. "It may be," she said, "that this leisure has come to us to give us time for thought and I urge upon the people who are waiting for employment to use this time for education, the kind of education that helps them to think out their own problems and to solve the concrete problems of the many; the kind of education that makes them braver, better and more disciplined, more worthy of the sacrifices that are being made for them."

Mr. Byram was the last speaker, and he, too, a tried and true friend of the Women's Club, was cordially greeted. He said he felt after hearing the wise and helpful counsel of Miss Vittum, further speech was unnecessary, and so he gave his cordial endorsement of the club and its work, and bade it God Speed.

The program closed with community singing.

Milwaukee Chapter

Mrs. J. D. Thurber, Historian

THE monthly meeting of Milwaukee Chapter was held October 19th. Our Welfare chairman, Mrs. Graf, was absent and our president, Mrs. Carey, reported on relief cases. Mrs. Kaiser, Sunshine chairman, reported sending cards of cheer to our shut-in members. Mrs. Lalk, Ways and Means chairman, announced a card party to be given November 9th, tickets entitling holder to lunch, cards and movie.

It was decided to hold our annual bazaar and dinner in the club room, Union depot, on December 3rd.

After the meeting we were entertained by readings by Miss Ellen Neunstocklan, pupil of the Jewel Reinke School of Dramatic Art.

Mason City Chapter

Mrs. J. A. Nelson, Historian

TUESDAY evening, October 27th, Mason City Chapter held its regular meeting, with Mrs. O. A. Beerman presiding. The reports of committees were given—Mrs. Jess Mathewman reported \$212.84 in the treasury. Mr. L. R. Meuwissen, Membership chairman, reported 58 new members in October, 26 contributing and 32 voting. This brings the membership up to 203 and within about 20 of last year's membership. Mrs. W. F. Ingraham reported on Ways and Means. The card party on October 15th, held at the P. G. & E. was a big success, clearing about \$35. The lovely prizes so graciously donated by Mr. Geo. McDermott, of the Olympic Commissary, were won by Mrs. Willard Barr, the ham as door prize; and Mrs. Lavon, the bacon as bridge prize. Mr. and Mrs. Jess Mathewman and Mr. and Mrs. W. Johnston were in charge of arrangements. After the luncheon was served Mr. Mathewman asked for the oldest person present to step forward to draw. No one responded so he asked for the youngest person to step forward. This immediately brought "Dick" Goelz, he taking for granted he was the youngest one out of 160 present. This card party was such a success that at the regular meeting it was voted to hold a card party once a month in the club rooms and not to have an annual dance this year. Mr. Goelz spoke in behalf of the men, discouraging a dance on account of the general depression.

Mrs. John Belfonz, Sunshine chairman, reported many telephone calls as well as personal calls, cards sent, etc.

Mrs. Henry Smith, Mutual Benefit chairman, reported the usual help of groceries as an expense to the club and clothing not an expense to the club. She also asked that anyone hearing or knowing of anyone needing help report to her at once.

Aberdeen Chapter

Mrs. Gus Reuland, Historian

ABERDEEN CHAPTER met October 19th with an attendance of 70 members. Acting president, Mrs. Gillick, presided. Miss Delorez Soike led the singing. The membership report was read showing 720 members. The Sunshine committee reported 20 personal calls and fifty telephone calls. The corresponding secretary gave a short explanatory talk for the benefit of the new members, outlining the system of sending cards, etc. She sent twenty cards the past month. The Ways and Means committee reported a very successful bridge dinner October 6th. Twenty-three tables were occupied. With each of our bridge dinners only lack of space has limited the size of our parties, reservations having been refused in each instance. It was necessary to refuse seven tables for the last dinner. Plans were made for several of our ladies to visit the Montevideo Chapter in response to an invitation from the president. The motion was made and seconded to send our acting president, Mrs. H. M. Gillick to the annual get-together luncheon in Chicago November 21st. Following the business session Miss Helene Harns entertained the ladies with some clever dancing. Robert O'Reilly gave two interesting readings and Mrs. Helander played several piano numbers.

A reception was held in the Milwaukee Club rooms for Mr. Perry and his wife, who are leaving for their new home in California. Mr. Perry has been in the service of the Milwaukee for the past 49 years. Speakers of the evening were Messrs. T. H. Fuller, our legal counsel, Superintendent H. M. Gillick and R. E. Sizer. This farewell reception was sponsored by the engineers and lady engineers and at its close they presented Mr. Perry with a bag of gold and Mrs. Perry with a handkerchief shower and basket of flowers.

Congratulations are extended to our president Mrs. B. M. Smith, who welcomed a baby daughter, Marilyn Jean, to their home October 23rd.

Montevideo Chapter

Mrs. Bob Schwanke, Historian

A special meeting was held October 23, 1931, at the Milwaukee Women's Club rooms for re-organizing the Montevideo Club. The following officers were elected:

President, Mrs. R. H. Gunderson; 1st vice-president, Mrs. J. E. Hills; 2nd vice-president, Mrs. J. J. Brown; recording secretary, Mrs. E. E. Young; Corresponding secretary, Mrs. E. J. Ruehmer; historian, Mrs. Bob Schwanke.

Guests for the evening were Mr. and Mrs. H. M. Gillick, Mrs. Ed Soike, Mrs. Ray Sizer and Mrs. Fred Burdick, of Aberdeen, S. D. During the evening Mr. J. E. Hills and Mr. and Mrs. Gillick gave very interesting talks on the good work the different chapters have been doing. Much was derived from the talks that were given and it is hoped that the Montevideo railroad people will realize the need of this club, and each and everyone will do his and her part toward making it a success. The object of the Women's Club is relief and we hope this chapter will take its place again among the other chapters doing good work.

Tomah Chapter

Mrs. George Bernett, Historian

THE regular meeting was held November 4th with the president, Mrs. B. Shaw presiding.

The meeting was opened by repeating the club motto, followed by community singing. The various chairmen gave their reports.

The minutes of the last meeting were read and the treasurer's report showed a good balance on hand.

The annual luncheon at Chicago November 21st, was discussed and quite a few of the members are planning on attending it.

The club voted to send their president to the luncheon.

The meeting was then turned over to the entertainment committee. The program was very fine and much enjoyed by all present.

Green Bay Chapter

Mrs. Chas. Heyrman

GREEN BAY Chapter held its regular social afternoon October 19th in the club rooms. Social Chairman Mrs. Leighton Stickler brightened the club rooms with autumn colors and flowers. Bridge and five hundred were played and prizes awarded. Delicious refreshments were served.

November 5th we again gathered together in the evening for our monthly business meeting. Receipts, bills and communications from the Governing Board were read and acted upon.

The various committee chairmen read their reports, which were very interesting, especially the Welfare Chairman, Mrs. M. E. Hastings, who reported four personal calls and ten telephone calls. Also paid one person's insurance and another's light and gas bill. A suit and other articles of apparel were given to another. A member of our club donated a complete layette and it didn't take long to find a place for it, and we know how much it must have been appreciated.

The hand-painted plate donated by Miss Julia Johnson was raffled off and Mrs. P. H. Nugent was the lucky winner.

Mrs. C. B. Cheaney, Sunshine chairman, was absent, due to the death of her mother. We all extend to her our deepest sympathy. Her report was given by our president as follows: Fourteen personal calls, sixteen telephone calls and one letter of sympathy sent.

Mrs. E. A. Meyer, Membership chairman, reported the dues coming in fine. We are happy to win the \$15.00 prize and are proud of our place on the membership list.

Dubuque Chapter

Annette M. Wright, Historian

DUBUQUE CHAPTER lost one of its best workers by the sudden death of Mrs. Lillian Grice, October 11th. Mrs. Grice was chairman of the Sunshine committee for nearly four years, and during that time she and her committee spread a great deal of cheer among the sick, bereaved and needy families. Mrs. Grice was a faithful member of the Milwaukee Women's Club and a charter member of this chapter.

Dubuque Chapter regrets her passing and will find it difficult to fill her place.

The regular monthly meeting of this chapter was held in Temple Hall, Thursday evening, November 5th. Fifty-two members were present, Mrs. Keefe presiding.

After a business session, a memorial service was held by Miss Lucille Millar in loving

memory of the following members who passed away this year:

Moore Hall, Louis Volkert, E. W. Young, John Jaeger, Gus Wieneke, Geo. Hatzenebuehler, Mrs. Mary Butler and Mrs. Lillian Grice.

A glowing tribute to the life and work of these members was paid by Miss Millar, and in closing, a tribute was again paid to Mrs. Laura Thurber, first president of Dubuque Chapter, and Mrs. Hattie Jones, who departed last year.

Janesville Chapter

Mrs. E. W. Lueck, Historian

JANESVILLE CHAPTER was pleased to have as guests at its October meeting Mrs. Carpenter Kendall and Miss Etta Lindskog. Seventy members attended the 7 o'clock dinner held in their honor. Mrs. Kendall gave an entertaining talk on work accomplished in different chapters, and praised Janesville Chapter very highly, saying she believed it better now than ever before. Miss Lindskog also gave an inspiring talk on the work done by the Women's Clubs. Mrs. Albert Hunter accompanied our guests as far as Madison the following day.

Mrs. Mary Jane Davey, 82-year-old member of our club, attended this meeting, and still retains an active interest in it.

Regular meeting of the club was held Tuesday evening, November 3rd. A 7 o'clock supper preceded the meeting with 52 members present. All came in Hallowe'en costumes, Mrs. Willis Taylor and Mrs. Chas. Gregory winning the costume prizes. A mock wedding was very much enjoyed by all. Mrs. Hunter, as bride, Mrs. Wm. Naesser, as groom. Others taking part were Mrs. Herman Dallman, Mrs. Wm. McDermott, Mrs. J. J. McCarthy, Mrs. Maurice McCarthy, and Catherine McCarthy played the wedding march. Mrs. Willis Taylor and Mrs. Chas. Gregory were flower girls.

During the meeting Mrs. Hunter announced the resignation of Mrs. George Ryan as chairman of the Welfare committee, account of her health. Resignation was accepted, but we are all very sorry Mrs. Ryan could not continue the work. She states her health is improving slowly and we can all be thankful for that. Mrs. Hunter appointed Mrs. Arthur Wobig as her successor. During the absence of Mrs. Ryan, Mrs. Hunter has been carrying on the welfare work. She reported many personal and telephone calls, and much work to be done account of the unemployment situation. A sewing club has been organized with a large attendance. The ladies are busy making quilts and children's clothes.

Mrs. J. W. McCue, chairman of the scholarship committee, reported an amount made in selling tickets on a ton of coal, which was donated by the Rynksel Coal Co. A total of \$58.10 was raised in this manner. Our new furniture store, Cain-Ashcraft Co., were the lucky winners.

Mrs. McCue also suggested that members entertain a couple tables of cards in their homes to raise money for the Christmas party next month. It was agreed to try this plan.

After the meeting adjourned several Hallowe'en stunts were put on under the direction of Blanche Hayes.

All members are sorry to lose Mr. and Mrs. Wm. Dee, who are moving to California. Our good wishes go with them for health and prosperity.

Everyone is busy these days working to get members in hopes that we can bring our membership up to last year before the Chicago meeting.

Savanna Chapter

Grace Cassell, Historian

ON October 12, about 80 persons were present for the meeting of the Milwaukee Railroad Women's Club held in the Lydia T. Byram Community House, where Miss Etta M. Lindskog made an official visit and where Mrs. Elder, president of the Marion Club, was an out-of-town guest.

Miss Lindskog highly complimented the local organization on their relief work and the interest displayed by the members.

At this meeting it was decided that the Chapter would give a card party on Monday afternoon, October 19th, the proceeds of same to go into the relief fund. They also decided that at the next regular meeting, November 9th, the meeting would be in the nature of a picnic supper and get-together for the new members and those recently transferred. A committee was appointed to arrange a program for the evening.

From a report that was given it was learned that we cleared \$240.75 from the baseball game held at Old Mill Park, September 19th, when the Iowa Division played versus the D. & I. Division. This amount was also put in the relief fund.

The president also stated that this chapter had bought potatoes and stored them so they would not have to pay such a high price for same when needed for the unemployed this winter. She also advised that a local grocery store had donated \$5.00 worth of groceries to be used for relief work.

For this meeting, the club house was attractively decorated with bouquets of autumn flowers. A corsage was presented to the honored guest by Mrs. Harry Carmichael, president of the Savanna Chapter. After the meeting Miss Lindskog left for Davenport, where she was to assist the Davenport members in their project.

A card party was given by the board of directors October 19th, and was attended by over 100 persons, with 24 tables of bridge.

The community house was artistically decorated with fall flowers and autumn leaves. The proceeds, which amounted to \$40.00, were turned over to the relief fund for the club's use in their distribution of relief to the families of unemployed railroad men. High honors went to Mrs. W. G. Bowen for first high score and Mrs. Bert Nipe for second high. A dainty lunch was served and a good time was reported by all.



A Peach and Some Pears. Miss Hannah Hayes, Daughter of Machinist Jesse Hayes, Western Avenue Roundhouse, with Six Pears Weighing 5 1/4 Pounds. Grown at Their Home, Rochelle, Illinois

Channing Chapter

Mrs. W. R. Feak, Historian

MISS ETTA LINDSKOG was an honored guest at our luncheon and meeting held on the afternoon of October 29th, at the Women's Club rooms. Mrs. W. Tuttle, our president, presided.

Minutes of previous meeting and reports of all committees were read and much new business was discussed.

We all enjoyed Miss Lindskog's talk on the help and care of our needy families. We thank her for the suggestion she has given us, and hope we will soon see her again.

After the business meeting a dainty and delicious lunch was served, after which several games of 500 were played. Favors were given Mrs. Schwanke, Mrs. McMillian, Mrs. Wanie, Mrs. Berman served on the lunch committee.

At the meeting it was voted to give a community Christmas party. This affair will include everyone, old and young. Dancing, card playing and games will be the order of the evening. A lunch will also be served to all who attend. Committees are being appointed and preparations are being made to make this a "grand and glorious" party.

Mrs. A. Mantuefel has been very busy and is succeeding in adding several new members to the club. She also persuaded several of the old members to join again.

The club is also planning on raffling off a large grocery order. Chances to be sold, and the raffle to take place at a public card party.

We also have special evenings on which railroad employees and families may draw books from the library free of charge.

We extend our sympathy to Mrs. Chas. Ihrig, whose brother died the first week in November.

Sioux City Chapter

Lillian Rose, Historian

RESIGNATIONS and elections have been coming upon us "thick and fast" this fall, the last one (and we sincerely hope it will be the last one for some time) being our beloved president, Mrs. R. F. Doud. We shall greatly miss her cheery smile and her delightful friendship. However, our loss is Sioux Falls' gain, and we know that she will be given a royal welcome and will soon feel at home in her new surroundings.

The board met October 20th, with Mrs. E. A. Murphey, Mrs. F. T. Buechler assisting. Following routine business, the ladies spent the afternoon, knitting the afghan, which will be raffled off as soon as completed.

The regular meeting and pot luck supper was held Monday evening, October 27th. Mrs. Doud's resignation was accepted and Mrs. E. A. Murphey was unanimously chosen for the presidency. Miss Arlene Searles was elected secretary.

The chapter welcomes to its membership, Mrs. F. D. Shultz. Mr. Shultz has recently been transferred to Sioux City.

Mrs. F. T. Buechler, Mutual Benefit, reported the purchase of coal for two families and groceries for another.

Mrs. Geo. Dilger, Scholarship, reported the purchase of shoes for several children.

A chicken pie dinner was served in the Oxford Hotel Building November 3rd and \$60.00 added to our treasury thereby.

Mrs. G. W. Wean, chairman of the kitchen Mrs. M. Casey, chairman of the dining room Mrs. Homer Snow, tickets (260 were sold) Mrs. N. Capwell, at the door.

For the next few weeks an intensive drive will be made to raise our membership in order that we may carry on the charitable and benevolent work which the chapter has undertaken.

The Patterns

Send 15c in silver or stamps for our UP-TO-DATE BOOK OF FASHIONS, WINTER 1931-1932.

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

7347. Ladies' Dress. Designed in sizes 34, 36, 38, 40, 42 and 44 inches bust measure. Size 38 requires 5 yards of 39-inch material. To trim with contrasting material requires 1/2 yard. Price 12c.

6948. Ladies' Dress. Designed in sizes 38, 40, 42, 44, 46, 48, 50, 52 and 54 inches bust measure. A 46-inch size requires 4 3/4 yards of 39-inch material. For contrasting material 3/4 yard 39 inches wide is required. The width of the dress at the lower edge with fullness extended is 2 3/4 yards. Price 12c.

7355. Girls' Dress. Designed in sizes 8, 10, 12, 14 and 16 years. Size 12 requires 1 1/2 yards of plain material 35 inches wide, and 2 yards of checked or other material, if made

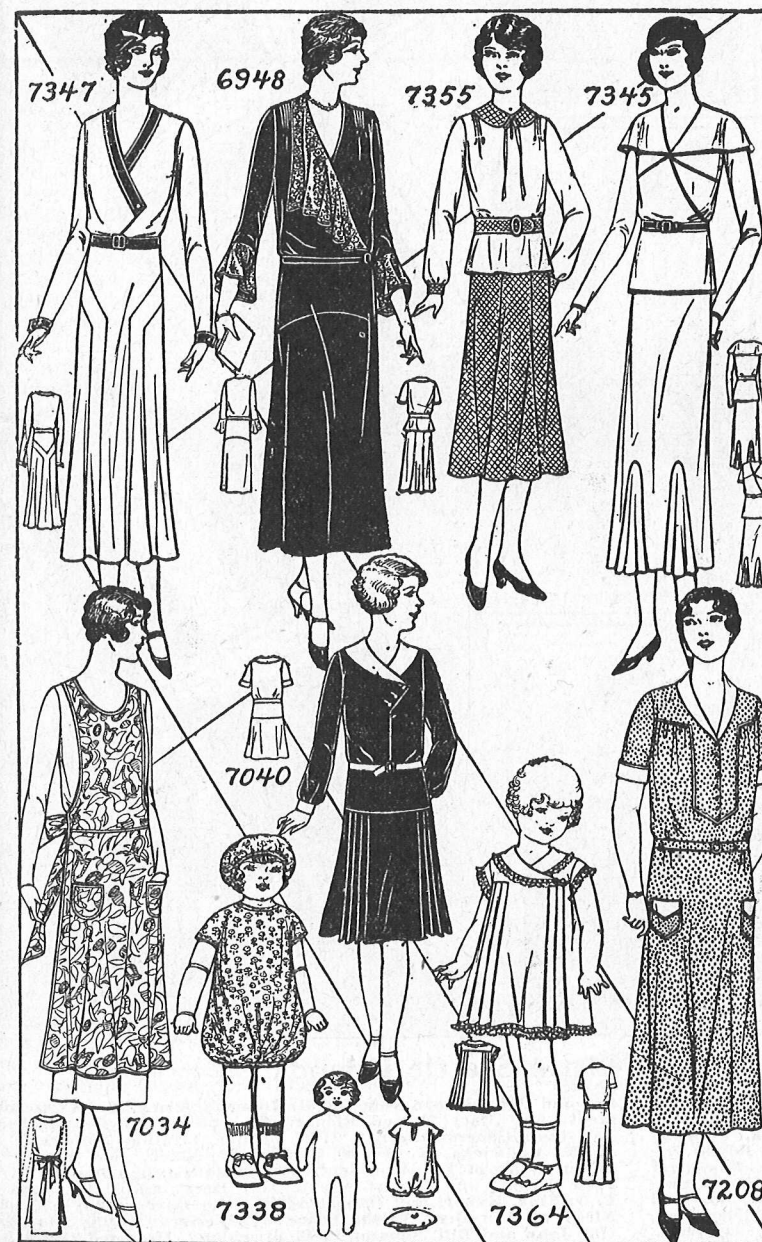
as shown in the large view. If made without contrast and with long sleeves 3 1/2 yards will be required. With short sleeves 3 3/4 yards. Price 12c.

7345. Ladies' Dress. Designed in sizes 34, 36, 38, 40 and 42 inches bust measure. Size 38 requires 5 1/2 yards of 35-inch material if made with long sleeves and capelet. If made with short sleeves and without capelet, 4 3/4 yards. Price 12c.

7034. Ladies' Apron. Designed in one size—medium. It requires 1 3/8 yards of 36-inch material. To finish with bias binding or braid requires 5 1/2 yards 1 1/2 inches wide. Price 12c.

7338. Dolls' Outfit. Designed in sizes for dolls 16, 18, 20, 22 and 24 inches in length. A 20-inch doll requires 3/4 yard of 35-inch material. The rompers will require 3/8 yard. The beret 1/4 yard. Price 12c.

7040. Girls' Dress. Designed in sizes 6, 8, 10, 12 and 14 years. A 12-year size with wrist length sleeves requires 2 7/8 yards of 39-inch material. For sleeve in short length the material will be 1/4 yard less. For contrasting material 3/8 yard is required. Price 12c.



7364. Girls' Dress. Designed in sizes 1, 2, 3, 4 and 5 years. Size 3 requires 1 7/8 yards of 29-inch material. To trim as illustrated requires 5 yards of edging, and 3 1/2 yards of banding or insertion. Price 12c.

7208. Ladies' Morning Frock. Designed in sizes 38, 40, 42, 44, 46, 48, 50 and 52 inches bust measure. A 46-inch size requires 4 3/4 yards of 35-inch material. For contrasting material 1/2 yard is required. Price 12c.

FAVORITE RECIPES

Braised Celery. Three cups of celery when cut in pieces one inch long. Four tablespoons butter, one-half teaspoon salt, one-half cup water, one bouillon cube.

Melt the butter in a saucepan, add celery and salt. Cover closely and cook over a low flame three or four minutes, stirring often. Add water and bouillon cube and finish cooking with cover removed. Tender celery will require only five to six minutes additional cooking. Is a good way to use the outside stalks of the celery and is a delicious vegetable when carefully prepared. The above amount will serve four people.

Fried Celery, Tomato Sauce. Wash and scrape the celery and cut in pieces two to three inches long. Dip in batter and fry in deep fat. Drain on brown paper and serve with tomato sauce.

Batter: Mix one-half cup flour, one-fourth teaspoon salt, a dash of pepper, with one-third cup of milk and one well beaten egg.

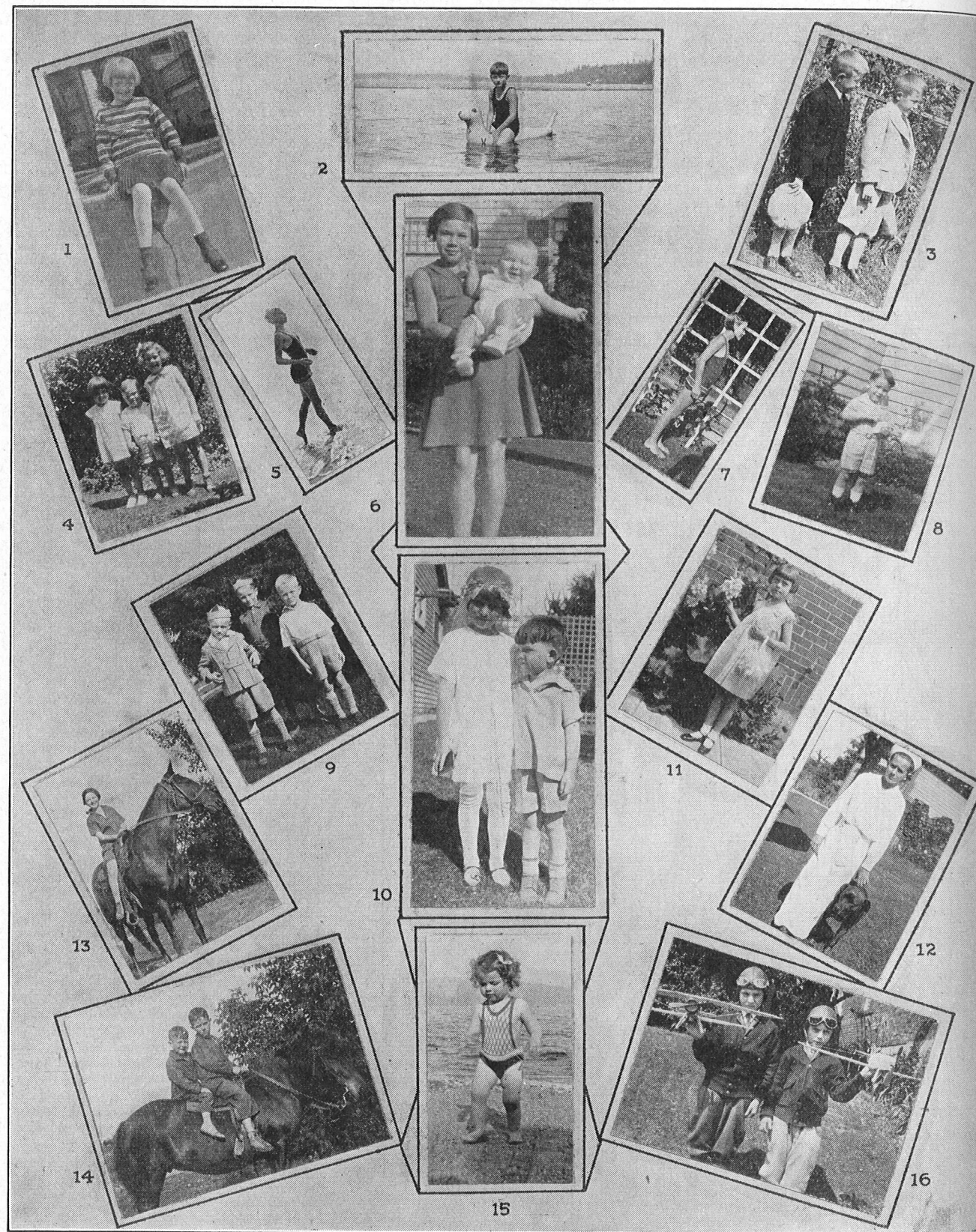
Tomato Sauce—Cook one slice of onion with one-half can of tomatoes fifteen minutes and rub through sieve. Three tablespoons of butter, melted; add three tablespoons of flour and blend thoroughly one-fourth teaspoon salt and pepper to taste. If tomatoes are very acid add a small quantity of baking soda and combine the two mixtures. Cook until thick, stirring frequently.

Tomato Juice. One can of tomatoes, heated and rubbed through sieve. Add salt, a dash of cayenne and celery salt to taste. Chill and serve in small glasses with a stick of crisp celery.

Brown Betty. Two cups of bread crumbs, three cups chopped apples, one-half cup sugar, one-fourth teaspoon each cinnamon and nutmeg; juice and rind of one-half lemon, two tablespoons butter, one-fourth cup water. Arrange one-half the bread crumbs in a baking dish, cover with one-half the apples, sugar, spices, lemon juice, rind and butter. Then add one-half of the remaining bread crumbs and the remainder of the apples, sugar, spices, etc. Pour water over all. Cover with the remaining bread crumbs and bake in a moderate oven until the apples are tender and crumbs are brown over the top. Serve with cream or hard sauce.

Christmas Cakes—Cinnamon Cake: Mix one-half cup butter, one cup sugar together, add two eggs and beat. Add alternately one-half cup milk and one and one-fourth cups flour mixed with two and one-half teaspoons baking powder. Add one tablespoon cinnamon to the butter, sugar and egg mixture.

Almond Cakes: Mix together as above, one half cup butter, three-fourths cup sugar, two eggs, one cup Jordan almonds, blanched and cut in pieces, one-third cup milk, one and one-third cups flour and two teaspoons baking powder.



Some of Aunt Betty's Little Seattle Friends

(1) Mary Jane Roberts, Niece of Claire E. Shappee, Traffic Department. (2) Murray, Son of A. V. Amos, Clerk, Traffic Department. (3) Frank and Warren, Sons of J. L. Nupp, Clerk, Personal Record and Pass Bureau. (4) Kathleen, Eileen Rose, Edwin Eugene, Nieces and Nephew of Miss Valerie La Fortune, Passenger Department. (5) Lois Marjorie, daughter of H. R. Keller, Transportation Department. (6) Robert James and Yvonne, Son and Daughter of R. V. Cummings, D. F. & P. A. (7) Shirley Ann, Daughter of H. R. Keller, Transportation Department. (8) Chas., Jr., Son of Chas. Winship, T. F. & P. A. (9) Royal Calvin, Holsey,

Jr., and John Edwin, Sons of H. Johnson, Clerk, Traffic Department. (10) Mary E. and Richard R., Children of Roy Jackson, Assistant General Agent. (11) Lucille Virginia, Daughter of J. R. Ludwicke, T. F. & P. A. (12) Jack, Son of F. H. Oliver, Office of Vice-President. (13) Kathleen, daughter of F. O. Finn, Export and Import Agent. (14) Harry and John, Sons of F. O. Finn, Export and Import Agent. (15) Barbara Joyce Leicht, Niece of Dorothy Walsh, Office of Western Traffic Manager. (16) John and Bill, Sons of P. B. Strickland, Deceased Claim Adjuster, Who Was in Service 18 Years.

OUR LITTLE FOLK



The First Christmas

ABOUT nineteen hundred years ago on the day of the birth of Jesus in Bethlehem, a great light shone in all the heavens and all the shepherds in the fields looked with wonder and amazement, not understanding the meaning. And then an angel of the Lord appeared before them saying that in Bethlehem of Judea there was now lying in a manger, the Saviour, the Christ child. And the angel told the shepherds that they would know him by his swaddling clothes and they would find him with his mother, Mary. And the angel bade the shepherds set out and go to Bethlehem to see the new-born babe.

As they drew near to Bethlehem they were guided and came to a manger and found Mary, Joseph and the infant Jesus. They fell down and worshiped the child and then told Mary and Joseph of the angel's visit.

And meanwhile the wise men of the east had seen a great light and the star had guided them to Bethlehem to where the child lay. And when they saw the child they fell down and worshiped him and then presented him with gifts of gold, and frankincense and myrrh.

And the child grew in spirit and in understanding and he was filled with wisdom. And he taught the truth to all his people and was known in all countries as Jesus of Nazareth.

Santa's Problem

SANTA CLAUS opened his eyes wide as he looked at the letter he had just received from a little girl in Illinois. She had written to him every year and he had always been able to make just what she wanted for her. She was a little daughter of the rich who had no brothers and no sisters, and this year she said her daddy and mother had given her so many things that she had everything she wanted except someone to play with her and talk to her. Couldn't Santa please do something about it? She thought she would like a doll that could really talk—not just say "Mama"—one that could answer her and ask her questions. Would Santa please bring her one?

No wonder he was puzzled. He finished reading the letter and looked about him at his workshop. Never before had

Answer to the November Puzzle

WERE you able to find nine names of Thanksgiving foods in the November calendar? Here they are: turkey, celery, apples, cake, tea, potatoes, peas, corn and pumpkin pie.

he been confronted with such a problem, and Santa's age-old reputation was at stake. Santa called in Mrs. Santa and all his little workmen. He read the letter to them and they in turn looked at each other in surprise. And then with deep sighs they set to work—thinking, drawing, planning, and at the end of that day they were no further along.

On Christmas Eve

ON each Christmas Eve,
Little brother and I
Hang up our stockings
Just so high.

And then to our beds,
Without fussing a bit,
With Santa watching us,
We wouldn't do it.

We listen and wait
In the darkness so thick,
But our eyes always close
(The Sandman's old trick!)

And then in the morning,
Out to our stockings and tree;
What Santa has brought us
We can hardly wait to see.

And we always find what we wanted,
And usually something beside,
Cause Santa marks the houses
Where good little girls and boys abide.

That night the Claus' dinner table was quiet. The small workmen in their brown suits scarcely ate anything, they were thinking so hard. Mrs. Santa finally broke the silence. "Maybe if we make a doll with such a beautiful face that it is fairly alive, the little girl will forget that she wanted it to talk."

"No, that won't do," said Santa. "We must do something soon though, because the night after tomorrow night I make my trip around the world and I must



have everything in readiness. Furthermore, I must not disappoint her. If need be I shall take my reindeer tomorrow and go to visit workshops of other lands to see if they have ever heard of such a toy."

That night no one could sleep. The little workmen were fearful lest Santa should be angry and Mrs. Santa, who had always been full of such helpful ideas, was at a loss to know what to do. Santa paced the floor but to no avail. To make a human doll was beyond him.

Morning came and all were up earlier than usual. They could not all spend their time thinking on this one problem as there were many last minute orders to fill and Santa's bags had to be loaded. The morning flew by and they sat down to eat lunch, sick at heart and completely exhausted.

Suddenly the door blew open and everyone turned to see what sort of thing was happening to further disturb them, when they saw a tiny woolly brown puppy with large, sad eyes and long soft ears. As if the thought came to all of them alike, they looked at each other. Here was the answer to their problem. "I shall take her this little stranger," said Santa, "and if she loves him and talks to him he will soon talk and play with her." The little workmen shouted with joy, and jumping from the table took the little puppy and bedecked him gaily in ribbons, made him a soft basket for a bed and tiny covers for the night.

The next night Santa took out his reindeer team, harnessed them, loaded his bags onto the sleigh and away he went skimming through the air, landing on the housetops, going down a chimney with toys and candy and nuts, coming up again and starting out for the next house.

Just as the grandfather clock was striking one, he entered the house of the little girl in Illinois. He peeped into her door to see that she was sound asleep and then he filled her stocking, left her toys that she had not asked for, and last of all set the little basket with the tiny brown puppy in it, beside the fireplace, and he was away again.

Late in the morning Santa Claus reached his home, tired but happy. He had found ever so many good little children this year. But as he thought of his journey a shadow crossed his face and Mrs. Santa noticed it and asked him what had marred his trip. Santa replied, "You know, I always know what goes on in the minds of the children when they wake up on Christmas morning and see what I have left for them. Well, the little girl in Illinois was not very well pleased. She said she didn't believe in me any more and she didn't like the puppy and thought Santa was making fun of her. Next year I shall give her very little."

A year passed, and Santa was again getting letters from the little children all

(Continued on page 28)

SPECIAL COMMENDATION

Name and Division	Citation and Date	Cited by
B. F. Fuller, Agent, Bowdle, S. D.	November 8th, found dragging brake beam.	H. W. Gillick, Superintendent
E. Larsen, Trainman, D. & I. Division	November 7th, found broken arch bar.	L. F. Donald, Superintendent
A. M. Helme, Fireman, K. C. Division	October 26th, discovered broken rail just ahead of moving train.	M. Givens, Superintendent
W. H. Winger, Brakeman, K. C. Division	October 25th, found broken arch bar on line freight.	M. Givens, Superintendent
C. A. Van Winkle, Engineer, T. H. Division	October 9th, discovered switch points apart, at Lattas Jct.	J. H. Valentine, Superintendent
Richard Bertholz, Section Foreman	October 23rd, found car with broken truck at Pewaukee.	D. W. Kelly, G. S.
Frank Bowes, Conductor, K. C. Division	October 2nd, found broken arch bar at Culver, Iowa.	M. Givens, Superintendent
Harry E. Cross, Switchman K. C. Division	October 14th, discovered broken flange on car in outgoing train.	M. Givens, Superintendent
J. O. Parker, Switchman, K. C. Division	October 16th, discovered fire in empty box car at Ottumwa.	M. Givens, Superintendent
A. R. Schaefer, Engineer, Superior Division	September 18th, reported broken rail at Hilbert, Wis.	E. A. Meyer, Superintendent
Fred Arnett, Conductor, Superior Division	November 14th, reported broken rail at Pike Hill, Wis.	E. A. Meyer, Superintendent

C. F. Cox, clerk, Seattle freight house, was instrumental in securing three one way fares, Seattle to New York, our line to Chicago.

E. J. Gashel, I. & D. Division engineer, brought us a passenger from Mason City to Chicago, on the 29th and another on the 27th.

Frank C. Bell, clerk, Seattle freight house, secured a passenger for our line, Seattle to Des Moines and return. The Seattle freight house folks are surely a live wire bunch.

M. J. O'Connor and John M. Olson, of the Coast Division, are commended by City Passenger Agent Valentine, of Tacoma, for their co-operation in securing four tickets, Tacoma to Spokane and return.

H. J. Whatmore, of assistant chief engineer's office, Seattle, has been instrumental in securing seven or eight long-haul passengers for eastern points, via our line to Chicago. In some instances, Mr. Whatmore went out and brought the business in himself, and in others, furnished traffic tips to passenger representatives who were successful in securing the business.

Frank W. Berg, Seattle freight house clerk, furnished information to the Traffic Department resulting in securing shipments moving via water to Seattle, thence to Spokane via our line.

T. J. Toward, Milwaukee Terminal engineer, solicited shipments of building material over The Milwaukee Road, from a firm in Milwaukee. This firm promised the shipments, and were also greatly impressed with the loyalty of Mr. Toward, writing to General Superintendent Kelly of the occurrence as follows: "On last Thursday, Mr. T. J. Toward, Milwaukee Terminal engineer, was in here and wanted to know if it were not possible to ship our material over his road. We told him we intended doing so, but feel that loyalty of this sort should be brought to your attention, as he made it very plain that when he heard of the order he was going to come in to see us and ascertain if it could not be routed over his line."

Ivy N. Park, of the Coast Division, was instrumental in securing a passenger via our line from Tacoma to Chicago, Omaha and Kansas City.

Charles B. Hyett, clerk, Seattle freight house, aided in securing two one-way passengers for our line, Seattle to Chicago.

Our Business Getters

CONDUCTOR ED BENSON, on the H. & D. Division, is commended by the Passenger Department account assisting in securing a passenger from Minneapolis to Chicago and return.

We note Conductor Louis Hendrickson was responsible for one ticket, Mason City to Goshen, Indiana.

We have been impressed with the wonderful work being done by Chief Claim Clerk J. W. Slattery, at Galewood Station, securing diversions in favor of our line as follows:

Months	No. of Shipments	Total Weight
June, 1931	107	132,527 pounds
July, 1931	183	185,763 pounds
August, 1931	110	96,880 pounds
September, 1931	226	168,525 pounds

*Mr. Slattery away two weeks.

Mr. Slattery's method is to come down in the morning before office hours and handle bills on cars that have reached Galewood during the night, abstracting memorandums on shipments going to points reached or via the Milwaukee that are routed against us. He then telephones the various shippers asking permission to route via the Milwaukee. Mr. Slattery also does as much of this as he can, aside from his regular duties, on trap cars coming into Galewood during office hours.

There are without doubt a lot of smart agents and freight house employees at other points on the line where some practice of this kind can be followed and result in considerable additional business for the railroad.

Mr. Slattery has become so well acquainted among the shippers at Chicago, in carrying on this work, that many of them have now given him blanket orders to divert to the Milwaukee any of their shipments which can be handled to destination direct or interline via our road.

The I. & D. Division reports that Engineer E. J. Gashel influenced two passengers over our line to Chicago.

General Passenger Agent W. B. Dixon reports the following who have interested themselves in securing business for our line, and wishes to thank them for their assistance:

Russell Risberg	Clerk, Division Engineer's Office	Austin
E. J. Gashel	Engineer, I. & D. Division	Mason City
L. Hendrickson	Conductor, I. & D. Division	Mason City
Wm. Johnston	Traveling Engineer, I. & D. Division	Mason City
Lyell Holmes	Brakeman, I. & D. Division	Mason City
A. O. Tate	Real Estate Department	Chicago

Santa's Problem

(Continued from page 27)

over the world. Among thousands post-marked in Illinois, he noticed one especially, and with a sad smile on his face, opened it. As he read his smile broadened and he chuckled to himself. Then he called in Mrs. Santa and his little workmen and read the following letter:

"Dear Santa Claus:

"I shall never feel right until I confess to you the naughty thoughts I had last year when I found the puppy instead of a doll who could talk. I said I would never write you again and would never love the little puppy. But it wasn't long, Santa, before I began to love him, and now I really believe

We again hear about Yard Clerk Frank Wallace, at Milwaukee, who secured one car of hides going to a point in Massachusetts, and a car of machinery out of Milwaukee for Seattle.

Roundhouse Foreman Chas. Beyer, at Bellevue, Iowa, is generally active in soliciting business and just recently secured a carload of stove castings going to Denver, Colorado.

Mrs. Wyla Blethen, employed as stenographer at Madison, Wisconsin, is credited with securing a passenger to Chicago. This party had made arrangements to go over a competing line.

Mr. B. McNulty, chief clerk, at Madison, secured a nice lot of freight business for our line.

Mr. William Kleiner, check clerk at Madison, secured a line of furniture business that has been routed via competing line.

Mr. A. McPherson, conductor on the Madison Division, has been turning quite a little passenger business to the Milwaukee Road.

Mr. Albin Groth, employed in the Superintendent's Office at Mason City, is credited with securing a passenger from Mason City to Chicago.

Superintendent Meyer commends Conductor Wm. Wentela for securing a passenger from Green Bay to Milwaukee.

Mr. J. E. Lasley is commended by Superintendent Van Dyke for securing a car of coal going to Fairmont, Minnesota.

he talks to me and I know he understands what I say to him. I call him 'Brownie,' and he plays with me all day long and at night I have his little basket in my room. This year, Santa, I have everything and I wish you would just come down my chimney and leave some little thing so I know you are not angry with me and then give any toys that you might have given me, to other little boys and girls who don't have as much as I do. With love,

ANN."

Santa folded the letter, smiled at Mrs. Santa and then at his workmen, put the letter in his pocket, whistled a tune, packed his bags, harnessed his reindeer and was off again to bring joy to his little children.

ON THE STEEL TRAIL

THE DIVISION NEWS-GATHERERS

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

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

From the Banks of the Wabash

Roberta Bair

MR. C. E. NELSON, formerly superintendent of our north line, was a visitor in the superintendent's office October 14th.

One of the beautiful early autumn weddings was that of our popular Car Department payroll maker, Miss Catherine Pfeiffer and Mr. Carl Vendel on October 7th.

On October 1st Mr. L. W. King came to Terre Haute to become chief clerk to our Superintendent, Mr. Valentine.

Before coming to Terre Haute, Mr. King was chief clerk to our former superintendent, Mr. A. J. Elder, at Marion, and since we know Mr. Elder so well, we all feel as if Mr. King is no stranger. After all, Terre Haute is not such a bad place to live in and we hope Mr. King will soon 'go native' and become a booster for the little city—On the banks of the Wabash.

Store Department Chargeouts

Ain't science wonderful? Before Aaron had his appendix cut he was singing first tenor. After his operation he was demoted to second. Then his tonsils came out and he sang baritone. Only his adenoids stand in the way of his being a basso.

\$5,000.00 reward offered for any information regarding the Hemseys up in Minneapolis. Are they still on the map, or ain't they?

For all you girls who have been writing in about Goody. He's still at large. And looks begotus in a new tan cap.

Burbank missed this one. We had a lovely flower box of petunias outside the office window—it was a handy place to spit—and would you believe it, when they bloomed they were spitoonias. (Page Ripley.)

Store Department slogan: "There ain't no flies on us—we use flytox."

Car Department—Bad Orders

A sign in a rural cemetery reads: "Persons are prohibited from picking flowers from any but their own graves."

Mrs. Schwartz (reading): "It says here they have found a long-legged sheep in the Himalaya Mountains that can run 40 miles an hour."

Fritz Schwartz: "Well, it would take a lamb like that to follow Mary nowadays."

Merry Christmas

Lucille Millar

Heigh Ho! for a Merry Christmas,
And a Happy New Year, too—
What's that you say about this year
Having been a wee bit blue?

Shucks! That was nothin' to be skeered of—

Jus' like rheumitz, lumbagy or fits;
Soon as they've each done run their course

They simply packs up and gits.

So it's heigh ho for a Merry Christmas,
And a Happy New Year, too—
Old Thirty-one, you were a son of a gun,

But Thirty-two—oh, boy, we're bettin' on you.

Fred: "Why do you keep looking at your trousers?"

Fritz: "I don't like them."

Fred: "Why? They fit like gloves."

Fritz: "That's why I don't like them. I want them to fit like pants."

Martha: "When did you first become acquainted with your husband?"

Flossie: "The first time I asked him for money after we were married."

I AM 38 YEARS OLD, declares Harold Patton.

Famous local storekeeper states years need not rob you of youth. Mr. Patton snares the secret of his charm with the readers of the Milwaukee Magazine. "You know that a lovely skin is always appealing. I've discovered that regular care with Lux toilet soap does wonders for my skin."



The above portrait was especially posed for the Milwaukee Magazine. His asleep-at-the-switch expression is purely hypocritical. He possesses an alarming amount of wim, vigor and vitality. A quick get-away has Harold and statistics compiled by the government proves that he gets more mileage out of a pair of half soles than any of the 213 persons interviewed.

Mr. Patton is very versatile. He sings, tats and makes salads with equal ease. He has a charming wife who knows more about baseball than Judge Landis, a son, Ozzie, who hasn't much to say, and a daughter, Mildred, who has. He's one of the best sports on the division. If he isn't—my name's mud, when he reads this.

Seattle General Office

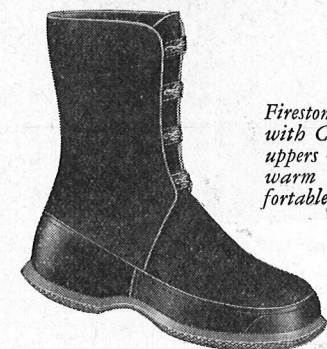
AMOS, of the Traffic Department, hasn't got a word to say in regard to his recent trip to Vancouver, B. C. He said it was wet all the time he was there and he doesn't remember very much about it . . . The trip was uneventful, save that coming back the engine fell out of the "Fresh Air Taxi," and he had to hunt up some hay wire to tie it on again. He advises that the "Taxi" made a fast trip for the 160 miles, as he was only three days on the road going and—well-l-l, the trip back is best forgotten.

"Ethyl" Lee says these trans-Pacific aviators have her all up in the air.

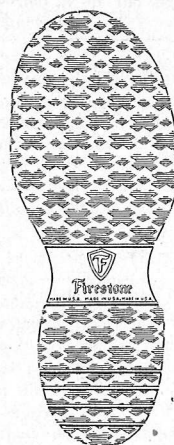
WATCH YOUR OWN STEP



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with Cashmerette
uppers — sturdy,
warm and com-
fortable.



Firestone Titan,
2-Buckle type,
special non-skid
sole (see left) for
safety.

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Firestone Footwear

"Reigns when it Rains"

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Mr. F. O. Finn, export and import agent, and Mr. R. V. Cummings, division freight & passenger agent, recently went on a hunting trip to Kittitas. They came home with five pheasants apiece. We will have to take their word for it as no one has seen any of the pheasants that they brought back.

I wish to refer our readers to the Children's Page of this issue where will be found pictures of many youngsters who are familiar to all of us.

S. N. Belanger, telegraph operator, formerly with the Telegraph Department, is now employed as agent-operator with the Panama R. R. Co., owned and operated by the U. S. Government, Panama Canal.

The Auditing Department had the pleasure of meeting Edith Pearson's young brother Emil a short time ago, who is a senior in the Coast Guard Academy at New London, Conn. He certainly looked smart in his officer's uniform.

Myrtle Brown's mother has just arrived home from a month's visit in Kalispel and other points in Montana. Myrtle sure seems happy to be relieved once more of her heavy domestic duties.

"What a man" Mr. Seivers is. Mrs. Seivers' visit in Chicago has left him with all the household duties. He washes clothes, cooks and mends beautifully.

"ICY BULLETIN" "Railroad Special Nite" at

Seattle Ice Arena, Every Other
Wednesday, 10:15 P. M.

"Through the management's courtesy of the Seattle Civic Ice Arena, we have been fortunate enough to procure a SPECIAL PARTY NITE for ice skating for the railroad companies of Seattle.

"We predict a good time for all those attending, either to skate or for general spectation at the regular charge of fifty cents.

"Starting out the evening's excitement of sport, a short game of hockey will be played between two companies, consisting of a scrub team of players under the employ of the respective companies, which promises an exciting game of laughter, spills and fast action. There will be played only three short periods of five minutes, one minute rest between periods, followed by the regular skating until 12, midnight.

"Bring your families, sweethearts and friends to join in the MERRIMENT of SPORT OF ALL SPORTS that are in store for you all at our beautiful ice arena.

"We have arranged with the management to supply skates to those who have not their own, to suit for fit and style at a small rental fee.

"All those desiring to learn how to ice skate, don't hesitate, present yourselves at our parties and instructors will be there to assist.

"The OPENING NITE will be Wednesday, November 11, 1931, at 10:15 P. M. Hockey game, Great Northern Railway versus Chicago, Milwaukee, St. Paul & Pacific Railway.

"Let's make the OPENING NITE a BIG ONE with a large representation from your company.

"For further INFORMATION, call Gordon H. Smith, Ca. 6309, or Earle E. Beacock, El. 6800."

Seattle Local Freight Office

Former clerk, Vera Tuson, paid us a call recently. Vera used to be one of our "A-1" expense clerks.

Earl Connelly is again with us, his position at Ellensburg having been abolished.

The bowling season is well under way at Seattle this year. However, one of the high men,

Mr. Notske is not in the game this year on account of illness. Don't believe the team misses him any more than he misses being with them.

As this goes to press, it appears we will have a new messenger, W. A. Court, who has "come in" from the Interchange. Sorry to lose our good looking Leonard.

Harry Anderson is now doing the billing at the local and when you want to check on Kenneth Alleman you will find him on the expense desk at the same place.

Mr. W. W. Brundage's wife recently made a trip to Delmar, Iowa, and while away friend husband took over the culinary department. Understand the children wanted to EAT OUT.

Dubuque and Illinois Division— Second District

E. L. S.

ON October 11th occurred the untimely death of our beloved friend and Milwaukee Women's Club worker, Mrs. J. E. Grice. Mrs. Grice had been chairman of the Sunshine committee for quite a number of years, almost from the time the club was organized, and was an untiring worker, cheerful and willing at all times to help wherever needed, and she will be greatly missed by all club workers and members. Mrs. Grice was ill only two days. Funeral services were largely attended at St. John's Episcopal Church, of which she was a faithful member, and interment was made in Linwood Cemetery, Wednesday, October 14th.

Sympathy is extended to her bereaved husband, son, mother, sisters and other relatives.

Switchman J. G. Hatzembuehler, who had been switching in Dubuque Yards since 1888, died October 13th, following an operation. Funeral services were conducted at Holy Trinity Church, Thursday morning, October 15th. Mr. Hatzembuehler was well liked by all his associate workers, and they will miss him. Sympathy is extended to his bereaved relatives.

Effective November 1st, Mr. E. H. Johnson, division engineer, was transferred to Austin, I. & S. M. Division. Friends and workers on the Second District regret that it was necessary for him to leave, but wish him success in his new field of endeavors. (Will miss you, too, Mrs. Johnson, as will seldom see you now any more, but hope you will come back to visit us some time.)

It seemed good to hear "the wheels of industry" moving again at the shops, after having been closed for several months, having started operations in the Mechanical Department on October 19th. (Seemed good for you, too, didn't it, Lucille, to be on the P. R. again?)

Earl Eckstein, formerly trainmen's time-keeper of the Second District, Savanna, is now employed as O. S. & D. clerk, Dubuque freight house.

Mr. H. T. Dersch, formerly traveling engineer on the Iowa Division, and an "old timer" on the Dubuque Division, was transferred to our division November 1st, and is welcomed in our midst. Mr. C. H. Butler, whom he displaces, is now employed as night roundhouse foreman, Marquette, and pleased that he has not left us altogether.

Mr. V. Hansen, new safety inspector, Dubuque-Illinois Division, made his first visit to our division the first week in November.

REMEMBER WHEN—

The semi-century attic cleaning with the whole force in overalls, coveralls, aprons, sun bonnets, etc., . . . the desire of some of the force to remain in the attic for the duration of a visit from committee seeking donations for

the community chest . . . the thirst caused by the excessive dust . . . the oasis?

Frank's highly-perfumed weedburner and the accusation that he smoked rubberbands instead of tobacco?

Earl's authoritative statements on home brew, Chevrolets, Atwater-Kents, etc.?

C. E. K.'s vigorous condemnation of that terrible car, the Graham-Paige? Ask him what kind he bought!

Marie's "Daily Helps in Spelling and Grammar?"

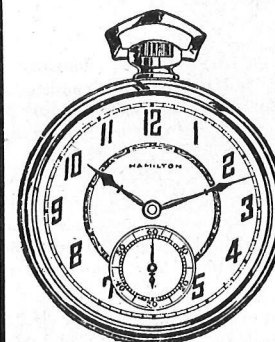
Elmer's innocent complaint about certain parties using his rumble-buggy as a parking

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.

Your Local Watch Inspector Deserves Your Patronage!

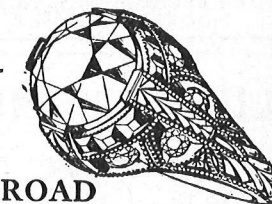


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Open Hearth and Manganese
High and Low
Switch Stands
Mechanical Switchman
Miscellaneous Castings
of
Manganese, Carbon Steel
Gray Iron**

place for empty Gordon Dry, Sageville T. N. T. and bottles of miscellaneous description? (MORAL: After sipping the last drop—throw in the nearest corn field, Elmer.)

Ray's microphone voice used in broadcasting 'phone messages about the Fourth Street crossing gates being out of order, etc.?

Cal's rush up Fourth Street at noon so he would get on the first table up at the "Majestic Cafe?"

Cora's daily trips to the "Big" office for the comptometer?

John's private office amid wheel reports, dust and stationery? (Yes, the last word is spelled correctly, we are talking about the office supplies, not John.)

Emma's rush down Madison Street every morning as the town clock struck eight?

East H. & D.

"Pat"

MISS LUCILLE NIXON, daughter of Middle H. & D. Division Conductor L. R. Nixon, was united in marriage to Mr. Robert Wilson, of Big Stone, on Sunday September 27th.

As we have heard several times the notes from the East H. & D. were missing last month for which we are duly and humbly sorry, and wish that the boys who miss them would "kick in" with a few items now and then.

We all wish to express our sympathy to Conductor T. Curtin, on the Fargo Line, whose wife passed away since the last notes were sent in.

Conductor Mainzer got his usual deadhead with Middlebrook this week.

The boys from the freight office, dispatcher's office and yard office were allowed to show how fast they could make the pheasants disappear one afternoon in the freight house through the courtesy of Engineer Ryman and Mrs. Ryman.

But alas, the pheasant season is now over except for pleasant memories:

"Scotty" Brown went out with his pop-gun before sunrise so he couldn't see the "No Hunting" signs of which there were plenty . . . Fred Dollarhide lying in the ditch out of steam because a cock would keep just out of reach . . . Jebb's restaurant looked like the start of the World War every morning, all the boys went there, Jung, Heckert, Bishop, Lof-dahl, Renbarger, Hill, Spangenberg, etc. However, we hear that some of the boys have done a lot better shooting since the season is over than their companions tell about.

Conductors Gregory and Tickner are back on the Farmington Line.

Madames Gillick, Sizer, Soike and Burdick, of Aberdeen, attended a recent meeting of the Women's Club at which a new set of officers were elected and we urge that all those who are not already members, join now.

Assistant Freight Agent Roy Donehower was one of the many Minneapolis visitors here during the pheasant season.

We are now enjoying one of the largest runs of stock in recent years.

We have been recently informed that Conductor Middlebrook has gone into the whole-sale junk business and any applicants for sale or purchase of same should apply to him in person.

Famous last words:

"Say, Scotty, have you heard about the Scotchman who . . ."

Notes from the Willapa Harbor Line

R. R. T.

THE Willapa Harbor Lumber Mills have transferred their logging activities for a few months from Camp 2, at Burt, and Camp 1, near Willapa, to Camp 3, near Fern, on the Northern Pacific Line. Almost the entire population at Camp 2 has moved out to Raymond or Pe Ell, to be near the work at Camp 3, and the office at Burt has again been closed for the time being. Operator H. J. Court, who has been there most of the summer, went home to Carnation for a while. He had gotten so that he enjoyed it out in the tall timber and seems to have been a general favorite up there, as we hear that not a few of the ladies even baked pies for him.

In spite of the change in logging operations, the Willapa Logging Railway crew still runs into Raymond over our line. The two railway companies put in a track connection at Willapa and the logging trains come into Raymond dump from there over the Milwaukee. A telegraph office has also been put in at Willapa and a traveling operator goes with the logging trains between Fern, on the N. P., and Willapa, working with both lines at Willapa. It is a curious arrangement, but seems to work all right.

The Willapa Logging Railway's crew is a hundred per cent Milwaukee crew, all being from our extra list. H. W. Burt is the conductor, and a hustler from Hustler Junction, always on the go. He has a first class pair of assistants in Brakemen Fay Borchardt and George Kranbold, both of whom are always smiling and willing to work, no matter if it rains cats and dogs. Joe Kotthoff, engineer, and Emil Schweickardt, fireman, look after the engine part of it and are both as full of "wim, wigor and vitality" (as Burt says) as the rest of the crew. It is easy to tell from the names of four of the crew where the cradle of their ancestors stood, but Burt has been with them long enough now to be naturalized himself. Superintendent Crosby, of the Willapa Road, says they are the best crew on his road (there is only one crew, to be sure, but that does not detract from their merits).

Since the new service has been put in from Tacoma to Longview, the Willapa Harbor and Gray's Harbor branches are both served by runs between Raymond and Hoquiam, via Maytown. When the crews tie up in the morning after covering about 120 miles during the night, they are only about thirty miles from where they started the evening before. Hoquiam and Raymond being no farther apart in the air line than that. Cap Brenner and his crew (Brakemen Craig and Rogers at this writing, Engineer Lano and Fireman Holly) have been transferred to the new run from the Gray's Harbor Line; Frank Ziel, Brakeman Hunt and Russell, Engineer Ashford, Fireman Spiegelberg, will compose the crew running opposite. Frank Ziel, George Hunt and Jim Willis are up against examination in the N. P. and O. W. rules at this writing, to qualify for the new run to Hoquiam—just like schooldays once more.

Our old friend Clint ("Pinky") Miles, formerly operator at Raymond, moved his family and furniture to Tacoma, where he will make his home for the present. However, he hasn't had much opportunity to be there since moving, first relieving for a few days at Cle Elum and now working as towerman on the new trick at the Chehalis interlocking plant, until the position is assigned. There will be a fine lonely job, down in the swamp, with frogs and mosquitoes to keep the operator company.

As a result of recent reductions in force, Car Foreman E. E. Packard, at Chehalis, is out in the cold world for the time being; let us hope that it will not be for long. Agent N. C. Kendall, at Chehalis, now will have to spend most of his time out in the yard and running down the interchanges—not so good; while Senor Britt, the operator, will no longer have to go down to the interlocking plant to get the cars out from the C. C. & C. connection.

Mrs. Walgren came down from Cle Elum for a short time to keep house for her hubby, Operator Bill Walgren at Raymond. Since her return to Cle Elum Bill has been "baching" again and has developed into so excellent a cook that he has gained five pounds already.

Dan Verbeek, car foreman at Raymond, has lost his sidekicker, "Shorty" Walker, as a result of the recent reductions; it will keep him more than busy now that "Shorty" has gone to his farm near Olympia. Dan, by the way, is the proud owner of a brand new Chevrolet sedan, for "good" driving, while he drives a Ford for work purposes.

Recently Dan Verbeek and his good chum, Assistant Postmaster Brown of Raymond, went on a fishing trip to the headwaters of the south fork of the Willapa River, right out in the wilderness, and succeeded in getting thoroughly lost—that is, they claim they were not lost, but only did not know where they were. After floundering around in the brush half the night, falling into innumerable holes and gullies and—Dan, at least—being half drowned in the river, they finally found a trapper's deserted cabin towards midnight, where they succeeded in starting a fire and drying their clothes the rest of the night. Fortunately their lunch was not damaged and they even found some coffee in the cabin. There was also a bottle of what appeared to be moonshine, but they were afraid to experiment with it. Next day they found out where they were and the way out, finally arriving at home Sunday evening all tuckered out and with seven measly fish to show for their trouble, but vowing that they had a glorious time of it.

S. C. & D. Items

M. F. Kasak

THIS will be the last time the notes from the S. C. & D. Division will appear under the heading of "S. C. & D. Items," due to the fact that the division has been absorbed by other divisions. The territory from McCook, S. D., to Manilla, Iowa, going to the Iowa Division and the territory north and west of McCook to the I. & D. Division.

Mr. F. T. Buechler will remain at Sioux City as assistant superintendent of the Iowa Division and Mr. F. R. Doud comes to Sioux Falls as trainmaster of the West I. & D. Division, which also includes the old S. C. & D. north and west of McCook. Mr. B. O. Johnson has been transferred to Aberdeen where he is division engineer in charge of the H. & D. Division west of Montevideo. "Mac" MacGregor, who was office man in the engineering office, has been transferred to the I. & D. office at Mason City.

We all had said "goodbye and good luck" to Mr. J. M. Hemsey, district supervisor of safety, and welcomed Mr. Vic Hansen to our division, when the consolidation reversed things, Mr. Hemsey returning as our supervisor, account our being absorbed by a northern district division. The same thing may be said for Master Mechanic John Turney, for by the time that this appears in print he will again be our master mechanic. Welcome back again, Mr. Turney, and we say "goodbye and good luck" to Mr. M. A. Foster, of the Iowa Division. Mr. Earl Jefferson again becomes fuel

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Here's what B.A. CALABRESE wears for his job!



Don't buy any boot until you've tried on a pair of "U.S." Blue Ribbon Boots. They're built to fit—to give you real foot comfort all day long. The non-slip corrugated soles are heavily reinforced at wear points to give extra long life. A snug fit at the ankle prevents chafing.



"U.S." Blue Ribbon Ebony Patrols—a heavy-duty rubber that's built for long wear and real foot protection. Mr. Calabrese picks these sturdy rubbers because his job requires the best. We are told that he's one of the busiest switch tenders on the Illinois Central System. No matter how stormy and wet the weather he must be right on the job.

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If your job requires rubbers you ought to have a pair of "U.S." Blue Ribbon Ebony Patrols. See your "U.S." dealer. He'll be glad to let you try on a pair.

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supervisor of the I. & D. portion of the S. C. & D. Division, and we must say that Earl has been coming and going from us a lot during the past two or three years. Just the same, Earl, we are glad to have you with us again.

Joy Strong, former stenographer in the Sioux City engineering office, has accepted a similar position at Marion, Iowa, with Mr. H. B. Christianson, division engineer on the Iowa Division and familiarly known to many of us as "Chris."

Roy Stenslund, wife and daughter, were callers at Sioux Falls on November 3rd. Roy was formerly employed in the Sioux City engineering office and is at present employed by the Iowa Highway Commission.

The South Dakota duck season was a very disappointing one to everyone in general, due to the short season and warm weather which retarded the flight of the ducks. The season was extended fifteen days along the Missouri, which apparently helped out very little. One of our Milwaukee group of hunters had some rare luck according to the news carried in the Sioux Falls Argus Leader: "A six and three-quarter-pound Canadian Honker Goose loafed for about twenty minutes in the same spot this morning and ended up in the possession of Zane Jenkins and Harold Peters, 519 North Minnesota Ave., Sioux Falls railroad men.

"Mr. Jenkins and Mr. Peters were coming in on the 9:30 Milwaukee train this morning and saw two geese in the river south of Cherry Rock bridge. They noted the spot and got into their hunting outfits as soon as they reached home. Then they hurried back to the place where they saw the geese, which were still there.

"One of them got away, but the railroaders bagged the other. Canadian Honkers are somewhat of a rarity here."

The pheasant season opened and closed during the second half of October and everyone had a good time and "got the limit." Even such rank novices such as ye scribe were able to hit 'em. The birds surely furnish a real sport and exhibit a surprising amount of in-

telligence and tenacity for life. You really must hit them hard in order to get them, for it is not uncommon for a bird, who will probably live more than fifteen or twenty minutes, to do such a good job of hiding himself that it is almost impossible to find him.

Engineer Jim Hubbs likes Sioux Falls so well that he wanted to pilot the 2:30 switch engine for a while.

During the month of October we had Cewe's steel crew in town dismantling the old bridge 756, at the Sioux River and erecting a new deck girder bridge in its place. It certainly was a welcome change and will enable "L" type engines to come into Sioux Falls safely.

Due to the depression, cars can now be obtained for five hours' use, no limit on the mileage, for one pound of Kresge's imitation candy. Call at cashier's window at the Sioux Falls freight house.

Born to Mr. and Mrs. Nick Kelly at Sioux Falls, November 3rd, a daughter. Mother and baby doing fine. Thanks for the smokes, Nick. Nick, as many of you know is warehouse foreman at the Sioux Falls freight house.

Mr. Edward C. Adams has been appointed trainmaster's clerk at Sioux Falls. Bet you'll like Sioux Falls as well as Mason City. Yup, girls, he's single!—and drives a car.

Al Erickson, lineman, with headquarters at Sioux City, has been at Sioux Falls assisting Grant Shipley with some line work, November 8th and 9th.

One sure sign that winter is just around the corner is this: C. S. Kemp, flagman at Sixth Street, Sioux Falls, has taken his big blue overcoat out of the moth balls and is wearing it on nippy mornings.

Vernon Landmark was appointed carman helper in the Sioux Falls yard, effective the 1st of November. Vernon will soon be a first-class carman.

Mr. W. F. Ingraham has been a frequent caller at Sioux Falls since the consolidation has taken place.

Mr. M. A. Bost was in the city getting acquainted during the first week of November.

Mr. F. R. Doud is occupying the old business car 5808 in the coach hole at Sioux Falls, as a temporary office until quarters can be made ready for him.

Tom Cavanaugh is still trying to whistle "Coming through the Rye" without his teeth. Tom has eaten so much soup lately that he can do it without the conventional "slurp."

Milwaukee Terminals

Ann

OCTOBER 28, 1931, marks thirty years of continuous service that Robert J. Foley, general car supervisor, Milwaukee, invested with the Chicago, Milwaukee, St. Paul & Pacific Railroad Company. All who have worked with Bob extend their hearty congratulations to him and look forward to many more years' service under his supervision.

We extend our deepest sympathy to Train Clerk Frank Wallace in the death of his wife, October 27, 1931.

Among the visitors at the Muskego yard office the early part of October were Eleanor Francey, Harvey Zunker, Charles Steinbaugh, Margaret Schneider and Florence Burkard. We are still waiting for the cake, Margaret.

Charles Polcyn, who switches trains for the Milwaukee Road, likes to tell of the terrible train service when he served overseas, for Charley has never forgiven the French for giving him horse cars instead of Pullmans to ride in. Should you watch Charley at work singing A. E. F. songs and then suddenly bursting into a gale of laughter, don't be sur-

prised. He's just remembered another experience with funny "frog" railroading.

Division Accountant Frank J. Klima paid a visit to Muskego yard office October 28th. It seemed like old times to have you with us again, Mr. Klima. Come again.

We were sorry to hear of the death of Herman Klatt's mother November 8th. Herman wishes to thank his fellow employees for the beautiful floral tribute extended.

Machinist Esau Mitchell has returned to work in roundhouse No. 2, after his summer vacation, as he wishes to allow some of the older men to lay off in the cold weather.

Roundhouse Painter Foreman George Hall was seriously injured in an auto accident October 1st, but is back on the job. Glad to see you back, George.

Yardman William (Kaiser Bill) Schroeder is working again after two months' illness.

Dispatcher John Schroeder and wife are entertaining a little Miss Schroeder since October 15th. Congratulations, John.

Engineer Paul M. Joers has returned to work after a two months' illness.

Dispatcher M. D. McDonald is sick in the Washington Blvd. Hospital at Chicago.

Steamfitter Foreman James Rogers, of roundhouse No. 2, has a new Lincoln which is a mate to the one owned by Mr. Clarence Falk. Rogers says the only difference in the cars is that he has the best looking chauffeur.

At the last meeting of the Dispatcher's Bowling Club, Dispatcher P. A. McGann was re-elected president; Dispatcher Charles Horsch, vice-president, and Dispatcher P. L. Callahan, secretary-treasurer.

Mr. J. A. Anderson has been appointed division master mechanic. Welcome to the division, Mr. Anderson.

Mr. G. H. Rowley has been appointed trainmaster of the terminals.

In the passing of Blacksmith William Roach, the company loses another faithful employee. He died October 31st and the funeral was from the residence, 2234 N. 35th Street, November 2nd, and largely attended by shop employees. In the crib disaster, April 20, 1893, in Lake Michigan, William Roach saved the lives of at least ten men and was later awarded a Carnegie medal. He was 63 years of age and had been an employee of the Milwaukee Road for 40 years.

Crossing Flagman Shackley, at Cherry St., is back on the job after two months' trip in Texas and California.

Fireman John P. (Alderman) McKane is working again after a serious illness.

Dispatcher and Mrs. J. E. Roberts are leaving for Long Beach, Calif., soon.

The Milwaukee Terminals passed through the month of October without a reportable injury. We hope to keep up this good record.

On October 8, 1931, Charles Albert Wilber (Bert, as he was known by his fellow workers), an employee of the Freight Claim Department in Milwaukee, passed away at the age of 58 years, 4 months and 3 days.

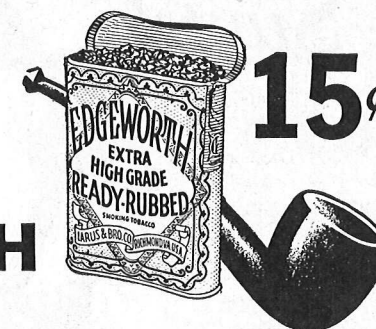
Thirty-five years ago Mr. Wilber, following his father's footsteps, began his railroad service as yard clerk at the old Reed Street yards in Milwaukee, from where he later was transferred to the freight depot as bill clerk.

His next move was to the North Milwaukee station, where he served as clerk for fourteen years and he established his home in this community. He then was able to return to the Freight Claim Department where he worked with his father, and where he was em-

KEEPS HAPPY ON THE JOB

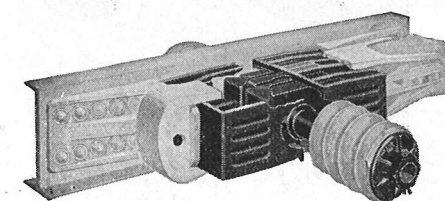
AS Depot Passenger Agent for the Milwaukee R. R. in Union Station, Chicago, F. J. Diefenbach is pretty busy all day long. But he keeps happy right on the job with his pipe and Edgeworth.

We suggest that *you* try a pipeful of Edgeworth, the favorite smoke of thousands of railroad men. You can buy it wherever tobacco is sold. Or, if you prefer, write to Larus & Bro. Co., 108 S. 22d St., Richmond, Va., for a special sample packet, free.



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played at the time of his sickness and death. Bert has been greatly missed by his co-workers, who always considered him as a friend and as a man who always had a kindly word to say to everyone.

Yard Clerk Frank Wallace wishes to thank his fellow workers for the lovely floral tribute sent in the recent death of his wife.

As this will be the last time I can write for this column account reduction in force, wish to take this opportunity of thanking the people who have so generously contributed articles concerning Milwaukee Terminal employees, and hope they will continue to send them to the next news-gatherer who may be assigned.

Wishing you all a very Merry Christmas and a Prosperous and Healthy New Year, will close by saying, "Good-bye!"

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Wisconsin Valley Division

Lillian

MRS. D. O. DANIELS entertained delightfully at a one o'clock luncheon recently, followed by bridge, at her home. Favors in the afternoon's play were won by Mrs. W. A. Lee, Mrs. Otto Nelson and Mrs. H. S. Morrison. Mrs. A. H. Darrow, of New Lisbon, was an out-of-town guest and was presented with a guest prize.

The condition of Mrs. R. P. Rawson, who suffered a fractured rib when the car in which she was riding and driven by her husband, collided with another car at McClellan and Second Streets while on their way to church, is said to be greatly improved. She is at St. Mary's Hospital.

Mr. Himler, of Columbus, Ohio, editor of the Hungarian newspaper, was up around the vicinity of Gleason interviewing Hungarian settlers, with a view of getting more families interested in purchasing land. In his interviews he states that all of the present settlers are very well satisfied and have made great progress along the agricultural line.

Frank McCann, son of Mrs. Frank McCann, 906 Jackson Street, and Miss Dagmar Dunning were married at Janesville on November 7th. Miss Dunning is well known in Wausau, having taught school here for five years.

Mr. and Mrs. Charles H. Lattimer issued invitations to a reception held at the Elks' Club Saturday, November 14th, at 8:30 o'clock, given in honor of their twenty-fifth wedding anniversary.

J. R. Campbell, who suffered a slight skull fracture, and Arthur Janz, who received a fracture to his right hip, when the car driven by Mr. Janz went into a ditch near Stratford, are recovering at St. Mary's Hospital. Their condition today was said to be greatly improved.

Arthur Perkins, near Woodruff, Wis., is establishing a museum of relics of early Wisconsin logging days. He has obtained a set of huge wheels used many years ago in transporting logs when the ground was bare of snow. Large lumber camps were equipped with from ten to twenty sets of these wheels ranging from 8 feet to 12 feet in diameter. They were capable of carrying as much as 2,000 feet of timber. Few of these wheels are now in existence.

The potato crop whose harvest is being completed in Wisconsin, was grown under extremes in weather conditions seldom experienced by farmers in the state, according to R. E. Vaughan, of the University of Wisconsin College of Agriculture.

"The late blight of rot diseases which frequently causes such extensive losses to growers, shippers and consumers alike, is almost entirely absent this season. It was so dry and hot in June, July and August that the blight fungus could not get a start. On the other hand, the same weather conditions which held the blight in check have favored the development of scab and a form of stem end browning. The scab fungus is one which may be introduced with seed or be present in the soil. This means that more scab than usual is found on the 1931 crop. The weather has had good and bad effects on the potato crop but in general the yield and quality is much better than was expected at the start of the digging season.

A son was born to Mr. and Mrs. Ed Hahn at St. Mary's Hospital on October 28th.

Mrs. C. H. Randby, of Merrill, recently entertained the Wausau members of the auxiliary to the Order of Railway Conductors, at her home. A delightful afternoon was spent at cards and a delicious lunch was served later.

Coast Division

"Kirk"

SECTION LABORER JAY HALE, Eversson, recently made a trip to Dunkirk, Sask., B. C., spending several weeks visiting relatives and friends.

Mr. I. N. Park, Store Department, left Tacoma on No. 16 Sunday, October 18th, to spend several months visiting relatives and friends in Omaha, Kansas City, Chicago and Iowa. Mr. Park was instrumental in securing one passenger to accompany him on this trip. Was originally lined up to go via a competing line but through Mr. Park's efforts was turned over to the Milwaukee.

Mrs. Mike Borell, wife of section laborer, Tacoma yards, and daughters, Rose and Irene, left the forepart of this month to spend several weeks with friends in Grand Forks, N. D.

Mrs. John Zyski, wife of section laborer of Chehalis, is visiting with relatives and friends at Toledo, Ohio.

Linwood Bartholomew, who has been track watchman at Hyak and Easton the past four years, has taken up the same duties at Rockdale for this winter.

Richard Rasmussen, son of Fred Rasmussen, roadmaster's clerk, Tacoma, was recently honored by being elected president of his freshman class at the University of Washington, College of Engineering. Dick is taking up chemical engineering.

Geo. Loomis, Engineering Department, made a trip to Pullman over the last week-end visiting with his son, Francis, who is a freshman at the State College. Mrs. Loomis has gone east to attend a meeting of the Milwaukee Women's Club so George took advantage of her absence to gad around.

Old man "Repression" has struck the superintendent's office again, this time eliminating C. F. Negley, whose position was abolished. Bob Shipley and Tubby Gleb also had to go to Seattle to find work, but understand they couldn't get along without Tubby here at Tacoma and that he is back again at his old stamping grounds. O. R. Powels is now at the yard office, Tacoma. O. C. Cardle is now the stenog at the freight house, having eliminated Miss Marty. Sure is hard to find any one any more.

The Engineering Department have all been out on tie inspection for the last several weeks but have it about all cleaned up now and we are glad to see them back again.

When it comes to hospitality, the "make-yourselves-at-home" kind, I believe Mr. John Barrett, agent at Hyak, takes the blue ribbon. Cal Snyder and yours truly found the "open house" sign on the door during a recent jaunt into the hills around Hyak in search of venison. We not only had a nice warm place to sleep but the meals were of the best. John had an ample stock of everything and believed in using it. Almost believe I could gain a pound or two if I could have stayed long enough. Cal got the drop on a spike buck the first day out and yours truly helped tote it back to camp. The next day it snowed and that ended all the fun. Many thanks to you, John, and may you be there next year at this season.

Had a nice visit with Operator Eric Larson while at Hyak, but he doesn't know much about whist. Probably will do a little studying during the snow season.

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

D. H. A.

A pretty wedding took place at Marmarth on September 5th when Miss Jean Richmond, daughter of Conductor John Richmond, of Marmarth, became the bride of Mr. Clarence Dahl, of Moberge. Miss Richmond is superintendent at the Moberge Hospital and Mr. Dahl is a pharmacist at the Olson Drug Company. The happy couple took a wedding trip through the Black Hills and are now at home to their many friends at the Pfanstheil Apartments. Congratulations.

Agent Leighty, at Rhame, who has been layed up all summer with an injured leg, departed for Wisconsin where he will visit relatives.

A. C. Rognelson and Jacob Staph, of Aberdeen, are working on the railroad fill east of town with a steam derrick. The contractors are getting along nicely with their work and expect to be through some time in December.

Engineer Carl Baxter is entertaining a friendly (?) carbuncle, located on the back of his neck.

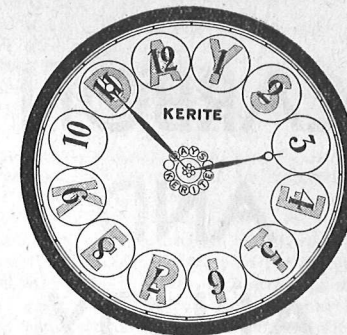
The mileage limit put into effect September 1st by the B. of R. T., put every available brakeman on this division to work during September. This will be a big help for some of the men who have been out of work so long.

Conductor Louis Scheifelbein took a little trip all by himself visiting relatives and friends at Sparta, New Lisbon and other parts of Wisconsin. He reports a fine time.

We have two ex-switchmen who have gone into business in Moberge this year—George T. Clark has a filling station and grocery store in the west part of town, and E. E. Tennyhill has opened up a shoe hospital on Main Street. Both are enjoying a good business.

A. E. Hoopes, formerly night yardmaster at Moberge, spent a few days at Marmarth the early part of November with his many friends.

Superintendent and Mrs. G. H. Hill and two daughters spent the week-end in Moberge renewing old acquaintances.



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Mrs. Fred Schetzle and Miss Florence Vachereau, of Harlowton, Mont., spent a few days here visiting old friends.

Another wedding of interest took place at White Butte, S. D., when Miss Dorothy Hein was united in marriage to Mr. Peter Gossman, section foreman at Petrel, N. D., on October 27th, at the home of the bride's parents. A large reception was given in their honor. We extend congratulations and best wishes to the happy couple.

Conductor R. L. Knott has returned from the west coast where he was compelled to go last summer on account of his health. Having started his winter crop of whiskers, he looks as good as ever.

The hunters got their limit of both ducks and pheasants and although the season was short this year, the birds tasted as fine as ever.

Miss Thelma Cartwright entertained a number of her little friends on her tenth birthday anniversary on November 1st.

Peter Genchoff, ex-janitor at Mobridge, also custodian of the park and the Milwaukee club room, spent a few days here shaking hands with a host of friends. He is now employed on a ranch at Bowman and had been to Chicago with a shipment of stock.

Conductor L. H. Larson was off the west end local for some time account illness, but is now back on the job again.

Mrs. H. L. Stamp, of Miles City, spent a few days here with her old friends.

Iowa (Middle and West)

Ruby Eckman

EDWARD PAYSON WESTON, the Globe Trotter, has nothing on Conductor George Fullerton when it comes to hiking. A short time ago George arrived at Atkins on his run on the way freight and missed the bus to Marion on account of his broadcasting, over at the yard office. George walked over to the Lincoln Highway, figuring on catching a ride to Cedar Rapids, but it seems that no one would pick him up. That may have been because of his habit of shaving only once a week and as the incident happened on Saturday night that was his night to get a shave. George had to hoof it all the way to Cedar Rapids and is said to have worn out a pair of shoes by the stunt.

The new F-6a engines were put into service between Chicago and Omaha on Nos. 7 and 8, The Arrow, on November 15th. The first engine came to Perry a couple of days before that date and attracted considerable attention, as the engine crews operating on The Arrow and many others took occasion to listen in on the instructions given on the new features of the engine. Joe Bodenberger, road foreman and S. Einerson, the traveling engineer on the Iowa Division, were in charge of the instruction and it is a pretty safe bet that both the men would like to be back running an engine for a while if they knew they would be assigned to runs handled by the new engines.

G. S. Ferguson, the second oldest agent on the Des Moines Division, died at Nemaha the middle of November. Mr. Ferguson commenced work on the Iowa Division but transferred to the Des Moines Division when the station at Nemaha was opened, and went there as agent. He has never held any other position and has been the only agent serving the Milwaukee patrons at Nemaha since 1899.

He had 13 years of service on the Iowa Division, making a total of 45 years. W. J. Black, a relief agent from the Iowa Division, went to Nemaha when Mr. Ferguson took sick and had to lay off.

Earl Hopp, master mechanic at Aberdeen, came down to Perry the fore part of November for a short business and pleasure trip. Earl is one of the many successful officials of the Milwaukee who got their start on the Iowa Division. He worked as a machinist at Perry for a long time.

Maxine Atkins, youngest daughter of Agent O. J. Atkins of Ferguson station, took suddenly ill the fore part of November. She was taken to the hospital at Marshalltown and an emergency operation for gall stones performed. The young lady recovered nicely from the ordeal.

The state teachers' convention held in Des Moines the second week of November, resulting in the closing of several schools, permitted several mothers in the railroad family to take their children and go visiting. Mrs. W. S. Delaney and daughter Helen went to Chicago. Mrs. J. B. Bryant and son Dale went to Dunning, Nebr. Mrs. J. M. Losey and Louise went to Mason City and Waucoma. Mrs. West and son Billie went to Des Moines. Mrs. Verto Reichert and children and Mrs. A. J. Elder of Marion came to Perry, and Mrs. R. C. Dodds and Robert went to Mitchell.

The open season for pheasants in northern Iowa attracted a large number of the Milwaukee employees who are hunters. Everybody got the limit and as a result many families in Perry enjoyed pheasant dinners.

James Hansen, retired machinist helper, and his daughter, Mrs. J. W. Moore, were called to Buffalo, N. Y., the fore part of November by the serious illness of a relative. Caller E. L. Thomas, who has been at the Washington Boulevard hospital in Chicago for several weeks for an operation is doing nicely according to reports.

The consolidation of the Des Moines Division with the Iowa Division resulted in a number of additions to the Perry office force. R. P. Edson, who worked first trick in Des Moines, is working first trick on the Des Moines branch. F. S. Bauder, who was chief at Des Moines, is on second trick, and A. O. Oleson on third trick. M. C. Corbett, of the Des Moines office, came to Perry and worked a week when arrangements were made whereby he could take the position in Mason City to which Ralph Wright of the Perry office would have been transferred. The change was satisfactory to both men, as Mr. Corbett went from the Mason City office to Des Moines a number of years ago and his wife's folks live there, so the family was glad to move back among old friends and relatives.

Conductor and Mrs. C. F. Wightman were called to Chicago the fore part of November by the illness of their daughter Mona. Miss Wightman is taking nurse's training at Augustana Hospital and suffered an attack of gall stone trouble, necessitating an operation. She recovered nicely.

William Spaltholt, stepfather of Engineer Arthur Cortner and brakeman Dale Cortner, died at the home of the latter on November 5th, following a short illness.

Engineer W. H. Young took a couple of weeks off in November and with Mrs. Young went to Excelsior Springs to spend the time.

General Roundhouse Foreman A. J. Kressen and family were in Milwaukee the fore part of November to help Augie's father celebrate his birthday.

Iowa Division employees were shocked November 3rd to learn of the tragic death of Conductor Jesse Townley, which occurred at Manilla. Jesse was a brakeman on one of the runs which does the switching at Manilla and while engaged in that work he was struck by the engine of his train and instantly killed. The young man was one of the most highly

respected employees in the service at Perry and his death means a great loss to the wife and daughter, to whom he was devoted. A brother, Earl Townley, is an Iowa Division engineer.

The railroads, and the Milwaukee in particular, have some loyal supporters among the business men at Perry, as the Bureau of Commerce from Perry sent a delegation of six prominent business men to Des Moines to attend the hearing in the application of a truck line to operate a truck route through Perry. Perry is well served by the Milwaukee, M. and St. L. and D. M. & C. I., and the business men feel that the truck line was not needed. The permit to operate the route was not granted.

Red Hot Coals from the Second District of the Milwaukee Division

L. J. L.

SENATOR MATSON states the time is not far away when a law will be passed that all men reaching the age of fifty, and at that time not having the necessary funds to exist without work, will be chloroformed. This will evidently do away with the unemployment and community fund. Looks as though some of us will not live to what they call a ripe old age. Of the two laws, I believe I am partial to Prohibition, Mr. Matson.

Baggageman Artlip recently had some nice warm goat's milk, while en route on his baggage run between Beloit and Janesville. Wm. Bush says the milk must have a wallop as Fred was throwing the mail sacks like forward passes on the Beloit football field. Matson is a little peeved as he said it is the conductor's job to take care of the goats, and he does not like to have any one infringing on his position.

H. J. Armock, assistant passenger agent at Beloit, is now at work at Union Grove. He has taken the position as cabbage inspector and passenger agent.

R. M. Telfer and wife are making plans for their annual trip to Sarasota, Florida.

Roundhouse foreman, Geo. Messer, has been a card player from his childhood days. While lying in his crib he always watched card games with fascination, and now he is an expert cribbage player. Anyone wishing to get information or arrange for a match game, home or abroad, on land or on sea, get in touch with his personal representative, J. Cioni. Also any wagers that may be made will be taken care of by Engineer Bush.

For information regarding the stock market get in touch with "Bud," he will be glad to give you any information desired, even as to how to decrease your bank-roll.

J. T. Regan has taken over the conductorship of way freighting on the east end. Glad to have our congenial friend so close to home.

Dispatcher Lane has a complaint to make regarding the work done by some carpenter on the door in the dispatcher's office. He asked for the door which at the time was only on hinges at the top half, and the lower half being solid, and having a shelf on the top of it. The carpenter fixed the lower half on hinges, but neglected to fix the shelf so it would swing with the door, and when Mr. Lane made a lightning dash to hand out orders to one of the fast night freights, the door swung open but the shelf barred his progress, and he made a rebound back to the place from whence he started. George said the front of his stomach played tag with his backbone. He has now learned to crawl

under the shelf without bumping his head. George says, "Look before you leap." C. B. Elder says, "You can't please everybody," and he took off his hat and walked under the shelf.

Jeff Spurgeon, chauffeur for the superintendent's business car, was absent one day on an inspection trip the second week of November.

Mr. Hughes has been busy checking up on the new locomotives which the Milwaukee recently bought. He has practically spent the first half of November in Milwaukee.

J. L. Bauer, formerly of Beloit, now in Milwaukee, has been laid up with an attack of appendicitis, but at this time is on the gain.

Joe McIntee, car foreman at Rockford, is a very busy man, and Matson says he is as good as four men. Anyway, he handles any job they give him. And Frank has seen him perform four different jobs to perfection. Atta boy, Joe.

Engineer Fred Miller has taken up reducing. He is now firing on the way freight. They claim Fred was at a dance recently, and he told the lady partner, "I am a little stiff from bowling." The lady replied, "I don't care where you are from."

Mr. Taylor is now handling the agency at Union Grove. He has advanced from operator at Burlington tower.

Section Foreman Geo. Dales is up and around after being confined to his home for the past five weeks. Glad to see you around again, George.

H. J. Armock is practicing on his new squeeze box, and we expect to have some nice concerts at Jake's fish fries next summer. Mr. Koester is training his voice so he can accompany him with some nice vocal selections. Ticket Agent Lightfield will furnish the transportation. Also will take any bookings which the public would like to make. Services to charitable organizations will be rendered free, gratis.

Has anyone seen Harry Hill, yardmaster at Rockford? Information will be kept strictly confidential, and a suitable reward will be given.

Tentative arrangements are being made to have a fish supper at Rockford in the next few weeks. Matson will be the toastmaster, and each guest will be asked to give a short talk. A nice program will be on the entertainment bill, and the Volstead Act will be strictly complied with. There will be several company doctors present to take the necessary action should anyone get a bone tangled in his windpipe. This event will be broadcast over the Rockford air station, and will prove of interest to all who may have in mind the same sort of a gathering. It is expected to have Ticket Agent Hartnett do the announcing, and Armock's sure fire orchestra will pep up the gang. It has just been announced that 285 pounds of strong cheese is short at Rockford. The company sleuths have the scent and should find it soon.

Anyone wishing a cribbage contest, get in touch with our singing engineer, Fred Franks. Mr. Franks and partner recently defeated Janesville's best.

Victor Cox, former ticket clerk at Beloit, wishes to be remembered to all the boys in and around Beloit. He is still working to get on the school board. Perseverance is what counts, Vic. If at first you don't succeed, try, try, again.

For Sale—A brand new 1925 super six Hudson sedan; guaranteed 25 gallons to the mile. Demonstration will be gladly given by Thomas Flannigan. (This is not a factory reduction) but a sacrifice price by the owner.

"Nine times out and all is well," says Mr. Callahan.

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We have not waited until after the holidays to reduce our prices. . . . They have already been reduced, and you should take full advantage of them now.

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. . . but here's a chain to match it!

Look as hard as you like, but you'll not find the word "Elinvar" in the dictionary. It hasn't had time to get there! Only a few short years ago, European scientists discovered this rustless, unique new metal. Then Hamilton put it to work by making the "992" railroad watch. And now Simmons has designed a new chain especially to match that Elinvar watch!

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Simmons Chains

The swivel says it's a Simmons

H. & D. Division News

WE were absent from the columns again last month but the writer has reason to believe that we are going to be among those present henceforth.

First we want everyone to know that the Traffic and Agricultural Departments have been accomplishing results in developing Aberdeen territory into a feeding country for cattle and sheep and up to November 1st approximately 155,000 sheep and 5,000 head of cattle have been shipped into this territory. This is a new enterprise for Aberdeen territory and is being well received by our farmers and business men. Mr. Paul Lewis, agricultural agent, is preparing now to conduct a tour in co-ordination with county agents in Aberdeen area. The tour is of a purely educational nature and for the purpose of assisting the farmers in every factor of handling sheep.

We have a new heating system for Aberdeen passenger and freight depots, and does it work! Well, Mr. Miller, it is a good job well done and I don't know of any place where it would be more appreciated after all of the winters we have been shivering around here, and calling Sam Tony names that we can't put in the Magazine.

Leo Lutgen, Bert Hoen, J. B. Richardson and two other men yet to be selected are going to represent the Milwaukee on the bowling alleys this season. Good luck, fellows.

Mrs. Gillick is right on the job again this year with her relief work for which she has an enviable reputation both on the H. & D. and T. M. Divisions. I think nothing more need be said here.

The offices of the division engineer of S. C. & D. and H. & D. Divisions have been consolidated and Mr. B. O. Johnson, formerly division engineer at Sioux City, has moved to Aberdeen.

Mr. Jay Gove, who has been our division storekeeper for the past eight years, has been transferred to Deer Lodge in the same capacity. Sorry to see you leave, Mr. Gove.

Mr. Lawrence Palmquist, of division engineer's office, was transferred to Minneapolis the first part of October and we were interested to note in the Minneapolis Journal of October 12th, that a license to wed was issued to Mr. Lawrence Palmquist and Miss Evelyn Harrison. We join in extending our best wishes, Larry.

Mr. Loftus, who has had charge of an extra gang doing some work in Aberdeen yard during September and October, has moved, November 1st, to Lawson, Mo. Al Kraft, formerly trainmaster's clerk and more recently timekeeper for Mr. Loftus, has also moved to Lawson, Mo.

Kansas City Terminals

S. M. C.

WHY spend time and money going away on vacations when Kansas City can boast regular resort weather? Following a lovely summer, we are having ideal fall weather, no cold, no snow, and it's almost Thanksgiving.

Mr. M. J. Larson and Mr. Wm. Shea, of Chicago, were down to visit us recently.

When Guy Rhodus gets started bowling, he's a whirlwind for sure. The other evening he rolled 634 in three games and didn't try hard either.

Ralph Curtis, who was yard clerking at Coburg, is back again at the local office. Ralph says Coburg is fine in summer, but in winter it is a good place for Santa Claus.

Bullet Baker made the trip to Minneapolis to see the Minnesota-Wisconsin football game

October 31st. He reports it was a good game but they fumbled like most football players do and in his opinion the Big Ten are not any faster than our big six.

There is some advantage in Van Wye smoking an old pipe. When he can't see it, he is able to find it by the odor.

John Platte says there is always something to do at Broadway yards and that business is bound to be better.

What about Pauline trying to reduce. She says she is on a diet and only eats when she is hungry, which is most of the time.

J. F. Anderson, assistant superintendent, is taking a vacation piece-meal. He says this is a real vacation, not taking a trip, just resting, off a few days then back to the office.

I. & D. Items

M. G. B.

FIRST of the Milwaukee bridge parties of the season was considered quite a success, from a business and social standpoint. It was held in the auditorium of the P. G. & E., Mason City, Ia. High prize went to Mrs. Von Loven, and the door prize to Mrs. W. E. Barr. The high prize was a bacon and the door prize a ham, contributed by the Olympic Commissary Co., through Mr. J. E. McDermott. He favored us with this donation because of his wide acquaintance here at Mason City and his interest in the Women's Club. The club greatly appreciated Mr. McDermott's kindness.

Mr. W. J. Johnston, our traveling engineer, was appointed, October 15th, to the Executive Council of the Mason City community chest. This followed a drive for the community chest in which Mr. Johnston was an active member, and which drive netted the community chest from the Milwaukee quite a little over the quota expected of them.

Mr. A. W. Smallen was in Mason City October 13th and at the instance of Mr. W. F. Ingraham, spoke at the Boy Scout meeting held at the Episcopal Church.

Sympathy is extended to the family of A. C. Johnson, conductor. He had been ill for several days with infected tonsils and died October 16, 1931.

Mr. Ralph Boyer, instrumentman at Mason City, left October 16th for Rapid City where he will make his home.

A highly representative Safety First meeting was held at Sanborn, Ia., October 19th. Talks were given by the various officials and Mr. J. Hemsey, district safety inspector, spoke about the meeting of the Safety Council at Chicago.

Miss Ruby Potter, chief clerk in the master mechanic's office, Mason City, spent the last week in October in Chicago and Milwaukee.

Mr. Clarence Prescott, from the district engineer's office, Minneapolis, was in the local offices the first week in November checking up various Engineering Department items.

Mr. V. P. Sohn has resumed his duties at Monona, Ia., as operator, after assisting in the dispatcher's office at Mason City during the summer months.

Mrs. D. C. Bolton, wife of perishable freight inspector, was called to Albia, Ia., on account of the illness of her brother. She returned to Mason City the first week in November.

Mr. J. M. Hemsey, who was residing at Clear Lake, Ia., when his headquarters were at Mason City, has now moved to Minneapolis due to the change in the territory under his jurisdiction.

Mr. C. B. Higgins, dispatcher, has returned to Mason City after vacationing with his son, Faye, at Mitchell.

Mrs. Guy Davis, wife of conductor at Mason City, spent the latter part of October and first week in November visiting with her son, Ivan, in Oakland, Calif., and with friends in Los Angeles.

Mr. C. C. Smola, from Savanna, Ill., is the new division storekeeper on this division, with headquarters at Mason City. He takes the place of J. C. Hart, who was transferred to Minneapolis.

Mr. R. I. MacGregor, instrumentman, arrived on this division Thursday, November 5th, being transferred to this division from Sioux City.

Mr. R. A. Whiteford, from Minneapolis, is the new assistant division engineer at Mason City.

Mr. E. J. Rummel, representative of the Union Refrigerator Transit Co., was in the local offices November 5th.

Mr. L. J. DeSomery, instrumentman, returned to Mason City November 5th from Rapid City, where he was overseeing the work on the Rapid City stockyards.

Mr. D. B. Rivers, district storekeeper, was a caller on the division November 6th, going over the line with the new division storekeeper and also over the new territory recently taken over by the I. & D. Division.

T. H. Burns, agent, Postville, is on the sick list. R. A. Shull is relieving him. Hope to see you out soon, Mr. Burns!

Conductor Art Johnson and wife, of Mason City, accompanied Mrs. Johnson's mother to California the early part of November.

While relief work is light O. J. Henderson is visiting his folks at Moulton, Ia.

W. C. Buirge is now handling prunes and peanuts on No. 72 and No. 61, being bumped from the run on the S. F. S. X.

Broadcast from the Madison Division

A. C. E.

NEWS is scarce this time. We are patiently waiting and wondering what is to happen next. Force reductions continue. We are sorry to lose two competent clerks in the superintendent's office — Florence Lienenkuge and Emily Lacke. We hope they will be back again.

The position of trainmaster was abolished on the Madison Division November 1st, which meant Mr. G. H. Rowley's position. We were sorry to see Mr. Rowley leave but are happy to know he has a new position, that of trainmaster, Milwaukee Terminals.

Agents C. E. Hubbard, Boscobel, G. C. Shuler, Orfordville, and T. L. Pagel, Mineral Point, attended the convention of the American Association of R. R. Ticket Agents held at Chicago. All report a good time and are back with an optimistic view of the future prospects in railroading.

Ex-Conductor T. A. Leahy was back on the division visiting old friends. Tom is looking fine and plans to spend the winter in "Sunny California."

News comes to me that another pot luck supper is to be held at Madison December 5th. We hope this one will be equally as successful as the last one.

Howard France, check clerk, Madison warehouse, was married to Mrs. Frances Balk at Crown Point, Ind., November 4th. The couple are making their home at 713 W. Lakeside St. Heartiest congratulations are extended by their many friends.

Adolph Fishnich, clerk, Madison freight house, was one of the unfortunate ones—in having invested in the Capital City Bank. Take a little advice from the "Old Counsellor"—don't put all your surplus funds in one place.

Marian Young and Rae Scherneck, clerks in the freight house, Madison, were laid off November 5th.

The many friends of Mrs. Frank Lyne will be glad to hear that she is recovering from an operation at a Madison hospital.

We have just heard that Mrs. Jas. J. Connelly is ill at Minneapolis. Her many friends on the Madison Division hope for an early recovery.

Fisherman Joe Lawton, fireman, La Crosse Division, lost a nice black bass last month. He has been hoping that Roundhouse Foreman Kenney chokes on a fishbone.

A few witnesses call attention to the performance of Frank Dempsey, storekeeper. When Train No. 131 was pulling up to the depot at Madison, the engineer sounded the whistle on account of an elderly woman standing on the track. She apparently thought the train was approaching on the other track, but Mr. Dempsey immediately ran to her to keep her from all harm. Further explanation not necessary.

Carl Dahnke has a dandy wave, It's KINKY CURLS they say, And when the maidens fall for him He simply lets them lay.

Everyone for miles around Knows Carl as a good feller, And wonder when he'll share that crop, With our good friend Ben Eller.

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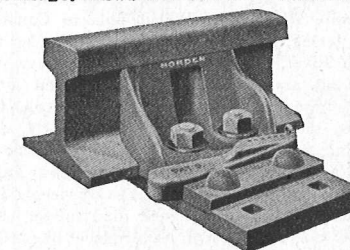
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We note that George Dunn's problems of high finance in conjunction with the track congestions around Milton Jct. are causing him deep concern during these days of intensified depression. We are told that his extensive negotiations with Premier Lloyd will have a tendency to facilitate the matter. Did you hear about the man from Boston, Who tried to sell Dan Kiley an AUSTIN? Not so good, but not as soon, As the fellow who started his final delay, On the Prairie du Chien Pontoon.

La Crosse-River Division Items

Eileen

STATION AGENT JOE GIBSON, of New Lisbon, has resumed worked after a six weeks' vacation during which time he and Mrs. Gibson visited their son in New York city. They also visited the cities of Washington, Atlantic City, Philadelphia and all the important places in the east. They were very much impressed with the wonderful sights, especially the big new bridge that spans the Delaware River from Philadelphia to Camden, New Jersey, and the subway tunnels under the North River, and the big new bridge now being built across the North River, and a-top the Empire State Building in New York, 102 stories, the tallest building in the world, and crossing the Brooklyn Bridge, with a visit to the Navy Yard and a visit to Niagara Falls. On their return Joe says they were deeply impressed with it all but were glad to get back to the old home town. No place like New Lisbon.

Mr. and Mrs. Irving Barby, of Eau Claire, are the proud parents of a son born November 11th.

Rock River, on our division, which we cross three times between Oconomowoc and Watertown, is at its lowest stage ever recorded. And at the gorge, where we cross east of Ixonia, it is completely dry. A sign placed on the river bed reads, "Lots for Sale, Cheap."

On August 13th at his home in Milwaukee, occurred the demise of Passenger Conductor John Grimes, after a lingering illness.

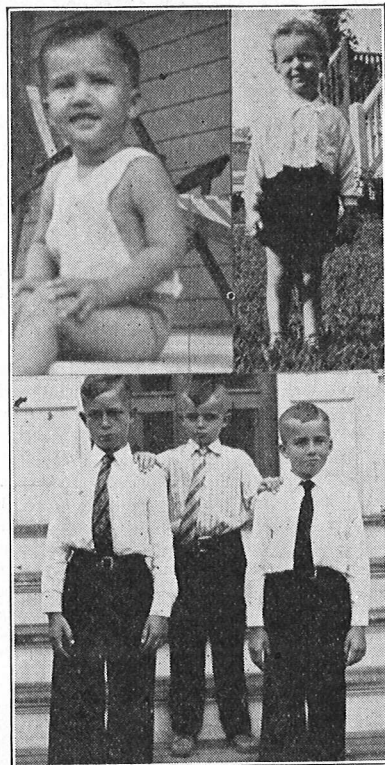
Johnny, as the boys were wont to call him, was a prime favorite with his co-workers who will sadly miss him. He was seventy-four years of age with a service record of fifty-two years. His widow and four children survive to mourn his loss. Funeral services were held at the Congregational Church, Milwaukee, interment made in Arlington Cemetery.

The Viroqua Line trains are now running on a one trip schedule. Engineer Geo. Bates and Fireman Clair Carrier supervise the movements of the engine. Conductor Dan Smith and Brakeman Deek Shutter and Oscar Sagen are doing the footwork.

Fire of an unknown origin completely destroyed the depot at Nagawicka, September 22nd. This station was quite popular before the automobile came into existence, it being the jumping off place for all the summer resorters on Nagawicka Lake.

Mr. Richard Berkholz, of Pewaukee, is in line for special commendation. On October 22nd he discovered a broken arch bar under St. P. X-925811, in train No. 66 and notified the train crew so that they could bring the train to a stop before any more damage was done.

Little Buddy Kathemann, five-year-old son of Mr. and Mrs. John Kathemann, was taken ill while visiting in Wausau with Mrs. Kathemann, and died while being taken back to Milwaukee. Sympathy is extended to them in the loss of their little son.



The five grandchildren of La Crosse Division Conductor, the Late St. Clair Pauquette. Bottom Row: Richard, Vincent and Robert Hardy; Top: Paul Shipley and Payson Pauquette

Laff This One Off (Contributed)

Absolute proof of it there is none, But our aunt's washerwoman's sister's son Heard a policeman on his beat, Say to a laborer on the street, That he had a letter just last week, Written in the finest Greek, From a Chinese coolie in Timbuctoo, Who said the niggers in Cuba knew Of a colored man in a Texas town, Who got it straight from a circus clown, That a man in the Klondike heard the news, From a gang of South American Jews, About somebody in Borneo, Who heard a man who claimed to know Of a swell female society rake, Whose mother-in-law will undertake To prove that her seventh husband's sister's niece Has stated in a printed piece, That she has a son who has a friend Who knows when the depression is going to end.

The many friends of Conductor Martin Larkin will be pleased to hear that he is rapidly on the gain to complete recovery of an injured knee which befell him some time ago, and he will be back on the job again shortly.

And before signing off, want to wish one and all a Merry Christmas and Happy New Year.

Dubuque-Illinois Division Notes —First District E. S.

ANOTHER new scribe for the First District and with all pardon to R. H. L.—I'll "Hew to the line, let the quips fall where they may."

With the constant changing in office and supervisory personnel, it is hard these days to keep track of "Who's Who" on the railroad. With the establishment of the centralized

timekeeping bureau in Chicago there have been a number of changes in the office force. Former Chief Timekeeper J. R. Cassell and Enginemen's Timekeeper A. C. Cahlan are now classed as time revisors. R. E. Duhigg, District No. 1 enginemen's timekeeper, has returned to his former position of chief carpenter's clerk, displacing R. E. Duhigg, who has returned to Dubuque. Trainmen's Timekeeper T. Bahwell has taken a position as clerk in the Superintendent's Office, and Miss Dolores Maytone, comptometer operator, has returned to Chicago. Sorry to see Dolores and Ray go, but hope that sometime we will all be together again.

Division Engineer E. H. Johnson, of the D. & I. Division, with his family, have moved to Austin, Minn., where Mr. Johnson will now be located as division engineer in that territory.

A dinner party was given at the Palisade Park Lodge, Savanna, Friday, October 23rd, honoring Division Engineer E. H. Johnson, District Inspector J. L. Thompson and Traveling Engineer Butler. There were about 28 in attendance and the dinner was much enjoyed. Short talks were given by various officers and Messrs. Johnson, Thompson and Butler were presented with Ronson lighters as a token of the esteem in which they are held on this division.

At 7:30 P. M., Friday, October 23rd, the Division Claim Prevention Meeting was held at Savanna in the Lydia T. Byram Club House with 77 present. The principal speaker of the evening was Mr. C. R. Daugherty, assistant manager of Claim Prevention Bureau, who clearly explained many methods of preventing claims.

Mr. and Mrs. Jack Mulder are receiving congratulations on the arrival of a baby boy in their family, Sunday, November 8th, who will answer to the name of "Jack, Jr." We appreciated the candy and cigars, Jack.

The hours of the freight handling crews at Savanna Freight House have been changed from 7:00 A. M. to 4 A. M., to facilitate the handling of freight to surrounding towns, and the plan is working out very well. We hope it will increase our business.

We welcome Mr. W. G. Powrie and family to this division. Mr. Powrie is the division engineer for the Dubuque, Illinois and Kansas City Divisions, with headquarters at Savanna.

Would like to have more notes for the First District column and hope former news-gatherers will get busy and send them in again.

At the first of the year the men in the office talked about bowling, then it was fishing, then swimming, and as the year progressed baseball became their chief ambition—now it is hunting time and our chief huntsman is none other than Bill Wires, material clerk in the Superintendent's Office. We are looking to you to bring home some "big game" this year, Bill.

Rocky Mountain Division Northern Montana Max

THERE was a large attendance at the division claim prevention meeting held at Harlowton, November 4th, which was presided over by Superintendent Sorenson. The handling of livestock was the chief topic. Reports were read of an increasing amount of claims account of animals being bruised in transit and that some shippers are making claims on account of alleged delays in transit. It was decided that a campaign be put on to educate those shipping and handling livestock to refrain from crowding the stock in the process of loading and that the use of prod poles be

discouraged, especially during the loading. Traveling Inspector DeGarmo told about a number of good runs made during the past month and the splendid co-operation of all employees in the handling of shipments. Improvements for taking care of large arrivals at feeding points were suggested.

Among the visitors were four representatives of the Agricultural Department, Everett Hall, general agricultural agent, with headquarters at Miles City; D. B. Noble, of the Rocky Mountain Division; L. R. Robbins, who covers the states of Illinois, Wisconsin and Michigan, and C. C. McCormick, of Seattle, who looks after the department in the western territory. Traffic men present were: M. E. Randall, M. G. Murray, J. J. Foley, and J. R. Reagan.

A special stock train of twenty-five cars left Square Butte with shipments of William Sullivan and Ole Rassmussen, for the Chicago market. Assistant Superintendent Fuller and Traveling Freight Agent Brisbane attended the loading.

Fergus County, with a delegation of nine members of the 4-H Clubs, will have the largest number of any county in the state in attendance of the International Stock Show and National 4-H Congress at Chicago, the youngsters being the guests of the Milwaukee Road.

The "Lewistown Democrat-News" contained the following account of the opening of the social season of the Milwaukee Women's Club held November 9th, in their spacious rooms in the passenger station at Lewistown.

Milwaukee Dinner

The pot luck dinner given last Monday evening by the members of the Milwaukee Women's Club, for the employees and their families, was a thoroughly enjoyable affair, with about sixty in attendance. Superintendent Fuller and Mr. Griffith, of Tacoma, who is head of the Fuel Conservation Department there, both gave fine addresses, and nine new members joined the organization. After dinner ten tables of bridge were in progression, and honors of the evening went to Mrs. Herbert Reuther and R. B. Gilham, for high scores and Mrs. W. E. Dauglass and H. T. O'Donnel for low.

The Milwaukee Road ran a special train, Great Falls to Lewistown, for the accommodation of teachers from the northern part of the state in attendance at the teachers' institute held the early part of November. The comfort of the patrons was looked after by Division Freight and Passenger Agent Randall.

Messrs. Fuller, Fritzen, Wood and Maxeiner motored to Harlowton to attend the division Safety First meeting.

Operator Rex H. Koube, who has so efficiently taken care of the business at Lewistown yard on the night trick, was "bumped" by L. L. Elliott, formerly of Sappington.

W. J. Thompson made a flying trip to Great Falls to attend a big meeting of the Eagles' Lodge, some two hundred and fifty new members being initiated in the Electric City Arie.

Leonard Mattson has been doing extra work at Lewistown and Martinsdale.

The following employees departed for Minneapolis as witnesses in the personal injury case of Jacobson against the Milwaukee: F. A. Curtis, George Fritzen, C. K. Hatton, Tom Erickson, Walter Story and Sam Robinson.

Born to Mr. and Mrs. Dale B. Middleton, on Sunday, November 15th, a daughter. Mother and child are doing nicely while Dale is rejoicing now that his family consists of three queens.

Mrs. Joe and John Smeltzer have returned from Massillon, Ohio, where they were called account of the serious illness of their sister, who has now entirely recovered.

John Petro is vacationing in Great Falls for a month.

William Twohy has been off from his run on the Winnett Line for a few days account of illness.

Every extra man in the Northern Montana territory has been used during the heavy stock shipping season, 1,526 cars having been loaded on the division since August 1st.

Iowa (East Division and Calmar Line)

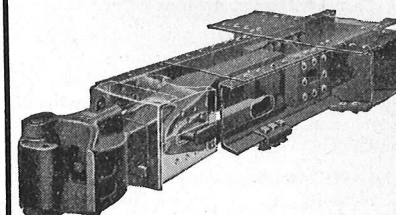
J. T. Raymond

W. J. HOTCHKISS, who assumed duties of Trainmaster November 1st, came from Twin City Terminals, where he occupied a similar position. Mr. Hotchkiss was at one time located at Savanna and is quite well acquainted with employees on the Iowa Division, especially the trainmen. He is being given a warm welcome and is assured of hearty co-operation.

Traveling Engineer Henry T. Dersch was transferred to a similar position on the Dubuque Division November 1st. Henry has been on the Iowa (East) Division for about ten years and has made a host of friends during this time by his considerate and courteous manner. His ingenuity seemed to be equal to every emergency in cases of engine trouble and he seemed to have a faculty of nearly always being on hand when his services were needed—then the usual tidings received, "Henry's got it fixed."

Mr. and Mrs. Dersch have moved from Marion to Dubuque, where they will reside.

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CHICAGO

This is not far from Marion and the road is paved and the Studebaker with either Mr. or Mrs. Dersch at the wheel can make it in no time at all, so Marion friends hope to see them return for frequent visits.

William E. Webster, 73 years old, of Marion, passed away at his home Saturday morning, October 31st, after an extended illness. Funeral services were held at the Presbyterian Church and burial was made in Cedar Memorial Cemetery near Marion.

Mr. Webster was a member of Trojan Lodge A. F. & A. M. of Marion and F. T. Fox Lodge No. 319, Brotherhood of Railway Trainmen. Surviving him are his widow, three sons and two daughters. Mr. Webster had been in the employ of the Milwaukee Road for over fifty years. He retired some time ago on account of ill health.

Mr. Webster had made many friends on the system who remember his pleasant, friendly disposition, and are sorry to hear of his death. The Magazine extends sincerest sympathy to the surviving members of the family in their great loss.

Conductor J. L. Roberts laid off November 16th for two weeks, Conductor B. Bulkley relieving.

Agent H. P. Thompson of Lyons was off duty November 6th and 7th, taking advantage of the open season on pheasants in northern Iowa. F. W. Behrens relieved him during his absence.

Train Baggage-man C. A. Hayner has been off duty for several trips account of illness, R. Mark relieving.

L. P. Boettcher, assistant engineer, has been transferred from Beloit to Iowa Division, November 1st, headquarters at Marion.

Agent Frank McMahon of Welton was taken ill latter part of October and has taken an indefinite leave of absence, L. E. Brown relieving.

Edward McGuire of Marion has returned home from the hospital at Anamosa, where he had been taken for treatment. Mr. McGuire has many friends who will be glad to learn that he is much improved in health and hopes to be on the job again before long.

Mrs. Jennie Vandercook of Marion has returned home after a visit with her son, Conductor Harry Vandercook, at Spokane, Wash.

Frank Cleveland of Marion left November 7th for a two weeks' visit with his daughter, Mrs. Killen, and family at San Clemente, Calif. Mrs. Cleveland, who has been visiting there for some time, will return home with Mr. Cleveland.

S. Einerson, traveling engineer, has had his territory extended so that it now includes this division. Headquarters are at Perry.

Mr. and Mrs. J. T. Galliven of Marion, with their daughter, motored the latter part of October for a visit at her home at Green Bay, Wis.

A. J. Campbell has been appointed agent at Atkins.

Agent J. Maloney of Sabula enjoyed a couple weeks' vacation during October, G. E. Madsen relieving.

C. J. Oleson, veteran station agent, died suddenly early Monday morning, October 26th, while visiting his sister-in-law, Mrs. Elizabeth Horton, at Cedar Rapids. The funeral services were held in the Horton home Tuesday evening. The remains were taken to Nashua where Masonic services were conducted and burial made in Nashua cemetery. Mr. Oleson was 65 years of age and his service record on this division dates from April 4, 1918, but he worked on other divisions and had been with

the company a long term of years. He had recently worked as agent at Donahue for six months and at Stone City for several years. Mr. Oleson was a very genial man and widely known, and his death is regretted by many friends. The Magazine extends sincerest sympathy to the bereaved family.

M. J. Skord, who has been trainmaster, Eastern Iowa Division, has been succeeded by W. J. Hotchkiss. Although Mr. Skord had been on the division a little more than a year, he has won a place high in the esteem of the employees on the division and his going was very generally regretted. The best wishes of all are extended for the future welfare and success of himself and family.

On November 1st the territory previously known as the Des Moines Division and that portion of the S. C. & D. Division from Manilla to West Yard, have been added to the Iowa Division under the jurisdiction of Superintendent A. J. Eldon with headquarters at Marion. This makes a total mileage of 1,000 miles operated as the Iowa Division.

Chicago Terminals

Guy E. Sampson

WHEN this issue of the Magazine comes out we will be slipping along on the last month of 1931 and rapidly approaching another year. What the last year has had to hand out we all realize full well, but what the coming year has in store for each and every one of us remains (and rightfully so) a secret. Some of the conditions which we shall all have to face will be forced upon us by powers over which we have no control, and other conditions will be regulated in a great measure by our own action. While depression, aid to the unemployed, national railway employees pension bill, fuel conservation, increased efficiency and more safety first records, have kept everyone on his toes and minds fully occupied, yet the questions are all being studied and Milwaukee employees, as usual, are meeting each issue to the best of their ability and giving as much as their pay checks will permit when called upon. When the whole world was plunged into war, Milwaukee employees volunteered freely to assist their country, and today as some of our country's best citizens are having their very existence threatened by this depression, these same faithful employees are digging down, and in many cases until it hurts, to enable the unemployed in our ranks to receive the necessities of life. And these same employees, who are giving, are thinking people and the majority of them favor any legislation that will increase the buying power of the good old U. S. A. More dollars in circulation, which can be brought about only by more employment, is the cry of the employed and unemployed alike. Reducing the earning power of one, to increase the earning power of another, only means the same number of dollars in circulation and does not assist either employes or business. However, all are interested in seeing that there is no real suffering in our ranks while the present conditions exist.

Among the "big doin's" in the terminal this month, the outstanding event was the big dinner and program which was given in honor of Trainmaster J. Costello, who had completed his 50 years of service for the Milwaukee Railroad. Messrs. J. L. Brown, W. C. Bush and McPhearson were the committee in charge and the event was staged at the Hamilton Club in Chicago. The following verse was composed by one who wasn't there but who joins those who were in wishing John many more happy years of service for The Best Railroad in the U. S. A.

Of all the times we ever had,
'Twas when we helped Costello
Celebrate his 50th year
As a Milwaukee "Good Fellow."
The stories that Old John did tell
Of how they used to do it
Would make you take another drink
And never, never rue it.
Of the "good old days" when A. J. E.
Was captain at the wheel,
And when he stopped to shake your hand
How friendly all did feel.
When brakemen worked for 50 per
And kept their families well;
If asked for funds for unemployed
His reply was go to — work.
For work there was aplenty, too,
For all who cared to toil,
In factory, store, on railroad,
And tilling of the soil.
We didn't have the telephone
With which to call the men
So call boys found employment;
But, oh well, that was then.
We didn't have the Mogul
That pulls a hundred cars.
The head man could see signals
Without mistaking them for stars.
The conductor rode in the caboose,
'Twas not so far away
But what he could reach the engine
By starting the same day.
But railroading's changin',
Says John, and so are we,
As we see the trains, pulled here and there
By that giant, Electricity.
And this has been an evening
That I won't soon forget,
And I want to thank you, every one,
And I'm glad I'm still going yet.

At the close of the event Mr. Costello was presented with a beautiful gold watch, the presentation of which filled him with so much emotion that he was unable to say more than "Thank you, boys."

On November 15th Mr. Chas. Olhaber also rounded out his 50th year of service for the Milwaukee Railroad. For years Charley was section foreman at Bensenville, and only recently gave that position to a younger man while he took a position operating the crossing safety devices at Bensenville. His many friends also wish him many more years of happiness and prosperity.

Edward Shaw and brother, George, Jr., sons of Mr. and Mrs. George Shaw, left November 13th for a week's visit, and taking in the sights at Pittsburgh, Pa., and Washington, D. C. The most of their time was spent around Washington, seeing the many historical places.

Switchman Joseph Blake, who recently rented a small ranch on the edge of the Forest Preserve, says that rabbits, squirrels, pheasants, mushrooms, all assist greatly in supplying the family larder, and oh, what a joy it is gathering them in. Whether hunting mushrooms or wild game, Joe gets a kick out of it, and the family are all wondering how they ever stood city life as long as they did.

Mr. and Mrs. Chas. Smethurst, of Wauzeka, Wisconsin, spent a couple of weeks visiting their two sons and two daughters and families in Bensenville and Itasca. Both sons and sons-in-law are employees of the Milwaukee.

As usual, we received no items from any point in the terminal, although we had promises of some; but just like bubbles they are gone before we can get our hands on them. There are items of interest to our outside readers going on in the terminal every day, but if we ask any one of the departments for some "news" we always get the same—"We don't know nothing"—reply. Of course, we don't take their answers seriously nor literally,

but we do know that five minutes a month from Bensenville Roundhouse, Bensenville Repair Track, Mannheim and Galewood Repair Tracks, Assistant Superintendent's Office, Galewood and Western Avenue Roundhouses, Galewood and Western Avenue Switching Yards, with what your correspondent can pick up, will fill all the space our editor can assign to our items. And what are five minutes a month? We hate to see our column fall down, but unless someone begins to take a little interest and come to our aid, where, oh where, will we get the material we need to make our column interesting. So let's see next month how many will send the correspondent at least two items. Just address a company envelope to him at Bensenville and be sure to get it to him before the 14th of the month; and see what we can do in the January issue. For this time we wish all A MERRY CHRISTMAS AND A HAPPY AND PROSPEROUS NEW YEAR.

I. & S. M. V. J. W.

GREETINGS are extended to the employees coming to this division, and best wishes go with those moving to new locations in the changes in territory now being made.

Assistant Superintendent M. T. Skewes has moved his family from Austin to LaCrosse, where he is now located as assistant superintendent on the LaCrosse Division.

Division Engineer W. G. Powrie has moved from Austin to Savanna, where he will be division engineer on the Kansas City, Illinois and Dubuque Divisions.

Lineman Charles Probart has moved his headquarters from Austin to LaCrosse. His new territory will be from Spring Valley to LaCrosse, Wabasha to LaCrosse, New Lisbon to LaCrosse, and the Viroqua Line.

Mr. E. H. Johnson of Savanna is coming to Austin as division engineer on the I. & S. M. Divisions.

Mr. A. M. Phelps of Aberdeen, S. D., is coming to the I. & M. Division as an operator agent.

Ticket Agent John Schultz is busy these days preparing for a special excursion to Calmar. See John's file at the ticket office.

Agent Kingsboro of Rose Creek was off a few days the first part of November taking his son to Rochester to undergo treatment.

Sympathy is extended to Conductor Owen Cambern in the loss of his wife, whose death occurred at St. Olaf Hospital, Austin, November 7th, after a lingering illness. Besides her husband, Mrs. Cambern left five children to mourn her death.

Sympathy is also extended to Fireman O. F. Blabaum in the loss of his brother, Ray, of Rhinelander, Wis., who was accidentally killed November 8th when he fell from a car while setting the brakes. Mr. Blabaum was forty-

five years of age and was employed as a brakeman on the Soo Line. The accident occurred in the yards at Rhinelander.

Engineer and Mrs. Frank Campbell left November 11th for Milwaukee to visit their son, William, who is attending Marquette University. They will also visit relatives in Ne-koosa, Wisconsin Rapids, Mauston and La Crosse.

Superintendent and Mrs. G. A. Van Dyk returned to Austin November 4th, from a trip to California.

We are pleased to hear that Traveling Engineer Thomas McFarlane's father is recovering from a recent illness at his home in Mason City.

We are also glad to hear that Conductor R. J. Thornton continues to show improvement.

Operator P. E. "Pete" Berg, first trick, Austin, was off a few days the first part of November. Operator L. V. Olson of Ramsey relieved him.

Mrs. H. A. Wunderlich and little daughter, Ruth, returned home November 14th after a visit with the A. J. Reinehr family of Savanna, her father at Dubuque, and her aunt and uncle at LaCrosse.

Friday, the 13th, may have dark spots for some people, "Tang" not excepted, but it brought sunshine to others. A car of vegetables donated by the people of Hollandale was moved over our line free to the less fortunate in South Dakota, and a car of food-stuffs was moved from Fairmont for relief in Montana on that date.

Despite our unexcelled weather, we note that several of the Milwaukee family are preparing to leave for California. Among those listed to date are: Engineers Chas. Gillette and Wm. "Billy" Anderson, and Retired Machinist and Mrs. Chas. Hans.

We are more than pleased to hear that Frank Falkingham has recovered from his recent illness and will report for duty at the Mechanical Department Office November 16th.

Yardmaster J. M. Plum is back to work after a week's illness during the first part of November. Jim Marvelet relieved him.

Section Foreman Henry Daby of Mankato, his wife and daughter, Alice, are planning an extended trip to Spokane, Wash.

Section Foreman Thomas Thompson of Lyle is taking the winter months off and plans a trip to northern Minnesota.

Section Foreman Jacob Schwartz of Conover is also taking the winter off. (Harry Keck's matrimonial agency, please note.)

We are afraid that the insurance agency of "Scott and Heslip" will soon be a thing of the past unless Mr. Scott has more luck with his prospects in verbal combat than he had with his first thesis on the subject, "Insurance and Its Benefits." If you wish further information you may get it at the Van Noy news-

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stand free. The article is not yet available at the public library.

Work on the Boy Scouts Club Room in the Depot Hotel Building has been finished and the boys are busy getting the rooms in readiness for winter activities. So many applications have been made for membership in the Milwaukee Troop that plans are under way to organize another troop to accommodate all of the boys desiring to join. This, indeed, speaks well for the work accomplished by Scoutmaster J. Harris Igou and his present troop No. 5. The "Wauke Pack" Scout Cubs football team feels quite elated over the victory over the "Wild Cat Pack" in their first game of the season.

Des Moines Division Items

Maude French

WE have a very interesting event to announce, Miss Jean Dallas and Mr. Russell J. Wheeler were married July 4th at Rock Island, Ill., by the Rev. Oglebee. We wish for this young couple the very best of everything in the future. Jean's many friends are having a hard time getting used to her new name and she still receives telephone calls for "Miss Dallas."

We understand there was an auto race staged at Clive recently and Chief Carpenter Larson was an interested observer, having a box seat. Anyone desiring to know more about the occasion ask Mr. Larson.

Have another wedding to announce. Mrs. Ida May Dickman and Mr. C. G. Wilbur, former mayor of Michigan City, were married at the home of Mrs. Wilber's daughter, Mrs. E. H. Jackson, of Los Angeles. After the wedding Mr. and Mrs. Wilbur were guests over Sunday at the home of Rev. Mr. Egly, pastor of the Calvary Presbyterian Church at Riverside. We wish for Mr. and Mrs. Wilbur a happy and successful life.

Mr. and Mrs. M. C. Corbett returned recently from an extended eastern trip, having visited New York City and several other eastern points. They went to the top of the Al Smith 108 story building which is a wonderful feat of architecture.

H. M. Bellman attended the V. F. W. National Encampment at Havana, Cuba, recently. En route he visited New Orleans and several other southern points. He reports a fine time.

Weddings seem to be the order of the day this month. Mr. George Moore and Mrs. Bess Burns were married at Trenton, Mo., on October 2nd. We wish to extend our congratulations to the happy couple and wish them the best that life affords.

Herbert Jacobs returned recently from an extended eastern trip having visited New York City, Newport News and Norfolk, Virginia.

Twin City Terminals

Leda Mars

EFFECTIVE November 1st, the general superintendent's office and the superintendent's offices were consolidated. Frank Quirk and Joe Manning moved into room 8.

The consolidation was effective Saturday afternoon, October 31st, and the offices resumed operation without losing a step.

Miss Kitty Wright, of the Signal Department, was transferred to Milwaukee on November 1st, with Mr. Alexander still being in charge of the department.

Mr. R. S. Bentley, formerly the signal superintendent of the Northern Division, returned to his former position of signal supervisor at Terre Haute, Ind.

Mr. C. J. Burns, father of Curtis J. Burns, of the local freight office, and Roy Burns, of the commercial office, passed away November 1st at the age of 69 years.

Sympathy is extended to them by their many friends and co-workers.

News reached us the other day that Mr. M. S. Bowker, of the local freight house, was the proud father of a baby girl, born November 10th, weighing over seven pounds.

No wonder he came to work all smiles and busting the buttons off his vest. We understand her name is to be Lois Patricia.

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

Nora B. Decco

CONDUCTOR A. J. CARLSON and brother Bill, went elk hunting and they brought back an elk all right, but there have been so many conflicting stories regarding said elk we feel very little should be told, except that they just got the elk. For one thing, you don't hunt elk with Ford cars, at least, not usually. Well, that is how they got this one; climbed right up into mountain goat country and hauled him down; and then again we heard after they shot at what they thought was an elk, or at least brother Bill shot at it, and after a couple of miles of climbing around in a foot of slush on a slippery mountain top, it turned out to be an old bay horse. But one thing we do know, they came down with an elk, and a sign attached to the rear of the car, which would lead us to believe there is something sort of . . . well, not just exactly right about all this, if there is someone has got to buy us off with an elk steak, some time this winter.

Division Storekeeper George Carr, for many years of Deer Lodge, has been appointed division storekeeper at Milwaukee and has gone there to make his home. The Store Department has been closed at Deer Lodge. Mr. Carr and family were well known on this division and will be greatly missed. We offer them our best wishes for the future in their new home.

Fireman Fink and wife have returned from a few weeks' visit with his brother on the ranch in South Dakota.

Engineer Flynn is making a quick trip to visit his son at Notre Dame for a few days. Son Bill has a new story in some paper or other every week. If we could put words down like that boy we would figure there was a future ahead of us. How does he do it?

Engineer McCormack and wife started on their second honeymoon Thanksgiving Day. They expect to be gone a month and will visit all over the east and along the Atlantic coast, with Mr. McCormack's mother and father, with relatives everywhere and return home about Christmas time.

Brakeman Greer has gone to the coast for a while. He has a nice little place out there and is going to look after the cows and chickens for a few months.

Mrs. Charles Rader is visiting relatives for a few weeks in Spokane. Her niece, whose husband has been ill for a short time and in the hospital in that city, is now living there.

Mr. and Mrs. O'Ragan have moved to Deer Lodge for the winter, as have Mr. and Mrs. Fauver. Due to the slow business and many changes of crews, most of the older men, who for years have been on the east end out of here, are now on the west end, both on freight and passenger. Fireman Collins has gone to the Northern Montana Division to work, as

have Firemen Wade and Roberts. A number of men from that division have come down here to work. Engineer Carson and Chambers are firing on the east end out of here at present.

There have been a number of changes around the divisions recently. The chief dispatcher, Mr. C. G. Bleichner, of the west sub, located at Butte is now working first trick, and Mr. E. B. Cornwell will also work first trick as soon as the stock loading lets up a bit. We also shook hands recently with H. L. Wiltrout, bound for Spokane, where he will work a trick dispatching, due to the recent reduction in forces on his division.

We are glad to see Conductor Pogreba back home again. He has had quite a session at the hospital in Seattle and is glad to see the home folks once more. We hope he will soon be back at work again.

Lineman James Beatson is back with us again. Due to reduction in his department, Mr. Beatson and wife are living in Harlowton, where he is located as division lineman.

Signal Maintainer Clarence Martin replaced Signal Maintainer Dick Griffith the first of the month. His headquarters are Piedmont at present.

Lineman Rupert put one over on his friends when he slipped away and got married last of October. We did not learn the young lady's name but we offer them the very best of wishes from the entire division.

Dispatcher Weatherly is working second trick at Martinsdale for the present. Dispatcher Neil Grogan has been working extra at Miles City and is now on a short hunting trip out of Deer Lodge.

Time to wish everyone a Merry Christmas, and we hope there are plenty to fill the stockings hung for Santa Claus, and the Christmas dinner table full of all the goodies we always expect. A Happy New Year also.

Fullerton Avenue Building

A. M. D.

MRS. JAMES CONNORS, formerly Flo Cames of the Ticket Auditor's Office, was severely injured in a head-on automobile accident. Her arm, pinned between the overturned car and the ground, was so severely injured that it was necessary to use heroic measures to save it from amputation. We understand, however, that she is now recovering very nicely and will soon be back to her household duties.

Gertrude Farmar, formerly of the Assistant Comptroller's Office, now Mrs. H. Brosseau, is the proud mama of a baby girl born October 30. There should be a double celebration, as this date is also her second wedding anniversary. The baby will be named Mary Ann.

Clarence Bertelson of Ticket Auditor's Office entertained a few of his friends Saturday evening, November 14, at his home, 545 Belmont. Among those present were Peter Meyers and the future Mrs. Meyers (now Miss Peggy Sloan), Roy Weise, Mr. and Mrs. Joe Lullo, Felix Specht and Joe Shemroskee. Felix had his trusty banjo and Joe Shemroskee his accordion. Felix officiated as orchestra leader and lead-off man. A good time was reported by all.

W. R. Schutt of the Freight Claim Department is back on the job after a long spell of rheumatism.

Lydia Teske of the Assistant Comptroller's Office has done went and got herself married, and should be addressed hereafter as Mrs. Schuler. She, evidently, has been listening to Eddie Cantor's theme song, "Potatoes Are Cheaper," etc.

We are all glad to see Evelyn Anderson back at the Fullerton Avenue Office after having spent three years working at the Union Depot.

Will wonders never cease? Helen Fitzgerald (Central Typing Bureau) hasn't fallen out of bed lately. The week before last she had the misfortune of tumbling out of it at least four times. Moral—never eat cheese before retiring.

Myrtle Freitag of the Ticket Auditor's Office, has returned to her desk after a severe attack of intestinal flu.

Clem Barber of the Ticket Auditor's Office is reported ill at this writing. We hope for her early return.

On Thanksgiving eve, Katherine Gavin of the Central Typing Bureau, was married to John Cannon, formerly of the Ticket Auditor's Office, at St. Bonaventure's Church, Diversey and Ashland.

Hot Shots from the West T. M. Division

Helen Kirwan

MERRY CHRISTMAS to everyone who reads this. It is hard to get the Christmas spirit when you're enjoying Indian Summer weather out here in Montana, as we are at present. Believe me, I saw two small boys wading in the waters of the Tongue River here November 1st, and picked a bouquet of pansies that very afternoon. No snow here today, November 10th, and we have very little promise of winter. However, by the time this appears in print we shall no doubt have donned our galoshes and mittens. Local weather prophets say this is the warmest November in 57 years. Near Ingomar, Montana, a sheepman reports finding a strata of rock containing fig trees and real petrified figs. Wonder if history will repeat this chapter for us?

Mrs. Frank Wolfe left the latter part of October with her little daughter, Rita, who has been quite ill, for Chicago, where she will seek medical attention.

L. S. Cunningham, our old friend Safety First man, is back in this territory. I know, because we've been receiving some of those long letters of his, asking us to BE SAFE, and HOW, and if not, WHY NOT.

George W. Knowles, division accountant, underwent a tonsilectomy at the Miles City Hospital in October. He is now back at work and apparently none the worse for it.

Bryan Nelson, ticket clerk, and Keith Johnson, son of Car Foreman M. L. Johnson, also underwent operations at the local hospital during November. Both are reported to be recuperating nicely.

Conductor James Lynam passed away at the Miles City Hospital on November 11th, following a lingering illness which until about two weeks before his death did not confine him to bed. He was operated on in an attempt to prolong his life, but to no avail. Mr. Lynam came to Miles City about 23 years ago in the employ of the Milwaukee Road during its construction days in this territory. Had he lived to the 15th day of December, Mr. Lynam would have reached his 65th birthday. Funeral services were held in Miles City and the remains, accompanied by his wife, were taken east to his former home in Elroy, Wisconsin, for burial. The veteran conductor was held in the highest esteem in the community and our sincere sympathy is extended to the sorrowing family.

A. W. Hervin, formerly roadmaster on the T. M. Division, and until recently trainmaster on Lines East, has been transferred to the T. M. in the latter capacity. From the number of "Hello A's" we heard after his arrival, we know folks on the T. M. were glad to see him back.

Well, rumor has it that "Shorty" Bethke's mother-in-law is here visiting. (Pardon me if I do not mention her name, as I did not get it.) Shorty turned up the next morning after her arrival with a bump on his nose. He, it is said, provoked the good lady to the point of throwing a magazine at him, with his teasing. I've been wanting to hit him for a long time, but not with a magazine. However, that's as good a weapon as you could find, especially if it was the "Good Housekeeping." Shorty, you want to watch these women.

George Hilton has returned from his sojourn in the far west. Yes, he took in Catalina and all the sights, and has returned in better health and apparently thinks old Milestown isn't such a bad place after all.

Yes, Nora B., I saw that sally about you not wanting to come to the T. M., but I forgot to tell you about it last month. Well, we don't want any more earthquakes on the Rocky Mountain, so don't anybody bump Nora B. or move her down to the T. M. Safety First.

Hope that Ann doesn't get any more letters from Mobridge about the fire department meetings, or we'll have to call out the fire department right here.

Hope Santa Claus remembers all of you, and again, to all the correspondents and our good editor, Mrs. Kendall, the Season's Greetings!

S. C. D. Office

J. B.

LITTLE LOUIS MARIE, daughter of Mr. and Mrs. A. C. Schroeder, told us of her arrival by presenting us with a box of candy and a box of cigars. Art is our construction engineer, and Mrs. Schroeder, most of us old-timers of the S. C. D. office will remember, is the former Ruth Riedel.

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For Sale—An "Edenette" electric clothes washer; apartment size; new. Must sacrifice for \$20.00. Original price \$55.00. D. Feeley, 938 N. Homan Ave., Chicago Ill.

For Sale or Trade—A couple B flat soprano saxophones; silver plated; in case; low pitch; gold bell; just like new. Would consider trade for Winchester 52 rifle with speed lock, or 22 calibre long rifle. G. F. Rediske, Agent, Ingomar, Montana.

For Sale—North half of a section of land 7 miles northeast of Flaxton, N. D.; also a lot in East Missoula, Montana. Write Box 266, Plummer, Idaho.

Wanted—A railroad man or woman for immediate work there in your home town. It is a dandy chance. Good pay. Only one in each town. Apply by letter. Seminoe Co., Rockton, Ill.

For Sale—Beautiful female Toy French Poodle (by Sir Puff-Fluffy VII, registered American Kennel Club). Age 2 years. Write for particulars, Chas. Hornshaw, 1442 East 31st St., Tacoma, Washington.

For Sale—Three choice lots on north-west corner South 64th and G Street, Tacoma, Wash., or will trade for Seattle. H. J. Whatmore, 618 White Building, Seattle, Wash.

Scottish Terriers—At stud, Son A. K. C. 799619. A Ch. Bellstone Laddie line bred dog. Puppies and grown stock for sale. Justin V. Cavey, 2307 West Michigan St., Milwaukee, Wis.

For Sale or Trade—Improved 160-acre farm 3½ miles from county seat town on graveled road in Wisconsin. Approximately 90 acres in cultivation, abundance timber for fuel, running water near buildings, good 8-room house, nice yard and shade, large barn and other outbuildings. House has good soft cold water in kitchen. If interested, write C. S. Morton, Hopkinton, Ia.

For Sale—One lot, number 56, with small property and double garage, located at Robertson, St. Charles Road, North Ahrens Ave., Lombard, Ill. Will sacrifice for one thousand dollars if sold within sixty days, to settle an estate. Write, if interested, to R. C. Hedlund, Slater, Iowa.

For Rent Until May 1st—Completely furnished 3-room apartment. Private bath, garage. Located at Roselle, Illinois, on Milwaukee Road, 24 miles west of Chicago. Good train service. Three blocks to station. Forty-minute express service. Reasonable rental. Address E. E. Brewer, 816 Union Station.

For Sale or Trade—One pair "Black" Split-Cap Skunks, deodorized, well furred and tame. \$20. Will trade for guns. What have you, folks? Address Harlin Lucas, Harlowton, Montana.

For Sale or Exchange—160 acres unimproved land, 3 miles northwest of Ebar on the western boundary of Manitoba, Canada, in the Canadian wheat belt. Fifty miles north of the Dakota-Canadian line. For full particulars write B. H. Diny, 2220 North 75th Court, Elmwood Park, Ill.

For Sale—Select residential lot in Edison Park District, Chicago. All improvements in. One block from new 100-foot boulevard. Five blocks from suburban transportation. Twenty-five minutes to Loop. \$800.00 cash and mortgage for balance will handle. An excellent investment in a community that will grow by leaps and bounds with resumption of building activities. Address inquiries to Classified Department, Milwaukee Magazine, 869 Union Station, Chicago.

For Sale—Pedigreed New Zealand White Meat and Fur Rabbits. All ages. Write for prices. Will start buying meat rabbits about October 1st. Address Vangilders Rabbitry, Tomahawk, Wis.

For Sale—My modern five-room and bath bungalow, with garage and one acre of land, fifteen fruit trees. Located in Elgin, Ill., on C. M. St. P. & P. railroad, on fine street. Will sacrifice for \$4,800, one-half cash, balance in monthly payments. One hour's ride from Union Depot, Chicago. This property in first-class condition. If interested, for further details address A. L. Head, 800 St. Charles St., Elgin, Ill.

For Sale—My seven-room house (four bedrooms), in village of Golf, Ill., sixteen miles from Chicago on C. M. St. P. & P. One-half acre ground covered with shade trees and shrubs, orchard, small fruits. All modern conveniences. Hot water heat with oil burner. Two blocks from C. M. St. P. & P. station, thirty minutes to Union Station. A. L. Eidemiller, 809 Union Station, Chicago.

and five of five hundred. Favors in bridge were won by Mrs. Frank Schelfhaut, of Wausau, and Mrs. Carol Siesennop, of Tomahawk. Favors in five hundred were won by Mrs. Minnie Staeger, of Wausau, and Mrs. Harry Norenberg, of Tomahawk. Later a lunch was served by the committee, Mrs. Julius Krumrae, Mrs. Ole Olson, Mrs. Andrew Paulson and Mrs. Will Fandre, of Wisconsin Rapids; and Mrs. Albert Urban, of Babcock.

Portage Chapter

Mrs. F. P. Miller, Historian

PORTAGE CHAPTER held its regular meeting November 2nd at 2:30, in the club room with 40 members present. The meeting was called to order by the president, Mrs. Washburn. Reports of the chairmen were given.

Mrs. J. Maloney was elected second vice-president to succeed Mrs. Farnier, who has moved to La Crosse.

Our meeting day has been changed to the first Monday in each month.

A contest is being put on at the club this winter to get all members out to the meetings. Two sides have been formed by drawing names of all the members. Two captains have been appointed by the president—Mrs. Hodges, Mrs. Thomas, to be the captains, the losers to entertain the winners at a dinner at the end of the contest.

Three new members joined the club. Keno was played, refreshments served by Mrs. Chapman and her committee.

See you all at the get-together luncheon at Chicago.

On Friday evening, December 11th, our annual Christmas party and dance is to take place in the club rooms and we expect our usual large attendance.

The December meeting will be held Saturday afternoon, December 12th, and will have our Christmas and card party at that time.

Wausau Chapter

Mrs. A. I. Lathrop, Historian

THE Wausau Chapter held its November meeting at the club house, Tuesday afternoon, November 10th. The treasurer reported receipts of \$44.76 for the month just ended, with \$30.26 expended by the relief committee, and \$8.00 for good cheer, leaving a balance on hand, November 7th, of \$178.36. The scholarship fund committee reported that two pairs of shoes had been bought, and the Ways and Means committee reported that \$22.51 was raised in October. With ninety-seven voting and forty-five contributing members, the chapter now has a membership of 142.

Mrs. J. E. Dexter was appointed a member of the railroad relief committee, which will buy coal for needy railroad families. The sum of five dollars was pledged for the city fund for Thanksgiving baskets.

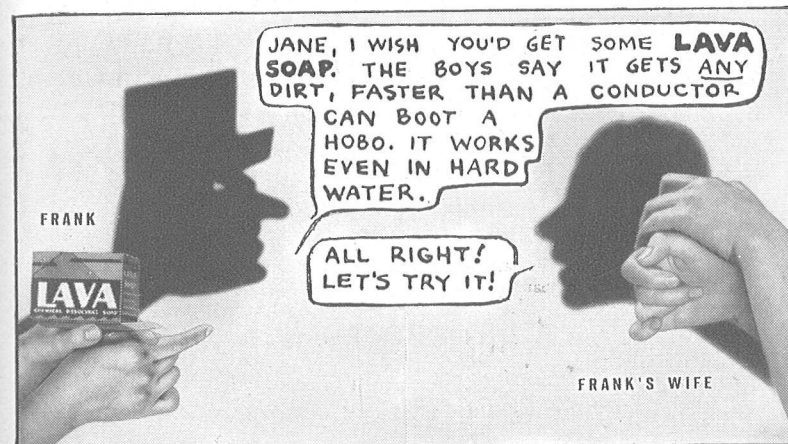
Out-of-town members present were: Mrs. E. P. Little, Mrs. C. Strassman, of Irma; Mrs. Harry Norenberg, Mrs. Ed Urban, Mrs. Louis Schultz, Mrs. Oscar Sutherland, Mrs. Robert Barton, Mrs. Carol Siesennop, all of Tomahawk; Mrs. G. H. Ruder, Mrs. Miles Christiansen, Mrs. C. H. Randby, Mrs. J. L. Truax, of Merrill; Mrs. Ray Schultz, of Star Lake.

In the card games which followed the business session, five tables of bridge were in play

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THAT NIGHT



THE WHOLE FAMILY CAN USE LAVA

Lava lathers right into the greasiest, dirtiest hands you can offer and cleans them up in less than a minute! It's great for scrubbing the ground-in dirt from children's hands and knees. It quickly cleans ink spots, fruit and vegetable stains.

Lava makes a thick, heavy lather that goes right in after the

dirt—even in the hardest water. The soft, powdery pumice in Lava quickly chases out the dirty-dirt. For complete protection to your skin, Lava contains glycerine.

Lava also cleans burnt-on grease from pots and pans—shines porcelain and wash basins.

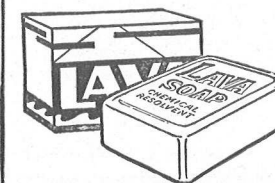
Your local grocer sells Lava Soap. Two large sizes—6¢ and 10¢.

LAVA SOAP

takes the dirt—protects the skin

LAVA SHADOW PICTURE BOOK FOR THE CHILDREN

Write today for this book. Shows the children how to make all kinds of funny shadow pictures with the hands. Just cut the front from a Lava Soap Box. Write your name and address on the back. Place in envelope and mail to: Procter & Gamble Co., Dept. LK-121, Cincinnati, Ohio.



Dollar for Dollar

Right now it is more important than ever before to have a pay check coming in regularly.

If you were hurt in an accident your wages would stop and your family suffer for weeks—unless you own a good Accident policy in The Travelers. It pays when you need dollars most. Full details free.

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--None Too Big

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The Webster Lumber Company

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Red Hot Coals

While writing up notes for the office,
I thought of a brand new plan,
We'll all be correspondents,
I'm sure that all of us can.

We'll have a box by the window,
You can slip up to it now and then,
Put in your contributions,
And just slip back again.

Just ask any little questions,
You've thought 'bout long enough,
I'll do my best to answer them,
Or have someone do his "stuff."

What's that news about your neighbor?
Are you sure that all is true?
Then sign your name and drop it in,
And I'll know that it's from you.

Get busy now, we want to know
What the twelfth of the month will bring;
The box is up, be on the job—
Come on! Get in the swing.

Fullerton Avenue Chapter

Marie Nixon, Historian

THIS chapter held its regular monthly meeting November 10th. Supper was served at 5:00 o'clock and our president, Mrs. Loderhose, presided. After the business meeting we were entertained by Miss M. Wallace, who gave a number of beautiful vocal selections and was very much enjoyed by everyone.

On Friday afternoon, November 20th, the club entertained the visiting presidents at a luncheon held in the club rooms.