BLUE TIN IS
RAILROADERS
FAVORITE

Check-up of Pipe Smokers
In Passenger Yards Gives
Edgeworth Smoking Tobacco
Strong Lead

Railroad men know their pipe tobaccos. Recently a check-up of pipe smokers was made in the passenger yards of one of the great railroads entering Chicago.

“Railroad men know their pipe tobaccos”

From a total of 230 men employed, 191 were found to be pipe smokers and of these 128 smoked Edgeworth—the tobacco in the blue tin.
The brand of pipe tobacco next in popularity had only 32 smokers out of the 191.
Surely this means just one thing, and that is that the flavor of Edgeworth is the flavor best suited to the taste of railroad workers.
If you are not an Edgeworth smoker, give it a trial and discover for yourself just what this flavor is like.
Edgeworth is sold everywhere. There are two forms, Edgeworth Ready-Rubbed and Edgeworth Plug Slice. All sizes from 15¢ pocket package to pound humidor tin. Some sizes in vacuum packed tins.
Made and guaranteed by Larus & Bro. Co., Tobacconists since 1877, Richmond, Va. Ask your dealer for

EDGEWORTH
SMOKING TOBACCO

LAVA SOAP
KILLS GERMS....GETS
THE DIRTY-DIRT

Lava gets grease and grime in less than a minute—and protects your skin in the process.
Lava is much more efficient in killing germs than other toilet soaps. It is effective against bacilli diphtheria, meningococcus, and many other deadly germs.
Lava works equally well in any kind of water—hot or cold, soft or hard.
Lava saves you money, too. It is a big, husky cake of soap and lasts two to three times longer than ordinary toilet soaps. Order Lava from your grocer today.

LAVA SOAP
TAKES THE DIRT . . . PROTECTS THE SKIN
The Golden Pavilion
of The Lama Temple at Jehol, China
Reproduced at Century of Progress Exposition

PICTURED here, is the splendid replica of the Lama Temple Potala of Jehol, China—the original a masterpiece of Chinese art and architecture, and the replica no less a masterpiece of reproduction—that is now completed and a part of the Century of Progress Exposition. The Lama Temple occupies a permanent site within the enclosure of the exposition area on Chicago's lake front, the gift of Mr. Vincent Bendix of Chicago, to the city, and now to form one of the major attractions of the great exposition. Mr. Bendix became interested in the project of purchasing a Chinese temple with complete equipment in the summer of 1928, and the ancient Lama Temple Potala at Jehol was chosen for a model. The reproduction is marked by absolute fidelity to the original, and because it is, in construction and detail, made of enduring materials it will stand on Lake Michigan's shores a lasting monument to public spirit and the beautiful in art.

Jehol (pronounced as if spelled Rehol) is the site of the summer palace of the great Manchu emperors, three days' journey from Peking, where among a group of sacred buildings is the marvelous Potala, or Golden Pavilion of the Lama Temple. It is considered a gem of Chinese architecture in line, form, color and composition. A famous Chinese artist made the arrangements for a faithful replica, preparing plans, specifications, profiles, with all details and measurements of the most minute character. The replica was built in a yard at Peking, pronounced good and then taken apart, making more than 28,000 pieces, which were packed in 173 crates and cases and shipped to Chicago, arriving here in the spring of 1931. The architect built a model six feet square, of the temple for a guide to the workmen in joining these thousands of pieces together.

The temple is 70 feet 10 inches square, rests on wooden piles 65 feet in length, on the top of which are caps and beams of poured concrete, and the superstructure was accomplished by fitting to stencil designs and color schemes, cooperating with an American decorator, gilding the best possible effect in reflections from the brilliantly painted walls and stunning gold ceiling; and a blower fan for air conditioning.

A gigantic gilded dragon looks down from the center of the ceiling. It is carved in wood and is strictly Chinese in workmanship. The paint used throughout is mineral pigment brought from the center of the ceiling. It is absolutely true, the only modern innovations within the temple are the indirect lighting, giving the best possible effect in reflections from the brilliantly painted walls and stunning gold ceiling; and a blower fan for air conditioning.

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The Golden Pavilion is an ancient bronze incense burner, green with age, of the Ming period, 1368-1644. Within the temple at the entrance is a figure of "The Laughing Buddha" made of solid wood covered with red gold lacquer, sitting on a chair of the same material. Turning to the left from the entrance, visitors are met by a courteous and enlightened Chinese gentleman who accompanies the party around the outer aisle, explaining the meanings of all the elaborate and magnificent symbolism of the Chinese Buddhist religion presented in the idols, benches, altars, pagodas, tinkling temple bells, and countless other objects of ancient origin and mystic meaning.

There are figures of Buddha, who is called Buddha, and of many other gods in the Lamaistic philosophy.

There are many and very beautiful examples of Chinese textile weaving and embroidery in the hangings of the Golden Pavilion, for it is said that not even the poorest little temple in China is permitted to be entirely without woven decorations and the richer the temple the more costly the material and the more artistic the manufacture.

Buddhism is the religion of most of China, but had its origin in India where political influence under Emperor Xubda Khan in the 13th century A. D. During Gautama, its great founder lived and taught. As a religion Buddhism has almost disappeared from India, but flourishes in Tibet and China as "Lamaism." The history of Gautama, The Great Buddha, is interesting, and the philosophy he propounded is one of great strength, beauty and purity. He lived in the fifth century B.C., but after his death his teachings gradually underwent change at the hands of various cults and schismatic influences, and finally it faded out of India, to remain among the Lamas of Tibet and China as a religion of temporal as well as spiritual power.

The earliest Lamaism was a mixture of Buddhism and ancient native demon worship, the latter element constantly gaining in control. It rose to great the fifteenth century the doctrine of the reincarnation of the Grand Lamas was evolved, and has grown to the point where Grand Lamas are held to be emanations of some gods who have been reincarnated in the Lamas to protect re-
The Trail of the
WINNEBAGO In WISCONSIN
By Ted

THIS recorded history of the Winnebago tribe begins around the shores of the lake in Wisconsin which now perpetuates their name, and follows up the Fox River to where it nears the Wisconsin and then bears away to the southwest down that waterway to its ending in the Mississippi. During the occupation of this part of the United States by the red men, the Winnebago held by right of their numbers and the fierceness of their fighting, a splendid domain, and they left behind a bloody record of Indian conquest.

The Winnebago are assigned in archaeological records to the great Siouan stock, one of the grand divisions into which the North American Indian has been tabulated. The Siouans were ever a warlike race in all their ramifications and the Winnebago seem to have held up the credit of their origin. Their earliest arrival in the land that is now the state of Wisconsin is believed to be in a pre-historic migration from some region north of Lake Superior, possibly from the Hudson's Bay country, or Lake Winnipeg. On reaching Lake Huron they turned westward, crossed the St. Mary's river and entered Wisconsin. They found the land occupied by other warlike tribes of the Algonkian division with whom a constant and bloody warfare was waged for no one knows how many centuries.

When North America was claimed and held by France as a dominion of its crown, Jean Nicolet was sent to the upper lakes country to negotiate a peace between the Winnebago and the Hurons, hereditary enemies, and he found the Winnebago occupying the pleasant and fertile land that bordered the shores of Lake Winnebago and the lovely valley of the lower Fox River. At the foot of Lake Winnebago, on Doty Island in the Fox River at Menasha, Wisconsin, he held a council of war with the braves, the first of its kind to be held in Wisconsin. This occurred in 1634, but hostilities were far from ceasing, for the Winnebago as well as their enemies of the Algonkian stock were fierce, crafty, bloodthirsty and not over sensitive about keeping their bond.

Another French explorer, Cadillac, who visited them nearly a hundred years later, writes: he found a nation that he found in the vicinity of their lake and river, that this tribe was called Puans, deriving their name "from their river, which is very muddy and full of fish. Consequently the water is foul with them, and for this reason the nation is called Puans," but he further chronicles that this nation "in person and habits, are the cleanest of savages, their women the least dirty and keep their cabins neat and tidy." At this time the Winnebago were numerous and powerful and would without hesitation or apparent provocation, declare war on all the neighboring tribes. By way of illustration of their dominant trait: in the early 18th century a famine visited them frightfully decimating their ranks. Hearing of their plight, the friendly Illinois nation, a less bloodthirsty and more merciful tribe, sent 500 men with provisions for the Winnebago, who received their benefactors with a great show of gratitude, all the while planning to seize and sacrifice the visitors to the shades of their dead. They accordingly flung themselves on their guests during a ceremonial dance, massacred and ate them all, proving among other things, their cannibalistic propensities.

The Winnebago conducted a constant warfare with the other tribes all during the period of the French and Indian wars of the early 18th century, one of the most sanguinary of these encounters being a siege conducted on Doty Island with the Fox tribe, who were of the Algonkins.

During the war of the American Revolution there was probably not a friend of the American cause among any of the tribesmen of Wisconsin, and the British were able to recruit their troops from among the Winnebago and to join Burgoyne, although they do not appear to have remained true to their British alliance, as they were not present at Burgoyne's surrender. At the close of the Revolutionary war, while the British sought to hold the northwest territory because of its fur-bearing riches, the Winnebago were their allies, and when the war of 1812 was declared on June 19th of that year and Fort Mackinac was surprised and captured a large body of Indians consisting of one hundred Sioux, about one hundred Menominee and a still larger number of Winnebago under their leader, one-eyed Decorah, were with the British.

British officers reported however, that the Indians were not much good as soldiers, as they refused to obey orders unless the officers appeared with a blanket in one hand and a piece of pork in the other.

The Winnebago were not mighty hunters, but were great fishermen and...
farmers, and their villages in the Fox River valley and around Lake Winnebago were in the midst of tilled fields where they could grow Indian corn, grains and some fruits; and in all of their migration their progress was marked by plowed fields, fine stands of grain and many vegetables, which formed an important part of their diet and supply.

In 1827 what is known as the Winnebago war broke out, which is described as not really a war, but a widespread scare to the white settlers who were moving into the territory. The Indians naturally resented this invasion of their domain, and as they were spread out over the length of the Fox River valley and even had scattered villages on the Rock, and Wisconsin Rivers with some more over in the lead mining regions south of the Wisconsin, these were a constant menace to the settlers. Prompt action on the part of Governor Cass, of Wisconsin Territory, Colonel Dodge, General Atkinson and other officers of the U. S. army soon put the fear of the power of Uncle Sam into the redskins, and that outbreak was quickly quelled.

It is said the outbreak was the result of the abandonment, in 1816, of Fort Crawford at Prairie du Chien, which led the Winnebago to believe that the government need not be feared, so they grew very insolent in their attitude toward the white folks. Governor Cass, who was arranging to hold a council with the red men at the Hill of the Dead (Butte des Morts) opposite Menaasha, hearing rumors of an uprising, hastened instead to Prairie du Chien, put the military defense there in such order as he could, and went on to Galena where he arranged for a company of militia to proceed to the reopened Fort Crawford and then went to St. Louis to confer with General Atkinson. This was the first entrance of General Atkinson on that field of Indian warfare. He was soon on his way upriver with a force. Arriving at Prairie du Chien he proceeded up the Wisconsin to the Winnebago village at Portage, while Colonel Dodge marched across country simultaneously to the same place and Colonel Snelling came down the Mississippi and took command at Fort Crawford. Learning of the coming of General Atkinson and the other detachments, the Winnebago became convinced of the uselessness of further resistance and with characteristic trickery they surrendered several of their chiefs whom they said were the perpetrators of the recent murders of the white settlers.

In 1828 three companies of United States Infantry were sent to erect a fort at Portage and the Winnebago were thereafter held pretty well within bounds, comparatively little trouble being experienced, although there was always thievery and killing if the wily redskins thought they could do murder and get away with it.

At the outbreak of the Blackhawk war—a predatory war of the Fox and Sauk tribes against the white people—the Winnebago, although always theretofore in arms against the Fox and Sauk, joined Blackhawk and, though professedly friendly to the government, they acted as spies to the Indians in arms during the entire campaign.

One of the U. S. Army officers in this engagement commented upon the Winnebago and their treacherous characteristics thus: "The Winnebago is the reverse of the Menominee. Tall in figure, haughty in his mien, proud of his nationality and ever ready for war, he indulges in less drink and idleness, practices theft and murder and repulses the advances of the white man. We have too often seen his treachery and duplicity."

While the army was trailing Blackhawk, with a Winnebago brave, White Crow, acting as guide to Colonel Dodge, it was believed he was leading the army into an ambush, but the Indians were met at Wisconsin Heights and repulsed; and the later engagement at Bad Axe finished them. Blackhawk however escaped with another Indian, "the Prophet," to the Wisconsin River Dells, and found, for a while, sanctuary among the caves and retreats of that picturesque region. The Dells have many legends of the Sauk chief's flight through that region, Blackhawk and the Prophet sought refuge among the farmers, and their villages in the Fox River valley and around Lake Winnebago were in the midst of tilled fields where they could grow Indian corn, grains and some fruits; and in all of their migration their progress was marked by plowed fields, fine stands of grain and many vegetables, which formed an important part of their diet and supply.

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Safety Appliances on

THE MILWAUKEE

P. H. Campbell, General Inspector

Since the earliest days of railroad ing, there has been some form or other of Safety Appliances on railroad rolling stock.

In the year of 1895 the National Legislative bodies passed a law which made it unlawful for any railroad to use any car in Interstate Commerce that was not provided with secure grab irons and hand holds in the ends and sides of each car, for greater security to men in coupling and uncoupling such cars.

In 1898 another law was enacted which required railroads to equip their cars with automatic couplers, which would couple automatically by impact and which could be uncoupled without the necessity of men going between the ends of the cars, and in the same year other laws were passed which required the railroads to equip their locomotives with power driving wheel brake and appliances for operating the train brake system, making it necessary to have a sufficient number of cars in train equipped with power or train brakes so that the engineer on the locomotive drawing such train could control its speed without requiring brakemen to use the common hand brake for that purpose.

Previous to the enactment of these laws, trains were stopped by trainmen climbing to the tops of the cars and setting hand brakes, and in cold stormy weather, this practice was not only insatisfactory and considered extremely dangerous to those responsible for stopping the train. Each railroad had their own types of couplers and the old link pin was very much in vogue.

Not until 1911 were many of the objectionable features of the so-called Safety Appliances overcome, when another law was enacted which compelled all railroads to adopt a common standard to all railroad cars, which provided for secure sill steps, ladders, running boards over the roofs of the cars, and efficient hand brakes, also previous to this Act the air brake percentage was increased so that not less than 85 per cent of all cars in any train must have their brakes used and operated by the engineer drawing such train.

These Acts were amended from time to time, which simplified matters for the railroads and created greater safety for the employees and traveling public.

Congress also authorized the Interstate Commerce Commission in 1902 to employ “Inspectors to execute and enforce the requirements of the Safety Appliances Act.”

We have always endeavored to comply with the requirements of the Safety Appliance Act as required by law and pride ourselves on being one of the highest ranking railroads in this respect. We have gone to considerable expense to equip our cars and equipment with the most modern appliances for greater safety, and to educate employees in the proper maintenance of such appliances.

To the average person not familiar with railroading, the term Safety Appliance is just another form of Safety First, and rightly so, for to keep the Safety Appliances on cars and locomotives properly maintained is certainly a good Safety First move, and every Car Inspector or other employee having to do with Safety Appliances, is doing his bit, when he sees that the appliances are kept in good order at all times.

On the average car there are 269 different items which come within the Safety Appliance Acts, and range from the smallest cotter key to the air brakes. All of these items are carefully inspected whenever cars are interchanged to and from other railroads, and when trains arrive in terminals, where Car Inspectors are employed.

The Car Inspectors on our railroad are trained men, expert in detecting the smallest defect in any of the appliances on cars, and to keep these men proficient, they are given periodical examinations as to their knowledge of the Safety Appliance requirements.

In addition to inspection of the equipment by the railroad's own forces, the Interstate Commerce Commission have field inspectors who make regular inspections of the appliances on cars. The duty of these men is to inspect cars and air brakes, and any which are found defective are reported to the Bureau of Safety, Interstate Commerce Commis sion.

Any defects found by the I. C. C. Inspectors which are considered unsatisfactory or dangerous are reported as penalty defects, and the railroad is penalized by a fine of $100.00 for each and every case filed. Defects which are not considered dangerous and are not reported as penalty defects, are filed with the Commission who in turn reports the condition to the railroad management for correction.

We are proud of the fact that with very few exceptions the Interstate Commerce Commission Inspectors have not found it necessary to file violations for infringements of the Safety Appliance Acts.

We also take pride in our record attained in the past few years and in 1931 when a total of 39,517 cars were inspected by the Interstate Commerce Commission Inspectors, and less than one per cent were found to have safety appliance defects. This is one of the best records on any railroad in the United States, operating the same number of miles and with an ownership of over 70,000 cars.

Figures for 1932 have not yet been compiled, but indications are that in 1932, we did as well, if not better than in 1931.

Fire on Goose Island, Chicago

On the late afternoon of February 9th, with the thermometer twenty degrees below zero, the coldest experienced in Chicago in thirty-five years, a fire broke out in a large grain elevator situated on what is known as "Goose Island" in the Chicago Terminals. The fire resulted from an explosion within the building and was discovered by one of the Milwaukee Road switching crews when flames shot through the roof. One engine crew blew a fire signal and a yard clerk called the city fire department. Two engine crews went in immediately and in spite of the handicap of severe cold, ice and fire-fighting equipment that soon began to arrive on the scene, succeeded in pulling out a number of cars being made up in a train and only one car which was loaded with wheat but on which no shipping instructions had been issued, was damaged.

The two crews who performed splendid service in getting Milwaukee property out of the way of the flames were: engineer, W. Barrett; fireman, W. Mancke; conductor, W. Phelps, and brakemen, A. Koch and L. Johnson; and engineer, B. Tallman; fireman, L. Kazmerak; conductor, L. Paradis, and brakemen, W. Luebke and J. Hoeh. It was a spectacular fire, with the roaring flames the volumes of water poured in and its immediate freezing into mountains of ice. The elevator was completely destroyed, but owing to a favorable wind, none of the company's property was damaged with the exception of the one car whose sides and roof were burned.

The Light Is Breaking

"The morning light is breaking,
While darkness disappears;"

The Blessed Faith of that old hymn
Has traveled down the years.

The clouds, now rolling by,
While darkness disappears;

Is lighting up the sky.
Oh, Blessed Morn, we welcome thee—
Thou art the teacher, reading of the deluge—
Thou art the Sunday-school Teacher (reading of the deluge):
"And then it rained forty days and forty nights."
Bright Pupil: "And were the farmers satisfied then, teacher?"

Too Much

Sunday-school Teacher (reading of the deluge):
"And then it rained forty days and forty nights."
Bright Pupil: "And were the farmers satisfied then, teacher?"
Railroads have always been an important factor in the industry of the country and leaders in the field of transportation.

The unfair competition by highway and waterway carriers, accentuated by prevailing conditions, has made serious inroads on the earnings of railroads, making the maintenance of their properties and the rendition of high-class service a difficult accomplishment.

Through "Ship by Rail" clubs and other similar organizations railroads are taking a leading part in the movement to place highway and waterway competition on a fair and regulated basis, realizing that must be done if the rail carriers are to survive.

Vice-President

(Contributed by Chas. R. Hoge, Cashier, Galewood, Illinois) Chairman Chicago Terminal, Ry. Employes & Taxpayers Assn.
Real Supporters of the Ship-by-Rail Movement

Olson Rug Company of Chicago

Only Rail Transportation in the Conduct of Their Business

The Ship-by-Rail movement is gaining ground every day as Ship-by-Rail Clubs continue to form and add to their membership; and this is a story of one large manufacturing concern located on the tracks of The Milwaukee Road which is a strictly one hundred percent rail shipper and receiver. The Olson Rug Company, situated at Diversey Boulevard and Crawford Avenue, Chicago, may be seen from passing trains on this railroad, has a large private siding with a capacity of forty-eight cars reaching into their plant; and the only methods of transportation which the Olson Company use are the three forms of railway service, namely: freight, railway-express and parcel post; and so great is the volume of inbound and outbound traffic at this plant that the Railway Express has established a regular agency at the factory. Moreover, their inbound and outbound LCL freight is so heavy that all railroads in Chicago load through "trap cars" direct to the receiving doors of the Olson Company. The Olson Company recently took out of service an Olson owned heavy duty motor-truck tractor and several trailers in favor of the trap car service; so that instead of trucking any freight whatever to the various freight houses around Chicago the entire bulk moves by rail. Suburban deliveries, also, regardless of weight, are now handled by Railway Express instead of Olson owned delivery trucks. All orders for the metropolitan district of New York City are given a store-door delivery service by using a combination of LCL freight service and express. The efforts and energies of the Olson Company, in this respect, are directed in every instance toward promoting rail transportation; and rail employees are to be congratulated on having such a champion of real service as the great Olson Rug Company.

Of course Olson rugs are known over the length and breadth of this land. Every American housewife knows that if she has old rugs, old woolen material, discarded rags and clothing, she can send it to the Olson reweaving factory and get beautiful new rugs at half the cost of buying brand new floor covering. The course of treatment of this "reweaving" process is interesting from the time the old rugs reach the factory through the receiving door that opens to the railroad track until the new rug in all of its freshness is wrapped and sent out of the shipping door where the Railway Express Agent sends it on its way over the rails. In the Rug Reweaving Rooms

The Olson catalogue is a familiar friend in the households of this country, and is easily obtained by writing to that company's Chicago office; it contains careful instructions for sending in old material by rail shipment. This instruction page of their catalogue is an excellent example of the manner in which that company lives up to its "Ship-by-Rail" slogan. In these days of severe competition, railroad personnel may well reflect that in the case of the Olson Company every purchase of a rug from them means two distinct rail movements—one on the old material and one on the return of the new rug; and likewise, there are shipments of coal and supplies that also come in by rail, to help along the business of the railroad.

How to Influence People

EXCERPTS from a lecture delivered by Mr. S. F. Racine, Certified Public Accountant to a group of students at the Western Institute of Accountancy, Commerce and Finance, Seattle, Wash. A number of years ago, I went East on the Milwaukee train just before Thanksgiving. A year afterwards, also just before Thanksgiving, I made a second trip East. As I stepped up into my car, the Pullman conductor spoke to me and said, "I am glad to see you going East with us again."

I thought this was just a casual remark and paid very little attention to it. I was taken to my section and shortly afterwards visited the dining car. The steward came over and shook hands with me and expressed appreciation of the fact that I was travelling with them again and said that I could have my same waiter. He then took me over and placed me at one of the tables. Shortly, the colored waiter came in and said, "Well, well, I am sure glad to see you again."

I asked him how he remembered me. "Why, man, I would know you if I just took my hat off your head. You went East with us just about a year ago."

Realize the enormous number of people these employees meet during the year. Yet, notwithstanding they remembered many of them and they took it upon themselves to make mention of the fact when I came into the car a year afterwards.

But the best part of the story is to follow. Two more years rolled by and I was walking down Jackson Street and passed a colored gentleman who indicated a desire to speak to me but hesitated about so doing. I remembered him as the porter that had charge of my Pullman car three years before on my first trip East. He said: "I hoped you would speak to me. You know how it is, a colored man feels a little backward about speaking, but I remember you when you went East three years ago and wanted to say hello." Now, let's spend a moment in considering of these various employes of the Milwaukee Railroad. Isn't it true that they have bound me, by ties that simply cannot be broken, to the Milwaukee Railroad? And, isn't it true, that most necessarily favor the Milwaukee Railroad simply on account of the interest that they took in me?

Appreciated the Service

A letter recently written by a passenger on No. 16 out of Tacoma, enroute to Spokane, commencing on the excellent service and courteous attention of the train crew, special reference being made to the brakeman coming into the coach a number of times to inquire if the passengers were comfortable and if the car was warm enough. This passenger said that not only the brakeman, but many of the other passengers remarked on the courtesy and attention of the trainmen. The crew in charge of that train were: conductor, W. S. Johnson; brakemen, W. A. Stoliker and F. W. Weller.
MALTING BARLEY

Farmers near Edgerton, Wisconsin, and a large malster in Milwaukee have found that it pays to cooperate. Malting barley must be an approved variety, harvested and handled in a manner which will meet the demands of malt houses. It costs more to produce malting barley than it does feed barley, therefore, the farmer who does a good job of producing this quality of grain is entitled to a premium over feed prices. Thus the need for cooperation.

In 1931 an experimental plan of cooperation between several farmers growing malting barley near Edgerton and a Milwaukee malting company was tried out. It resulted in the sale of over 12,000 bushels of barley for this special trade. The farmers grew what the malster wanted in limestone soil and got about five cents a bushel premium. In 1932 this cooperative experiment was extended so that the malster secured some over 60,000 bushels of malting barley from this and a nearby station.

The extension service of the College of Agriculture and the Agronomy Department have been assisting in this campaign and now are about to offer it to three additional communities in the good barley growing districts of Wisconsin. The points of contact have been selected and soon farmers and the malster will be in a position to making out plans whereby each will mutually benefit in this cooperative barley growing project.

Farm Inquiries Growing

Since the beginning of 1931 there has been a constantly increasing interest in the "Back-to-the-land" movement. At present such interest is greater than at any time during the past fifteen years. It is not confined to any one area. It is nationwide.

Records from our office, though not complete, do help to substantiate the foregoing statements. In 1931, we received approximately 2,500 inquiries for farm lands or farm homes. This past year 4,652 individuals wrote inquiring about farm land along our lines in response to small advertising campaigns. Many inquiries came from other sources and an average of around three personal calls per day were made in the office. In all, considerably more than twice as much interest in farms was evidenced in 1932 as compared with 1931 right in our own office.

Washington Berries

An inquiry from one of the midwest canning companies developed some interest in the production of blackberries and raspberries in the state of Washington.

Practically all the blackberries, raspberries, strawberries and loganberries grown in the state for commercial purposes are produced in nine western counties, namely, Clark, Cowlitz, Lewis, Thurston, Pierce, King, Whatcom, Snohomish, and Skagit. All but two of these counties are served by The Milwaukee Road.

Figures of a late year's production show that these counties produced 7,092 tons of blackberries, 5,712 tons of raspberries, 4,564 tons of strawberries, and 197 tons of loganberries. In 1932 it was estimated that 300,000 cases or approximately 1,000 carloads were grown. Like all other things, during the past year the growers received from 1 to 1½ cents a pound for their crop, whereas in ordinary years, they are paid from 3½ to 5 cents a pound for the fresh fruit.

The Midwestern Canning Company, setting the foregoing facts, confidently believe normal business conditions will prevail in due time. When that time comes and with normal expansion in population there should be an enlarged demand for these fruits. They are looking forward and preparing for the future.

Kittitas Valley New Lands

Farms Rapidly Proving Agricultural Worth

At the beginning of the past crop year, about 70,000 acres of land were added to the irrigated farms in the Kittitas Valley. These new lands were formerly a paradise for sage brush and jack rabbits.

The first crop has been harvested from these new lands and for variety and yield the crop has indicated the judgment of those who could see agricultural wealth in the lands when water was available. The Kittitas High Line Canal, with its laterals, have now made much of these 70,000 acres a permanent "blooming" field as the yields of the first year's crops are recorded.

Bernice Koreski grew 30 varieties of flowers in her father's farm yard the first year of cultivation and her first in growing flowers. On the Claud Catlin ranch Mastadon strawberries measuring one to one and a half inches in diameter tempted the appetites of all who saw them. From the Dr. J. H. Mundy farm perfection seed peas yielded about 50 bushels per acre. Representative yields of barley varied from 50 to 70 bushels per acre; oats 70 to 80 and wheat 39 to 60 bushels.

Claude Carlot exhibited at the Ellensburg Fair this past fall, potatoes grown on this new land. His exhibit won first prize for commercial potatoes, first for bakers, and first and second for sweet potatoes, and his exhibit competed with those of growers who had farmed some of the older irrigated lands for many years.

This new land, watered for the first time, has in one season clearly demonstrated its farm worth. It is rapidly establishing a reputation all its own that will bear searching comparison, and yet it is a fact that there are still some farms that may be purchased at prices in keeping with the times.

Part Time Farming

SOME years ago, one of America's leading automobile manufacturers suggested that employees in large industrial plants would materially benefit themselves by producing at least a part of their living on lands near the factory. In brief, he advocated part time farming for many city workers.

Since that recommendation was first made, the idea has gradually gained momentum. Today mine owners, lumbermen and others are seriously studying the plan. Inquiries have come to us asking where desirable lands are available.

(Continued on Page 10)
RAILROADS' NET FOR 1932 IS ONLY 1.25 PER CENT

Class I railroads in 1932 had a net railway operating income of $334,324,999, which was a return of 1.25 per cent on their property investment, according to complete reports for the year just filed by the carriers with the Bureau of Railway Economics.

The net railway operating income in 1931 was $373,945,488 or 2.00 per cent on their property investment.

Property investment is the value of road and equipment as shown by the books of the railroads, including materials, supplies and cash. The net railway operating income is what is left after the payment of operating expenses, taxes and equipment rentals but before interest and other fixed charges are paid.

This compilation as to earnings in 1932 is based on reports from 167 Class I railroads representing a total mileage of 242,138 miles.

The reduction in the net railway operating income in 1932, compared with the preceding year, resulted from a decline in traffic largely resulting from business conditions that existed during the year. The reduction would have been much greater, however, had it not been for drastic reductions which the rail carriers made in their operating expenses.

Operating Expenses Cut 25.5%

Compared with a reduction in 1932 of more than 24 per cent under 1931 in the volume of freight traffic carried by the railroads, was a reduction of 25.4 per cent in the gross revenues and a decrease of 25.5 per cent in operating expenses.

Passenger traffic in 1932 was the smallest for any year since 1900. Passenger revenues in 1932 amounted to $377,894,345, which was a decrease of $172,856,628 or 31.6 per cent compared with 1931.

Gross operating revenues of the Class I railroads in 1932 amounted to $2,429,385,918, compared with $3,259,205,115 in 1931, a decrease of 25.5 per cent.

Class I railroads in 1932 paid $279,284,244 in taxes, a decrease of $28,723,397 or 9.3 per cent under the total tax bill of the Class I railroads in 1931.

59 Carriers Operated at a Loss

Fifty-nine Class I railroads operated at a loss in 1932, of which seventeen were in the Eastern, fifteen in the Southern and twenty-seven in the Western District.

For the month of December, 1932, the net railway operating income of the Class I railroads amounted to $32,856,895, which was at the annual rate of return of 2.01 per cent on the property investment. In December, 1931, their net railway operating income was $27,618,392 or 1.68 per cent on their property investment.

Operating revenues for the month of December amounted to $246,062,200 compared with $288,645,768 in December, 1931, or a decrease of 14.8 per cent.

Operating expenses in December, 1932, totaled $188,205,133 compared with $235,206,477 in the same month the year before, or a decrease of 20 per cent.

In the Western District—Class I railroads in 1932 had a net railway operating income of $69,805,554, which was a return of 0.79 per cent on their property investment. In 1931, the railroads in that district had a net railway operating income of $21,294,584, a return of 1.92 per cent on their property investment.

Gross operating revenues of the Class I railroads in the Western District in 1932 amounted to $1,164,001,500, a decrease of 27.1 per cent under the year before, while operating expenses totaled $917,099,835, a decrease of 23.7 per cent compared with 1931.

For the months of December, the net railway operating income of the Class I railroads in the Western District amounted to $7,127,991. The net railway operating income of the same roads in December, 1931, totaled $9,805,554.

CLASS I RAILROADS—UNITED STATES

Class I railroads made 2,429,385,918 miles of track in 1932, compared with 2,872,108 miles in 1931, a decrease of 14.8 per cent.

The reduction in traffic was 14.5 per cent, while that in property investment was 25.5 per cent.

Singles Copies, 10 Cents Each—Outside Circulation, $1 Per Year

Program for Dealing with Highway Transportation

From address by Samuel O. Dunn, Editor, Railway Age, before Southwest Lumbermen's Assn., St. Louis.

WHAT the owner of an automobile or light truck should pay for using the highway is one question. His use of it is an ordinary public use. What the operators of buses and trucks should pay is an entirely different question. They use the highways for commercial transportation, for their own private profit in direct competition with the railways. Clearly therefore they should be required to pay rentals for such use sufficient fully to reimburse the public for all costs incurred by it in providing and maintaining highways for their use, and thereby largely reduce the taxes paid by the general public for highway purposes.

The railways have presented to the public, and are presenting to Congress and the state legislatures, a program for dealing with highway transportation which may be briefly summarized as follows:

"First. Pass legislation requiring those who carry on commercial transportation on the highways to pay for their use in proportion to that use and to the costs it causes the public. This is misrepresented as a demand for increased 'taxation' of highway transportation. A proper charge for the use of a highway or any other public property for private profit is not a tax, but a rental. As long as those who use the highways for commercial transportation do not pay adequate rentals for their use they are not paying any taxes, properly so called, at all.

"Second. Apply comparable regulation to the service and rates of railways and competing carriers.

"Third. Allow the railways to engage in highway transportation upon the same terms as others, in order that there may be developed co-ordinated rail-highway transportation which will give the public the best service at the lowest practicable cost.

"The program of the railways is constantly misrepresented by propagandists of the truck and bus interests as an attack upon all highway users, including owners of private automobiles and light trucks. Its adoption will not affect those who carry on commercial and bus transportation on the highways and by increasing safety upon the highways for commercial transportation will not affect the passenger or the owner of private automobiles and light trucks at all, unless by reducing the part which highway costs they have to pay and by increasing safety upon the highways.
“Truck transportation has become an indispensable and valuable agency in terminals and for short hauls; but to continue to foster long distance truck transportation by subsidies and lack of regulation will undermine the ability of the railways to render service that they only can render, and will completely destroy the publicity, stability and equality of a policy which have become essential to the nation’s commercial welfare.”

Otto Schwarz

“OFF SCHWARZ, draftsman in the Engineering Department, died in his home in Chicago on February 16. He was born in Guben, Germany, January 9, 1859, and graduated from the German Technical School at Frankfurt in 1877.

In 1881 he came to America and entered the employ of Rand McNally & Co., in Chicago, as a map draftsman. In 1883 he secured a position with the Milwaukee railroad in its general office in Milwaukee under Mr. D. J. Whitehouse, Chief Engineer, and remained a faithful and loyal employee until his death.

His best was especially qualified for doing fine map work and established a record for accuracy which won for him the confidence of his employers. During his long service he made many friends who esteemed him highly. His fellow workers extend their sincere sympathy to Mrs. Schwarz and members of the family.

Ship-Rail Association

A REVIEW a thousand “Ship-Rail” Association members, including many from the White-Holly-Stuart Bldg., unit, invaded Olympia Thursday evening, Feb. 2nd, by means of a special train, and appeared before the road and bridge committee of the State senate on behalf of Senate Bill No. 61, proposed motor vehicle regulatory and tax measure.

Mr. Lewis E. Schwabachl, prominent Seattle attorney, very ably presented the employees’ case and as other interests, including Puget Sound boat lines, manufacturers and tax-payers generally, also appeared in favor of the bill, it was felt that reaction of the Senate Committee was quite favorable.

In this connection, we should not overlook a word of appreciation for our smiling Lt. Governor, Mr. Myra, who came to the Senate chamber about an hour before the appointed time and certainly proved himself a worthy host.

MILWAUKEE EMPLOYEES PENSION ASSOCIATION

The following members of the Milwaukee Employees Pension Association have been placed on the pension roll during the months of October and November, 1932:

<table>
<thead>
<tr>
<th>Name</th>
<th>Occupation</th>
<th>Division</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mr. H. J. Anderson</td>
<td>Blacksmith</td>
<td>Division</td>
</tr>
<tr>
<td>Mr. J. F. Thiele</td>
<td>Swilchender</td>
<td>Division</td>
</tr>
<tr>
<td>Mr. W. H. Wagar</td>
<td>Carpenter</td>
<td>Division</td>
</tr>
<tr>
<td>Mr. D. W. Darling</td>
<td>Carpenter</td>
<td>Division</td>
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<tr>
<td>Mr. G. E. Haas</td>
<td>Carpenter</td>
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<tr>
<td>Mr. G. J. Janda</td>
<td>Machinist</td>
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<td>Mr. C. E. Mooskikoff</td>
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<td>Mr. O. L. Sobel</td>
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<tr>
<td>Mr. A. J. Cain</td>
<td>Machinist</td>
<td>Division</td>
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<tr>
<td>Mr. J. F. Madsen</td>
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</tbody>
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SAFETY CONTEST RECORD—1932

The following shows the names of the officers who occupied first place in their respective groups in the safety contest for the year 1932:

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<tr>
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The contest figures show that Mr. F. J. Swanson, General Car Department Supervisor, carried his forces through the entire year, working 992,419 man hours without a reportable or lost time injury. This was the most outstanding record made last year and Mr. Swanson very modestly comments on this record as follows:

“All the foremen in my charge take their safety work very seriously, which has gone a good way towards avoiding bad accidents. For sometime back we have held formal standard investigation with each minor injury, and this alone, I feel, has gone far towards bringing our safety work near the 100% goal which we all are striving for.”

The supervisors and employees of the Car Department in the Northern District deserve much credit for the very recordable contest accomplished.

The personal injury figures for the month of December and the year 1932 are as follows:

<table>
<thead>
<tr>
<th>Line East</th>
<th>Year, 1932</th>
<th>Fatal</th>
<th>Lost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Linex</td>
<td>137</td>
<td>73</td>
<td>8</td>
</tr>
<tr>
<td>Linex West</td>
<td>137</td>
<td>73</td>
<td>8</td>
</tr>
<tr>
<td>System</td>
<td>170</td>
<td>93</td>
<td>9</td>
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The following shows the names of the officers who occupied first place in their respective groups in the safety contest for the year 1932:

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SAFETY CONTEST RECORD—1932

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A Thirty-Five Year Record

Section Foreman B. A. Jenkins of Springfield, Ill., on the Iowa Division, has completed approximately 35 years without an accident to himself or to any of the men under his supervision. This is a very good record and it is the intention of Mr. Jenkins to continue it indefinitely.

Naval Reduction

“And how is your husband getting on with his reduction exercises?”

“You’d be surprised. That battleship he had tattooed on his stomach is now only a row-boat.”

Mileage Books Are Back

S PENDING American dollars for American travel, this young lady is purchasing mileage book No. 1, from Mr. Cliff Keith, City Ticket Agent, for the Milwaukee Road at Chicago.

Scrub books issued at reduced rates and good for travel on all western lines are again on sale. Books with face value of $158 may be purchased for $81 and smaller books worth $72 may be had for $54. Both are good for a year. Three hundred pounds of baggage, double the usual allowance, will be transported for holders without charge. Similar books were in vogue before the World War. The saving offered is expected to attract the railroads many salesmen now using autos.
Suppose the Railroads Tried This?

(Continued from Page 7)

able, how the plan may be set in operation and so forth. Surely some plan can be evolved whereby employer and employee can mutually benefit from this part time farming.

Our President-Elect, Franklin D. Roosevelt, was recently quoted in the press as having said that at least 5,000,000 American families must find their way back to the land from their impossible present city environment. In a large measure, his recommended development of the Muscle Shoals Power Project and its surrounding area is based upon an interlocking of industry and agriculture whereby both may mutually benefit from the progressive development of each. And he does not stop by only recommending the development of the Tennessee Watershed. He says, "If it is successful, and I am confident it will be, I think this development will be the forerunner of similar projects in other sections, particularly in the Ohio and Arkansas valleys and in the Columbia River Basin of the Northwest."

Ten Business Commandments

1. Thou shalt not wait for something to turn up; but thou shalt pull off thy coat and go to work, that thou mayst prosper in thine affairs and make the word "failure" spell "success".

2. Thou shalt not be content to go about thy business careless in dress, for thou shouldst know that thy personal appearance is better than a letter of recommendation.

3. Thou shalt not try to make excuses, nor shalt thou say to those who chide thee, "I didn't think."

4. Thou shalt not wait to be told what thou shalt do, nor in what manner thou shalt do it, for thus may thy days be long on the job which fortune hath given thee.

5. Thou shalt not fail to maintain thine own integrity, nor shalt thou be guilty of anything that will lessen thine own respect for thyself.

6. Thou shalt not covet the other fellow's job, nor shalt thou say to thine own employment, "I didn't think the job he hath gained by his own hard labor.

7. Thou shalt not fail to live within thine income, nor shalt thou contract any debts which thou canst not see thy way clear to pay.

8. Thou shalt not be afraid to blow thine own horn, for he who faileth to blow his own horn at the proper occasion findeth nobody standing ready to blow it for him.

9. Thou shalt not hesitate to say "no," when thou meanest "no"; thou shalt not fail to commodities into Jackson so that they can sell them back to us. This is vitally important to those whose daily bread is at stake!"

Hazel Jean, Granddaughter of R. M. Dividing Engineer J. T. Butler

Ten
THE MILWAUKEE RAILROAD WOMEN'S CLUB

Hogs and Other Things  

Gene Gillick  

BELOW is the story of the hogs purchased by Aberdeen Chapter, fattened, butchered and distributed.

In the spring Mr. Jack Schmutzler, our Stock Foreman, purchased for the Women's Club here (at our expense), 9 hogs at $1.50 each, weighing at the time around 100 lbs. These hogs were brought into the Yard to be sold, and as Mr. Schmutzler is always watching for opportunities to help us out, he saw where we could buy them and feeding them this summer, could have plenty of work for our people this winter at a reasonable cost.

The next thing was a place to keep them so that they would be properly taken care of. After looking around found that one of our baggage men, John Pierson, could place them on a farm about 20 miles out of Aberdeen to be taken care of. We promised the farmer who took care of them one of the hogs for his trouble, when we got ready to butcher.

Before taking them all out to the farm, one of the hogs was given to a fireman who owns a house outside of the city limits, where he could keep it. This man has had the work for the past two years, and does all kinds of odd jobs to keep his large family together. He has a wife and 7 children. (We sent one of his little girls to the Scout Camp this summer as she needed the open air and milk.) The meat from this hog after it was butchered will keep him all winter and the lard rendered is also an asset.

One hog was given to a colored man, who also lives on the outskirts. This man formerly worked in the cinder pit, has a wife and four little children ranging from 2 to 6 years. This is the party whom we also bought 100 baby chicks for in the spring—he has eggs from them now, and is selling some of them, and these chickens were the start of a little living for him. He will never work for the company again, as he has a crane in the pit.

This left us 7 hogs to raise, including the one we would give the farmer. John has a Ford (that runs both Wal's); he took the hogs out to the farm, two at a time, in a trailer attached to his Ford until they were all housed for the summer. The farmer had plenty of skimmed milk to feed them, and the corn was practically given to us, as most of the farmers are so busy this year, they put no price, and cannot afford to buy coal. We paid for John's gas going back and forth, and also a little time he has not working, which amounted to very little.

They fattened nicely, then John and his father and several of the other men of the families whom we were helping, began to butcher, two at a time until we had them all dressed.

After the six hogs were butchered, heads were taken off, and a lot of the skin trimmed, etc., we had 1,500 pounds of pork, and have so far distributed it. In this process, we have given 21 families 30 pounds of pork each, and 40 families 15 pounds of pork each, and still have about 275 pounds in the creamery, which we will dispense as we need it. It is frozen stiff so it will not spoil. The heads were taken by some of our people, who wanted them (they weighed about 40 pounds each), and this pork ground and mixed with beef makes good head cheese, they call it. (I don't know as I have ever extended it)

The other three hogs weighed between 250 and 300 pounds on the hoof, and these three families will surely have pork and lard. If we would have had to buy all this meat for our people, it would have cost a lot, and I feel that we have saved about $300.00 with little trouble and little cost.

Then, we have lots of potatoes that we bought at 25 cents a bushel, and as our people raised potatoes, we haven't given out many of these, but they are also being used in the creamery, and we will begin dispensing them shortly.

Between the meat, potatoes, onions and rutabagas, cabbages, and carrots, it cuts down our grocery bills. Then all of our men are working on some project around here, and make $7.70 a week—(this is the county Reconstruction Finance); this pays their rent, lights and part of their groceries, so we are going to make it fine and have money left. Know that we won't have to ask Chicago for any money.

Mobridge Chapter  

Mrs. Geo. G. Gallagher, Historian  

An unusually large number of this Chapter's members attended the meeting on Monday evening, January 23.

The meeting was preceded over by our president, Mrs. I. L. Dickey, and the reports of various committees were read and accepted.

In spite of the present financial stress and strenuous times, the relief work here has been carried on very successfully and Mrs. Dickey and Mrs. Stock deserve special credit for their untiring effort in the past weeks.

A nomination meeting was appointed by the president at this meeting. On this committee three past presidents, Mrs. Rothman, Mrs. Conyers and Mrs. Stock were appointed to serve.

After the conclusion of the business meeting, the club members were most royally entertained by Rolland Lege, Harold Goodness, Perry Ellis, Milton Stiearence and Donald Robison, who under the direction of Rev. W. B. Bruna, presented a one act comedy, "A Fiance for Fanny."

During the social hour lovely refreshments were served by Mrs. Percy Sherman, Mrs. H. L. Bents and Mrs. A. R. Phillips.

Madison Chapter  

Mabel Davy, Historian  

MADISON chapter held its regular meeting Wednesday, November 9th, in the club rooms.

An all-day sewing bee, under the supervision of Mrs. Killian, is held in the club rooms every Wednesday. A pot luck luncheon is served at noon. At the present time we are busy making quilts. Two of our Mazomanie members, Mrs. Parrell and Mrs. Broderick, recently attended one of these sewing families.

In addition to our regular work, we served a public luncheon Thursday, November 17th. Mrs. Henry Carter was chairman of the committee.

Mrs. Schneerke, chairman of the public poor party held November 30th, reported a profit of $17.00.

Thanksgiving baskets containing ample provisions for a good dinner, were sent to eleven families.

December Meeting  

The regular meeting of Madison chapter was held in the club rooms, Wednesday, December 14th, with Mrs. Schneerke presiding.

Reports of the secretary and treasurer were read and accepted as read.

At this time we voted to give ten dollars to the Salvation Army, which we will dispense as we need it. It is frozen stiff so it will not spoil. The heads were taken by some of our people, who wanted them (they weighed about 40 pounds each), and this pork ground and mixed with beef makes good head cheese, they call it. (I don't know as I have never extended it)

The other three hogs weighed between 250 and 300 pounds on the hoof, and these three families will surely have pork and lard. If we would have had to buy all this meat for our people, it would have cost a lot, and I feel that we have saved about $300.00 with little trouble and little cost.

Then, we have lots of potatoes that we bought at 25 cents a bushel, and as our people raised potatoes, we haven't given out many of these, but they are also being used in the creamery, and we will begin dispensing them shortly.

Between the meat, potatoes, onions and rutabagas, cabbages, and carrots, it cuts down our grocery bills. Then all of our men are working on some project around here, and make $7.70 a week—(this is the county Reconstruction Finance); this pays their rent, lights and part of their groceries, so we are going to make it fine and have money left. Know that we won't have to ask Chicago for any money.

Murdoch Chapter  

Mrs. Matt J. Anderson  

MURDO chapter held its annual Christmas party on December 22, making it a family party, this year. A treat of candy and fruit was given to the children, as well as to all. A brother brought a big spruce tree from Rapid, setting it up in the street near the club house. The power company wired the tree, and the club furnished bulbs. It was a pleasure to see all, as it was the only street tree in town this year.

The apples brought in from Washington filled a big need. They were first class, and a box went to every family.

Madison (S. D.) Chapter  

Mrs. C. A. Berg, Historian  

MADISON Chapter entertained railroad employees and friends at a card party Saturday, December 24th. Tables were arranged for bridge, whist and rummey. Roy Wood won the prize in the bridge group, Mrs. Henry Campbell was winter at the whist tables and Mrs. William Tyler won the prize among those who played rummey. Lunch was served by Mrs. Claude MAdams and Mrs. Roy Wood.

Dec. 13th there was a good attendance of members at the regular meeting. Mrs. M. L. Adkins, president, presiding. During the business session the attention was called to certain relief needs. Plans were made for Christmas cheer to be distributed to railroad families during the Christmas season. A social hour followed and lunch was served by Mrs. Roy Wood and Mrs. M. L. Adkins.

Dec. 24th the club distributed Christmas baskets to twenty-four railroad families.

Dec. 29th the club served lunch to the members of the Ship by Rail Club, the proceeds to be used in furthering charitable and relief work among families of needy employees.

Kansas City Chapter  

Mrs. E. G. Woodward, Historian  

THE regular monthly meeting of Kansas City Chapter was held February 2nd at the home of Mrs. Van Buskirk, presided over by the president, Mrs. D. R. Davis.

Reports were given and approved: Membership, 126; welfare, 60 calls made in December. Christmas cheer in the form of baskets of groceries were delivered to 16 families consisting of 60 people.

During January 39 calls were made and aid given to these families.

The meeting was honored by the presence of Mrs. Kendall and Miss Lindskog of the General Board, who gave us interesting and helpful advice which was much appreciated.

Eleven
SUMMARY OF ACTIVITIES  
April 1 to December 31, 1932

Amount expended for Welfare and Good Cheer: $31,300.16

Estimated value of donations of clothing, food and other articles, received and distributed by chapters, which did not require an expenditure from their funds: $2,605.82

Number of Welfare and Good Cheer Calls made: 23,149

Number of messages of cheer and sympathy sent: 566

Number of books loaned to members: 9,412

Number of families given aid: 3,192

Balance in all treasuries on December 31st: 30,502.36

Expanded by Chapters having circulating libraries for new books: 533.50

General Governing Board Relief Fund: $2,215.00

Veteran Employees' Association Relief Fund: $1,235.69

Chicago, Illinois, January 30, 1933

Month of December, 1932

Amount expended for Welfare and Good Cheer: $6,702.62

Estimated value of donations of clothing, food and other articles, received and distributed by chapters, which did not require an expenditure from their funds: 977.42

Number of persons in families given aid: 1,928

Number of Welfare and Good Cheer Calls made: 6,000

Number of messages of cheer and sympathy sent: 566

Unpaid membership on December 31st: 10,491

Clearance on Book Rentals: $58.47

Clearance from the party: $31.25

At the January meeting plans were discussed and adopted for a benefit card party to be given January 19th at the home of Mrs. Woodward. All departments were well represented at this party and many who were unable to attend purchased tickets. After the cards, refreshments were served and a delightful evening was spent.

The entertainment was closed with a free drawing for a beautiful table lamp donated by the Kansas City Power & Light Company. The net proceeds of the party were $31.25.

Officers were elected for the coming year as follows: president, Mrs. R. D. Davis; 1st vice-president, Mrs. E. G. Woodward; 2nd vice-president, Mrs. W. G. Woodward; corresponding secretary, Mrs. H. H. Addison; recording secretary, Mrs. E. R. Morrison; historian, Mrs. W. R. Coad.

Cedar Rapids Chapter

Mrs. Myrtle Chermak, Historian

This is Cedar Rapids Chapter broadcasting the Christmas cheer from its club rooms in the Milwaukee R. R. depot. We are starting on the new year and hope that prospects will look much brighter. We closed December 19th with a wonderful Christmas party, all members and families of employees being present, with Mr. C. L. Sherwood as host. The guests were entertained with songs and jokes by Dempsey Jones, and community singing of Christmas carols led by Miss Dorothy Roberts. There was a large Christmas tree in the waiting room and a fire burned in the fireplace. At 8:30 a locomotive from the north steamed into the station with Santa Claus aboard. Excitement prevailed among the youngsters. Santa presented each child with a stocking filled with nuts and candy, pepper nuts, apples and tangerine candy presented by our good friend, Mr. Sherwood. The guests were then invited upstairs into the club rooms for a program consisting of a song and dance by Evelyn Sturck and Drury Mason, accompanied by Frank Currie, pianist; readings by Richard Pepmeyer, Earl Walton, Betty Jane Edgar, Mary Louise Nolan; a toe dance by Juanita La'yer and a song and dance by Irene Whitman for giving the children a happy time.

Reports

Milwaukee, Wisconsin

Mrs. A. W. Lotusi, who passed away on February 1st. She has filled offices in our chapter in some capacity since its organization. Faithful to the last.

Portage Chapter

Mrs. R. P. Miller, Historian

Portage Chapter held its regular meeting February 3rd at the clubhouse, presided over by Mrs. Wasmuth. Seventy-five members were in attendance.

At the January meeting plans were discussed and adopted for December: Phone calls, 40; personal calls, 35; total, 80. Seven and one-quarter tons of coal purchased at $15, to supply families. Goats, cheeses, apples, Christmas baskets, $84.80. Total expenditures for December, $122.91.

For the month of January, 2 tons coal, groceries, $7.25; clothing, $2.99; $10.00 to needy family. A new quilt was tied and given out.

Personal calls, 6; telephone calls, 15; total, 21.

Number of families reached in December, 34.

Number of families assisted, 135; for January, number of families given assistance, 6; total 20.

Sunshine chairman reported for December: Phone calls, 25; personal calls, 39; total 64. Good cheer boxes for the shut-in at Christmas, 23; for January house calls, 44; phone calls, 41; total, 85.

Social chairman reported for the Christmas party: 285 gifts were given out to railroad children, also over 400 bags of candy.

We were delighted to have with us at our February meeting Miss Elsa Lindskog, secretary general of Chicago, also Mrs. J. H. Valentine, Milwaukee, and the general board of directors, and many members from Milwaukee chapter and of Watertown.

The election of officers was held and the following were chosen:

President, Mrs. C. E. Hodge.

First Vice President, Mrs. Walter L. Wasmuth.

Second Vice President, Mrs. Timothy J. Tierney.

Treasurer, Mrs. I. D. Morehouse.

Secretary, Miss Elizabeth Baser.

Corresponding Secretary, Mrs. Emmer Stoumers.

Historian, Mrs. E. C. Moran.

During the meeting, Miss Lindskog told of the great work being accomplished by the club as a whole. Miss Lindskog's talk was very much appreciated and helpful. Mrs. J. H. Valentine also gave a nice talk.

Present from Milwaukee were Mrs. M. F. Dinnen, President of Milwaukee chapter; Mrs. J. C. Juen, Mrs. J. E. Rochford and Mrs. J. W. Whitman.

Portage chapter now has the largest membership of all the clubs in its organization. A Christmas party program was given, Mrs. Hodge and her committee served a six o'clock dinner to the 75 members present.

TacoMa Chapter

Mrs. F. W. Raasumsmen, Historian

TACOMA Chapter met January 30th, at the club rooms. A bountiful luncheon was served at noon. Mrs. J. Wright, chairman, was assisted by Mmes. N. B. Foolton, H. E. Peterson, E. W. Mitchell, F. P. Hare, W. M. Brunsell, R. Wende, W. H. Bagley and H. W. Montague.

Meeting was called to order at 2:00 p.m. by the President, Mrs. Kirkland.

Report of the Chairmen was given.

Sunshine reported in December: 13 calls, 6 phone calls, 9 cards sent out and five Christmas baskets of fruit sent to the sick. In January: 9 calls, 8 phone calls and 5 cards sent out. At this time there are only two in the hospital. Several were reported ill at home.

Herald reported 62 Christmas baskets sent out, representing 304 persons. There is still a great deal of work being done among the unemployed in furnishing fuel, food and clothing.

Mrs. J. Wright, scholarship chairman, is taking care of the children so they can go to school.

Ways and Means reported $36.07 taken in during the month and $10.03 in from today's lunch. Membership paid up to date, 142 voting and 334 contributing members.

We had our Christmas party December 21. Santa Claus came to the club house on a train. After greeting the children he took them up to the club room where a program and tree awaited them. Mrs. Devile was chairman and the party was a great success. The rooms were filled to overflowing.

Mr. W. Williams' department were reported 100 per cent contributing members.

On Saturday, January 28, Tacoma Chapter had its birthday party at the club house. Cards were played after which a beautiful dinner was served including a large birthday cake with eight candles. 75 were present and all had a wonderful time.

At the December meeting a dance was held for 75 club members and the ladies of the club served light refreshments. $22.19 was realized from that.

Mason City Chapter

Mrs. J. A. Nelson, Historian

MEETING called to order by our President Mrs. A. Nelson. On December 23rd the board met at the club rooms to fill Christmas baskets. Seventeen baskets were given. At noon a pot luck lunch was served. In January the meeting opened at 6:30 with a pot luck supper.

Mrs. H. Smith reported as usual much welfare work. At cost to club, $64.43 to coast to club, $14.25. Many personal and in person calls. Mrs. R. Goltz, Sunshine chairman, reported much work done—number of persons reached—88. At this time Mrs. Johnston appointed the nominating committee: Mrs. J. Carlson, Mrs. L. Bost, W. Coffey, F. McConnell and W. J. Smith. The auditing committee was also appointed: Mrs. E. Hendrickson, R. McCollintock and J. Mathewson.

The December card party cleared $15.32; and the quilt made by Mrs. W. Swanson for the club.
St. Maries Chapter  
Mrs. Peter Mickelson, Historian  
A REGULAR meeting of St. Maries Chapter was held in the Club House, December 19. Reports of the committees were read and accepted.

Many sick calls were made during the month, also much relief work done.

After our business meeting all Milwaukee clubwomen were driven to the home of Mrs. O. Nelson and Mrs. Frank C. Shook for a Christmas party. Here we had a beautiful Christmas tree all decorated with popcorn balls, candy, etc. The children received many Christmas pieces and sang Christmas songs. In a short time Santa appeared, gave each child a box of candy, popcorn ball and an apple. About 100 children were present, each so happy and cheerful.

In addition to our children's party, we sent out twelve Christmas baskets to the sick and needy. After we had taken care of our children, we invited our husbands for supper, and served chili, apple pie with whipped cream, and coffee. About forty were present, all having spent a delightful evening.

Avery Chapter  
Mrs. E. H. Shook, Historian  
A very large and very nice Christmas party for children and grown-ups on December 23rd. The club gave a party in the school house at Avery. The children of the com­munity, giving each child candy and nuts and a popcorn ball. They were also served with Dixie cups and cookies. Everyone reported a very enjoyable afternoon. Then in the evening the grown-ups had their party which was enjoyed by playing cards and a delicious luncheon was served.

Mrs. Reynolds won high score and Mrs. Earl Walters won high honors for men (begin­ning). Mr. and Mrs. J. Johnson were on the nominating committee. A pair of handmade pillow slips which were donated to the Club by Mrs. J. Johnson were raffled off, the lucky number being held by Mrs. G. W. Byrne.

Union Station Chapter  
Vera G. Snapp, Historian  
THE Open House Party the day before Christmas was attended by between 300 and 500 members of the Union Station Chapter.

A beautiful Christmas tree was donated for the occasion by Mr. E. T. Latham, a con­ductor on the Illinois Division. It was an exceptionally pleasant afternoon.

We distributed 81 Christmas baskets at a cost of $253, of which $222.89 was earned at the dance and $30.44 was earned at the Hamline Club on December 14. In the January issue of this magazine we named an estimated profit of $150 from this party, but that was considerably increased by the final figures.

We started the new year by having a most enjoyable evening with Mrs. Dyens on "The Garden Book Shelf." Her talk was illustrated by pictures of Illinois gardens. Fifty-one attended.

On January 23 the Sewing Bee met in the Union Station Club Room and 16 of our members were present. The February meeting was held on the 6th and officers and members were elected as follows: President, Miss Hazel M. Merrill; first vice-president, Mrs. W. R. Dolan; second vice-president, Miss Loretta B. Kuhn; treasurer, Mrs. Grace Baldwin; recording secretary, Miss Ruth Barrington; assistant recording secretary, Miss Mary von Colin; corresponding secretary, Miss Gurtrude Kuenzer; historian, Miss Abigail Casey.

A farewell party for Mrs. Hill is to be given on February 9.

Davenport Chapter  
Mrs. Roy Roenfeld, Historian  
THE regular meeting of the Davenport Chapter was held at the People's Light Co. Auditorium December 19. The club regrets losing two of its most devoted members, our president, Mrs. A. E. Johnson. Reports of the various committees were read and approved. The treasurer's report shows a balance of $327.27 on hand and $129.24 in debenture bonds. Various committees were read and approved. A musical tea was planned for the evening, due to the special Christmas program planned for the evening and of which Mrs. F. B. Lentrom was in charge. Santa Claus arrived by the special train with his sack full of candy for the children, and he listened to the children who took part in the program by the Christmas tree.

The complete program was as follows:

2. Senti March.
5. Piano Duet—Mary Schmidt and Sally Zoc­ker.
6. Recitation, "When the Depression Will End"—Betty Mae Maye.
7. Vocal Duet—Marion Brenton and Leon Barret.
9. Recitation, "Little Susie"—Mary Perris.
10. Tap Dance—Helan and Alice Kerrigan.
17. Christmas Medley.

After the program refreshments were served and everyone present enjoyed the evening. We wish to give Mrs. Brenton a vote of thanks for her splendid program she got up. A nice crowd attended and everyone seemed to enjoy every bit of it.

At the January meeting the reports of the various committees were read and approved. The treasurer's report shows a balance of $327.27 on hand and $129.24 in debenture bonds. Mrs. Ray Roenfeld was appointed chairman of the Nominating Committee and will make a report at the next meeting, when new officers will be elected for the coming term.

Mrs. J. L. Parnell, chairman of the Sunshine Committee, reported 3 cards sent, 5 telephone calls made, 6 sick calls made during the month of December and during January 5 cards sent, 5 telephone calls made, a basket of fruit deliv­ered, and a floral offering sent to Mrs. J. C. Fuller, one of our beloved members, who passed away December 24, 1922.
Sioux City Chapter
Lillian Rose, Historian

The January meeting of the Board met in January with Mrs. Frank Maxfield, Mrs. Cassens assisting. Immediately following the luncheon (I wonder if the other reporters find it hard to concentrate, right after eating a most delectable repast) our president, Mrs. Murphey, called the meeting to order and the business procedures followed. While there were no outstanding reports, nor any breath taking prosperity in connection with our club, the Board felt that the Sioux City chapter was more than holding its own through the winter. To keep up the good morale already manifested, it was decided to hold a party in the depot and charge only six cents for the various dishes offered. A Bingo game under the supervision of Mrs. Snow and Mrs. Dowd attracted a large following and proved very popular. The devotes of the various clubs in the area are peculiarly interested in the Milwaukee railroad. The very existence of Mobridge and many other communities is entirely due to the dream of those who built the railroad.

It should be common knowledge that were it not for the taxes our railroad pays many a school in this state would have to close its doors. Today the railroads are in sorry straits, yet management has come under the most severe criticism, and rightly so. In former days, like other great industries, the railroads were used by gamblers to make huge fortunes. That day is long since past, but the part of reason to blame the present management for the mistakes of former days.

Our Milwaukee system lengthens out to more than five hundred miles and under normal conditions gives employment to about fifteen thousand people. Much of our state would have no value were it not for the railroad.

Sanborn Chapter
Mrs. Ellis Miller, Historian

Sanborn Chapter met in regular session at the club rooms on Friday evening, December 14th, and was called to order by the president, Mrs. Murray, on the 20th, the president, Mrs. Wilcox, presiding.

During the past month the club has furnished medical aid to some of the families who were formerly employees of the company and also supplied coal to needy ex-railroad families. Cards of appreciation from Mrs. Stevet and from the Washburn family, were read.

The treasurer gave a good report, showing a bank balance of $84.06. Dues of $.20 were taken in, the balance on hand being the art of three for officers for the ensuing year.

Mr. N. H. Black, correspondent, was made chairman of the program committee. Miss Etta Lindskog, secretary general, of Chicago, gave a talk on the work being done over the system. Between April 1 and December 31, 1933, $400.00 was spent in relief work in Marion.

Why He Married

Husband: "Why do you tell your friends that you married me because I was such a good cook? I can't cook a potato!"

Husband: "Well, I had to have some excuse."
DEAR LITTLE FOLKS:

Aunt Betty had her happiest surprise the other day when a letter came from Seattle, Washington. It was from Melba Reid, one of our little folks, and she sent a little story that she thought all of you would be interested in. The illustration also, is from her. Here is the story—

Friends

By Melba Reid

One day when Bingo, a little fat puppy went home for his dinner he was greatly surprised when he saw a little kitty in his mistress’ lap. Now Bingo didn’t like cats. As a matter of fact, he chased them whenever he could get a chance. Bingo’s mistress, Alice, didn’t think that Bingo was a naughty dog so she put little Fluffy down right beside him and went inside. “I don’t want any silly cats living in my house,” said Bingo and he jumped toward Fluffy to scare her and make her run. But Fluffy didn’t move and she sat holding up her paw. This made Bingo angry and he was just going to jump at Fluffy again when a large dog approached them. This dog had also seen the kitty and was prepared for mischief. Fluffy was now truly afraid, and when Bingo looked at the helpless kitty and then at the big dog he felt ashamed of himself for ever thinking to harm the kitty. The big dog was just going to bite Fluffy when suddenly he felt a bunch of needles in his nose and something that hurt badly hanging on his tail. With a howl of pain he jumped back and scrambled through an opening in the fence. Both Fluffy and Bingo were thoroughly frightened and they walked home together. After their experience they became inseparable friends as this picture proves.

I hope that others of you will do as Melba did when you think of stories that other little children will like to read.

AUNT BETTY.

A March Picnic

“I can’t think of anything I’d rather do today than have a picnic—it would be the first one this year.” Alice was enchanted by the warm March air.

“But Alice, it’s only March and you know everything they say about March storms. It might snow and we’d be snowed in out in the woods and get lost and maybe freeze to death.”

“Oh Jane, you can see as well as I can that nothing like that could happen today. It’s too wonderful out. Besides, it’s Saturday and we have no school and we should have a picnic. My mother will help us get ready I’m sure.”

“Why don’t we wait until next month—that will be April and there will be violets peeping out of the ground and wind flowers and even the cowslips will be getting ready to uncurl their green leaves.”

“Yes, but April means April showers and we will always have to wait for the ground to dry out before we go or else it will start to rain just as we get our food spread out. March isn’t anywhere near so wild as they say it is.”

“Well, all right, but I’ll bet our mothers won’t think it is a good idea.”

Jane was right—their mothers did not think it was a good idea, but the day was lovely and the ground was dried out after the snow had melted so they said it would be all right for them to go if they returned early.

So on this same March morning the two girls set out, each with a basket of food and an old blanket to sit on. They hiked across the town and into the woods, and they went farther and farther looking for a better place until they were well in the middle of the woods. They finally found a good spot for a picnic and laid out their blankets and their food. “Oh Alice, look here, I think this will be a good place to get flowers for our May baskets. There are all kinds of violet plants starting to shoot up.” And so they amused themselves looking for plants that they had studied in school and identifying trees that had no buds or leaves.

“Well, Jane, I’m getting hungry; let’s have our picnic and then start home. It will be early and we can look at trees all the way out of the woods. Besides, I know a dandy place where we can have picnics later on. Mary showed it to me just before she moved away. She never told anyone before because she wanted it to be a secret place. But we can have it now.”

And so the girls chattered on until just as they were eating their sandwiches Jane looked up at the sky and gave a little cry, “Alice, there’s a storm coming. Look at those clouds.” The clouds were black as ink and rapidly coming up over the woods. They gathered the food together and picked up their blankets and ran for the edge of the woods but they weren’t fast enough.

The rain came in a veritable cloudburst, and it was not five minutes before their clothes were soaked and hung on them like rags. Then minutes later the rain was over but the damage was done. “I’m cold” shuddered Alice. “Let’s hurry.”

“That was more like an April shower wasn’t it?” said Jane trying to keep her teeth from chattering.

When the girls finally reached home they found Alice’s mother looking anxiously out the window. “Where were you girls when it rained so hard? Oh, I don’t need to ask—you must have been out in it.”

As the girls were drying their clothes and eating the rest of their picnic lunch Alice said “March is a nice month, but I guess we’d better wait for April for our picnics—and then we’ll find Mary’s secret place and no one will ever know about it but us.”

March Winds

March winds come scurrying down the street
And blow me almost off my feet.
They’re not so gentle, not so kind
As older folks that I may find.

They blow so hard, nor do they care
Where my books in my hair,
And pull it from my close right cap
Or pull me down with my books in my lap.

I’d rather stay in where the walls are strong
When the cold, fierce March winds come along.

An absent-minded professor was walking down the street with one foot in the gutter, and one on the curb.

A friend, on meeting him, inquired as to his health.

“Well,” replied the professor, “when I first started out I was feeling fine, but for the last ten minutes I’ve been limping.”

—American Boy.

Fifteen
The Patterns

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

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

7794. Ladies' Jumper Frock. Designed in sizes: 34, 36, 38, 40 and 42. Size 38 requires 3½ yards for the guimpe, and 3½ yards for the dress of 39 inch material. Price 12c.

7256. Ladies' Dress. Designed in sizes: 34, 36, 38, 40 and 42. Size 38 requires 2½ yards of 35 inch material if made with bertha. Without bertha 4 yards. Sixth of ribbon requires 2½ yards. Price 12c.


7789. Ladies' House Dress. Designed in sizes: 38, 40, 42, 44, 46, 48, 50 and 52. Size 46 requires 3½ yards of 35 inch material, together with ¾ yard of contrasting material if made as in the large view. If made with short sleeves in monotone it requires 4½ yards. Price 12c.

7792. Ladies' Dress. Designed in sizes: 34, 36, 38, 40, 42 and 44. Size 38 requires 2½ yards of 39 inch material, together with 1½ yards of 35 inch contrasting material. Price 12c.

Sleeves in monotone it requires 4½ yards. Price together with ¥S yard of contrasting material if 46 requires 3½ yards of 35 inch material, toizes: 38, 40, 42, 44, 46, 48, 50 and 52. Sizc sizes: 34, 36, 38, 40 and 42 inches bust measure. A 38 inch size requires 5½ yards of 3½ inch material for the set for a 3½ inch size 2½ yards as illustrated requires 2½ yards for the dress, skirt, and overlap of rompers, and ¾ yard for the waist portions of the rompers. If made with short sleeves 2½ yards are required for dress, pantie portions and overlap, and ¾ yard for the waist portions of the rompers. Price 12c.

7812. Set for Tiny Tots. Designed in sizes: 1, 2 and 3. Size 2 if made of one material will require 3½ yards for the entire set. To trim with lace or edging requires 2½ yards for the dress, skirt, and overlap of rompers, and ¾ yard for the waist portions of the rompers. Price 12c.

7801. Ladies' Dance Set. Designed in sizes: 34, 36, 38, 40 and 42 lace bust measure, with corresponding waist measure, 28, 30, 32, 34 and 36 inches. To make the set for a 36 inch size requires 1½ yards of 35 inch material. To trim as illustrated requires 3 yards of insertion and ¾ yards of lace edging. For shoulder straps of ribbon 1¼ yards is required. Price 12c.

7809. Smart Ensemble. Designed in sizes: 6, 8, 10 and 12 years. Size 8 if made as in the large view, requires 1½ yards of 34 inch material for jacket and skirt portions and belt, and ½ yard for upper (waist) portions, jacket facings and collar. To line requires 1½ yards of 35 inch material. Price 12c.

Favorite Recipes

One Piece Meals. These days when "con serving" is the order of hour, the thrifty housemother may turn to her casserole for a way of economizing on the pièce main dish; and the family will eat and applaud for really good and "tasty" things come out of the casserole.

Now the casserole, ladies, is nothing more or less than a good covered baking dish, and casserole cooking is really braising in the baking dish—a combination of roasting and stewing. The liquid used varies a very little to enough to completely cover the materials within.

Most casserole foods require a white sauce and a good formula for that is: two tablespoons of cornstarch or flour, one tablespoon of butter or mazola, one-fourth teaspoon salt, one cup milk and pepper to taste. Mix the dry ingredients, add to melted butter and blend over a slow fire, stirring constantly. Add milk and cook until thick.

Now carrots and peas are good warmed up with cold meat—chicken, veal, or ham. Put in the baking dish in alternate layers, pour over the white sauce, cover with crumbs and bake until brown.

Spanish Rice makes an excellent casserole luncheon or supper. Put in a frying pan, about three tablespoons of butter, add one small onion, chopped, one shredded green pepper and cook until the onion browns. Add two cups of tomatoes, one-half teaspoon salt, one-fourth teaspoon paprika and a dash of black pepper. Cook until the moisture has evaporated and then stir in two cups of cooked rice. Place in a baking dish, cover with crumbs and bake twenty minutes in a moderate oven.

Good Pudding. Sift one and one-half cups graham flour with two teaspoons baking powder and one-half teaspoon salt. Add one-half package pasteurized dates, sliced, and one-fourth cup of nut meats. Cream one-fourth cup butter, add one-half cup sugar, then one slightly beaten egg. Blend this mixture and add flour alternately with one and one-quarter cups milk. Bake in a square pan in moderate oven forty-five minutes. Cut in squares and serve with pudding sauce.

Coffee Cake. Three-fourths cup butter, one and one-third cups sugar and three eggs beaten into this mixture, one at a time. Beat all thoroughly, add one cup milk, the grated rind of one lemon or orange, one tablespoon of lemon or orange juice, three cups of flour sifted with three level teaspoons baking powder. Grease a pan well and sprinkle with flour. Put pecans into the pan and pour in cake mixture. Bake in moderate oven one hour. A tube cake pan is best. This makes a coffee cake similar to the famous Henricl Form Cake.

Chivalry

His car and her car met head-on. Both drivers got out and, with that fine courtesy so characteristic of motorists nowadays, both began to apologize profusely.

"I'm so sorry," said the woman; "it was all my fault."

"Not at all, madam," the man responded with a gallant gesture; "I was to blame myself."

"But I insist the fault was mine. I was on your side of the road."

"That may be true; but, my dear madam, I am responsible for the collision. I saw you coming blocks away, and I had ample opportunity to dart down a side street."

I don't have to make over the universe; I have only to do my own small job, and to look up often at the trees and the hills and the sky and to be friendly with all men.—David Grayson.
Our Business Getters

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

I. E. Salser, Traveling Auditor, Spokane.

Miss E. G. Blodgett, Ticket Auditor's Office, Chicago.

H. B. Johnson, Conductor, Superior Division.

W. A. Roberts, section foreman, Polk, Mo., reported finding defective equipment while inspecting train, Jan. 16th.

J. R. Houston, K. C. Division, discovered defective equipment in moving train, Feb. 10th.

L. E. Salser, Conductor, Superior Division, reported finding defective equipment, Feb. 10th.

Chicago, was successful in getting the farmers in that vicinity to ship several cars of balsam wood, and also in securing an order for 75,000 feet of saw logs from Kalinke to Merrill. Good work and much appreciated.

Charles A. Normand, janitor, Tacoma passenger station, on duty the day the break occurred in the rails, immediately notified the dispatcher, eliminating delays and further damage.

W. S. Robbins, Conductor, Green Bay.

M. Durkin, E. Stockwell, Chicago Terminals, secured two passengers, Chicago to St. Paul and return.

H. D. Carpenter, cashier, Galewood, Ill., was instrumental in securing two passengers for our line from Chicago to Kansas City and return.

Frank E. Thielke, yard clerk, Fowler St. Yard, Milwaukee, was instrumental in securing the long haul on a car of household goods for San Francisco, Calif.

W. J. McMahon, Spokane local freight office, furnished tip on contemplated trip from Auburn, Wash., to Chicago, to go via Terre Haute to eastern points, which increased our earnings.

Ray Bentzen, yard clerk, Upper Fowler Yard, Milwaukee, secured the long haul on a car for Perth Amboy, N. J., via Chicago, to go via Terre Haute to eastern points.

E. F. Donald, Superintendent.

E. C. Division, discovered dragging brake beam on moving train, Jan. 9th.

John LeBow, K. C. Division, reported broken rail to W. C. Givens, Superintendent.

Miss Cora Blodgett, Ticket Auditor's Office, Chicago.

M. W. Carpenter, K. C. Division, reported finding defective equipment on moving train.

C. B. Givens, Superintendent.

C. G. Moran, Stenographer, Office of D. F. Falk, H. B. Dixon reports the following who have interested themselves in

F. Sorenson, Superintendent.

A. W. Lucdeke, Traveling Auditor, Lewiston, Mont.

A. M. Griffin, Chief Clerk to Division Superintendent, Spokane.

M. R. Houston, K. C. Division.

H. J. Merck, chief clerk superintendent's office, Chicago Terminals, secured two passengers, Chicago to St. Paul and return.

J. A. Jerzewski, Police Department, Chicago.


H. D. Carpenter, Conductor, Superior Division.

B. Dixon reports the following who have interested themselves in securing passenger business for our line, and recommends them for their interest and assistance:

Wm. Spredemann, yard clerk, West Allis, Wis., was instrumental in getting routing changed on a shipment originally billed to move via Chicago, to go via Terre Haute to eastern points, which increased our earnings.

Ray Bentzen, yard clerk, Fowler St. Yard, Milwaukee, was instrumental in securing the long haul on a car of household goods for San Francisco, Calif.

H. L. Keeney, Conductor, Superior Division.

A. M. Griffin, Chief Clerk to Division Superintendent, Spokane.

Mr. Crowder, Agent, Winfield, Mont.

T. M. Flynn, Conductor, Seattle local freight office, furnished tip to Traffic Department, Seattle, in reference to the establishment of a local agency for the Western Freight Association to handle consolidated shipments into Seattle, which will result in a better-division of this business for our line.

F. J. Keeney, Conductor, Superior Division.

W. W. Woodhouse, Baggage Man, Mason City.

A. E. Keeney, Conductor, Superior Division.

F. J. Keeney, Conductor, Superior Division.

W. J. McMahon, Spokane local freight office, furnished tip on contemplated trip from Auburn, Wash., to Chicago, to go via Terre Haute to eastern points.

A. M. Griffin, Chief Clerk to Division Superintendent, Spokane.

W. W. Woodhouse, Baggage Man, Spokane.

Our Business Getters

Glen Rice, section foreman at Algos, Wis., was successful in getting the farmers in that vicinity to ship several cars of balsam wood, and also in securing an order for 75,000 feet of saw logs from Kalinke to Merrill. Good work and much appreciated.

Charles A. Normand, janitor, Tacoma passenger station, on duty the day the break occurred in the rails, immediately notified the dispatcher, eliminating delays and further damage.

W. A. Roberts, section foreman, Polk, Mo., reported finding defective equipment while inspecting train, Jan. 16th.
A TRAFFIC Operating Dept meeting was held January 27th by Mr. Ingraham at Mason City. The Division officers and employees were well represented and the meeting was very interesting.

Mr. W. F. Cody, D. F., and P. A. who has been ill and was taken to the hospital at Rochester, returned with the latter part of January. We are glad to see that he is feeling better again.

Much interest is shown in the Ship-by-Rail Club recently formed by all the roads. The first meeting was held January 24th and was well attended by employees from all roads, together with a good many of the men employed at Mason City. H. R. Howard, engineer on the Milwaukee, was elected President, Cashier from the C. R. & P. R. R. was elected Vice President and Chief Clerk in the C. N. W. freight house elected Secretary-Treasurer.

Mr. H. W. Wurth from Chicago has been appointed Division Engineer at Mason City and moved here the 1st of February. Mr. M. A. Bost has been appointed Assistant Engineer.

Mr. J. D. Bailey of Minneapolis, formerly in the Superintendent's office at Mason City, was a visitor in the Division offices the first week in February.

Mr. E. A. Montgomery, Realmaster, Mason City, has moved his family to Sheldon. A series of parties was given the Montgomery's on the death of Mrs. Hopkins February 13th.

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CLAIM PREVENTION

LOSS, DAMAGE OR DELAY DOES NOT JUST HAPPEN.

THERE IS A REASON FOR IT.

WE WANT TO KNOW THE CAUSE SO THAT A REMEDY CAN BE APPLIED IMMEDIATELY.

LESS CLAIMS MORE FRIENDS INCREASED BUSINESS

Pickett, for many years a resident of Perry, was on trial for murder. The jury found him guilty of manslaughter.

Conductor W. E. Rathman and wife were at Excelsior Springs a couple weeks in January.

Rothardt who has been a persistently frequent inspector at Perry for some time has been transferred to Othello, Washington, and Nela Nihlen who has been at Sioux City has been transferred to Perry.

Engineer E. S. Stone received word of the death of his sister-in-law in Chamberlain, S. D., in January. Mrs. Slifer was one of the victims of the typhoid epidemic in that locality.

Engineer Charles H. Hunt and Mrs. Leota Towbord, both of Perry, were married Saturday evening, February 11th. They will make their home in Perry.

Frederick Bauder, son of Train Dispatcher F. S. Bauder, has been in a Des Moines hospital, following an operation for appendicitis.

Sunday, February 5th, Fred W. Ling, Jr., formerly a Milwaukee caller, and Miss Lucile Wason, daughter of Engineer Halsey Wason, were married. Fred is manager of an oil station in Perry and they will make their home in that city.

R. E. Fitzgerald, operator at Manilla, was sick a few days in February, H. C. Krachek suffered an attack of the flu, also a case of appendicitis, and C. W. Hall had his knee injured while helping a stock shipper load stock, F. O. Breite relieving on that job.

A playlet, "Auntie's Valentine," written by Engineer Thomas Roskind's wife, who uses the pen name of Gerrie Hunter, was recently presented radio station WQX. The play was under the direction of Mrs. Howard Gentine, formerly Miss Grace Thorburn, a Milwaukee stenographer in the offices at Perry and Savanna.

Harry Boyens of the Perry roundhouse force is a grandpa, a son having been born to Mr. and Mrs. Leroy Lindell, the latter a daughter of Mr. Boyens.

Engineer John Cunningham has been in a hospital in Rochester, Minn., for some time for a throat operation for the relief of a serious trouble.

Coming west on 61 one day in January, Conductor Clyde Utterback and his wife were on their way to Perry. They stepped at Ferguson and found a young man beating his way on the train. He had started a fire with some papers in the car. He was almost overcome by smoke when discovered. He was taken out of the car and turned over to the county authorities and later sentenced to three months in jail.

Conductor Clyde Utterback is convinced that thrills come in sets of three, at least to him. In January he helped the deputy sheriff locate a rooster colored kid who had been doing some shooting around the mining district near Madrid. A few nights later while on his way home he intercepted some fellows trying to rob an oil station opposite his home. The fellows returned to finish the job after his lights had been extinguished, but he broke into the station window and summoned the police. His third thrill was when his caboose overturned and caught fire and he and the rear brakeman had to help a couple men get off. Clyde was quite badly burned, but he was out of the hospital at the time of the accident. The report is that Bill Brown and Operator Claude Conklin hid under the driver's seat in the Madrid depot when they learned the deputy sheriff were looking for their man.

Assistant Superintendent R. C. Dodds' son Roh- ert also got a thrill out of the shooting which took place in the service station robbery, as they live next door to the Utterbacks.

Conductor Joe Bryant's friends have been having a good laugh on him as a former resident of Perry is necessary to re-seat his trousers. The accident happened when Joe tried to absorb too much heat from a waiting room stove when the tempo was down around the 20 minus point.
La Crosse-River Division Items

Two Prominent Young Brakemen They Went Out to Take a Ride One Day.

The axle squeaks, the axle grinds, Let’s look to see what we can find.

Alas, alas! The axle, it was broke, But only took it as a joke.

A little labor, it was all repaired, But for what happened, they were unprepared.

The axle squeals, the axle grinds, Let’s see what we can find.

Into the garage they went with swank, And built a fire under the gas tank.

Alas, alas! The axle, it was broke, But now the darned thing’s only smoke.

Dan O’Leary is proud of two fine young granddaughters born during the month of January. By the way, one of these young ladies makes Louise Hamele, grandma, too. No wonder they are passing the expensive cigars and swallowing out their chests.

It is with sorrow that we heard of the sudden death of three veteran Engineers, Adolph Meyer, on January 16th. He is survived by his widow and one son and six grandchildren.

The Kingfish at Portage has turned horse doctor, and is he good.

Foster Phillips and John Eberhardt have ordered two pairs of shoes through some new store in Milwaukee, which handles all sizes, 15 to 20, in the very latest of models.

Mrs. Leonard C. Woodman, age 29, passed away at St. Savior’s hospital in Portage. She is survived by her husband, who is one of our engineers, and three small daughters. She will be missed by our friends.

Mr. and Mrs. Lonnie Farnham are parents of a daughter born on January 14th.

Mike Hodge, who has been in the service of the company for about forty-eight years as section laborer and foreman, died at his home in Wisconsin Dells on February 11th. Funeral services were conducted on the 13th.

Earl says, “You ought to see What the stock has brought to me. It’s just what I wanted.”

To be forever, a joy?

At five in the morning, they say, Time to get up, and then, wotta day!

But why, oh why, did they wait?

So the income tax I couldn’t escape!”

West End of the Trans-Missouri Division

R. K. B.

The consolidation of the Coast and Idaho Divisions resulted in an order list with the appointment of Mr. P. H. Nee, former Superintendent of the Idaho Division at Spokane, as Superintendent of the Trans-Missouri Division, vice G. H. Hill, who is transferred to Spokane. Mr. Hill’s transfer was the source of keen regret to many friends who have known him during his long service in the company. He is transferred to the yard at Miles City.

Mr. Nee is the former Chief Clerk at the yard at Miles City, and his transfer is a loss to the company.

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This winter, as usual, has been the occasion for quite a few leaves-of-absence for purposes of rest and recreation. Engineer B. E. Dunlap has left for Hot Springs, Arkansas, to rest over the winter, and Francis (X-Bushman) McCrory, special appointee in the Mechanic’s Department, has just returned from a sojourn in Los Angeles, Hollywood, Culver City and Malibu Beach. His natural modesty has so far forbidden him to relate any of the glamour of the movie stars, but we hope he won’t be offended if we take the privilege of suspicioning something.

The family of Chas. P. Shine, clerk, has moved to Faith where Charlie is now employed as station agent.

During the absence of Dispatcher Dave Hagerty at Helena, where he is a member of the Legislature, his duties at Miles City are being divided between Walt Horn, who was located for many years at Mobridge as track dispatcher, and Neil Grogan, regular relief dispatcher here.

Mac, the Chief Clerk, says I ought to be able to find a human interest story in the Cooley Dam. Well, the only human interest I can think of is the reaction of Chief Carpenter Blake every time he hears that the mud that the Missouri River is most of the year has filled up with water and gone on the rampage. Then, it’s “Darn the Cooley Dam” and a bridge crew is sent over to fill the dikes.

In spite of general depressed conditions and decreased carloadings during 1932 the coal business on this division managed to show an increase over the preceding year, close to 10,000 cars being shipped in all. The increased activity on the part of the lignite mines in the Dakotas accounted for some of this, and the mines in the Roundup field also showed a more active trend. Many people have demonstrated to their own satisfaction that it is much more economical to burn coal than to try to depend on coal from the trend back to coal has been quite noticeable this winter.

W. L. Caine, resident foreman on this division, has secured a position in the State Capitol at Helena during this session of the legislature.

Rumor hath it, also, that W. H. Bartley, brakeman, will be one of the Montana delegation to go to Washington early in March to be present at the inauguration of President Roosevelt.

Reductions in the Engineering Department on Line West have resulted in the displacement of Draftman E. C. Erickson and Instrumentman Charles Peterson in Helena. We are sorry to see these two fine young men lose out, and hope that very soon they will have an opportunity to be with us again.

John L. Stimpson, 1st Engineer, has left for California points to sun himself for 60 days or so. During his absence his position will be filled by J. J. Blaard.

Earnings on the Trans-Missouri Division showed a $32,000 increase for the month of December over the same month the preceding year. Mr. Hill says that this should be something unusual and well worth reporting.

L. S. Richey is back in Miles City again in his old capacity as Superintendent of the Idaho Division.

Last year he put in a busy six months as stockyard foreman at Marmarth, and his handling of the yard was well liked by the stockmen. With the new establishment of the Trans-Missouri Division, we are able to transfer him to Miles City again.

New faces which have appeared among us recently are Dave Mankey’s and Charles Tusler’s. Dave bumped in on the computer desk, successor to the late Ruby Cunie, who is going back to Rapid City, succeeding Ruby Cunie, who is going back to Rapid City, succeeding Harold Eiten who is appointed instrumentman.
Kansas City Terminals

S. M. C.

THESE seems to be but one bright spot in the extremely cold weather we have had, and that is that below zero temperatures have meant increased oil and fuel business for us. We are hoping that business will continue to increase and that the weather will get back to normal.

The Milwaukee family extend their sympathy to Charles Wright and children in the loss of Mrs. Wright, who died Feb. 5th after a long illness.

Frank Reed, Chief Yard Clerk at Coburg, is at present taking a vacation, the first he has had in many years.

We have a report that Bullet Ball, the Basket Ball Roy, from the local office, is playing a fine game this season for the Hobbs Field Team.

Bus Beem says that hockey is the only game where you see some rough treatment. (Comment from Talbott-Bus has lots to learn; he hasn't been married.)

The street car company has enjoyed the patronage of quite a few auto owners during the cold spell. Folks who usually drive to work have had to come on the street car. Missouri autos aren't used to cold weather.

First District—D. & I. Division

B. S.

S YMPATHY of the D. & I. Division forest district is extended to the following:

General Car Foreman J. M. Linniehan account the death of his sister, Miss Agnes, whose death occurred in her home in Milwaukee, Jan. 26th.

Operator and Mrs. Geo. Feller, Lanark, account the death of their eleven-year-old daughter, Helen, Jan. 23rd, following a brief illness with influenza and spinal trouble.

Switchman and Mrs. Geo. W. Phillips, Savanna, account the death of the former’s mother, who died February 16th.

Signal Supervisor and Mrs. A. O. Swift, account the death of Mr. Swift’s mother, which occurred at Sabula, la., Feb. 15th.

Iowa Division Engineer and Mrs. Leo Goos have returned from Los Angeles, California, where they attended the funeral of Mrs. Goos’ mother, whose death occurred in that city January 22nd. Sympathy is extended to the Goos and O’Neal families.

On Jan. 26th Mr. and Mrs. Harry C. Hoffman, of Savanna, Ill., who are spending the winter in Los Angeles, California, observed their 50th wedding anniversary. Mr. and Mrs. Hoffman were married Jan. 24th, 1883, at Machesney, Il. and have resided in Savanna for more than 45 years, while Mr. Hoffman was employed for many years as a machinist in the Milwaukee railroad shops, retiring some time ago account ill health. We hope they will enjoy many more years of happy wedded life.

Account closing the Engineering Office in Austin, Mr. E. H. Johnson and family, also Mr. and Mrs. Larry Evans, are returning to Savanna, and effective February 1st. Mr. Johnson resumed the position of Division Engineer of the D. & I. Division and Mr. Evans returned to the staff in the Engineering office. We welcome the Johnson and Evans families back to our railroad circle.

Passenger Brakeman R. Y. Sheldon just returned from the Coast, having been away from the division for the past sixty days.

Conductor A. Graaf departed Feb. 15th for Van Nuys, California, for a visit with his parents, former Illinois Division Chief Carpenter and Mrs. Charles Graaf, who are now located at that point.

Conductor L. J. Moran, we understand, has been putting in considerable of his spare time hunting deer in the vicinity of Prattville, Michigan, and that it is great sport and he has been having some very good luck.

Master Mechanic P. L. Mullin has been given the additional territory of the Kansas City Division, together with the D. & I. Division, and has been down there getting acquainted and going over his new territory.

Mr. Paul Hammerstein, for many years a machinist in the Savanna roundhouse, died at the family home in Savanna on January 20th from complications. The deceased had many friends among the railroad employees and sympathy is extended to the Hammerstein family.

Iowa Division Engineer and Mrs. F. E. Winston had quite a serious accident near Manchester, Iowa, February 6th, when the Winston car crashed into a truck which was standing on the highway, without any rear lights or any protection whatsoever. Mrs. Winston was thrown through the windshield onto the truck and fell to the pavement, breaking her right leg three inches above the knee. Mr. Winston received a scalp wound and was cut and bruised about the face.

Mr. Winston had quite a serious accident near Manchester until her leg is taken out of the cast. Sympathy is also extended to Supt. of the Rail Mill and Mrs. J. J. Roe, of Savanna, account the death of the former’s mother, which occurred in Hot Springs, Ark., the early part of February.

Agent A. J. Reinhr who had quite a siege of the “flu” is back at work again in the Freight Department at Savanna.

H. & D. (East)

E NGINEER M. G. Jarvis is the proud father of a new son born last month.

Mostosedve Yard Switchman Harry Remburger is spending the winter in California. Harry plans on staying until spring.

Conductor W. F. Peterson was in the Montevideo Hospital for a short time last month.

Mr. and Mrs. Otto Heckert are spending the winter in California.

Harry J. Jarvis worked at Appleton for a couple weeks or more during the absence of Mr. Scott.

Conductor Pat Lawler is spending the winter in California.

Mrs. Fred Fulk was called to the west coast account the death of a relative.

Baggage-man Harry Cadwell is now a passenger brakeman, and Brakeman A. F. Lundberg is in turn a baggage-man.

J. G. “ Judy’ Wife worked as lever-man at tower E-39 for a week or ten days last month.

Have You Ever Worn Overalls of Lee JELT Denim?

572 Extra Yards of Yarn in Lee Overalls

... Months of Extra Wear

LOOK what you get in a pair of Lee Overalls—and what you miss in ordinary overalls. Double-wearing JELT denim coated by Lee—and used only by Lee. You can’t buy it in any other overalls—也不会 if you paid $5 a leg to get it.

First, it’s made of tough, super-twisted yarn. Then, it’s woven close. There are 1716 feet—almost 400 miles more yarn woven into one pair of Lee’s than you get in any ordinary overalls of the same size.

This closer weave eliminates weak spots. It reduces shrinking. It resists ripping and adds months of wear! That’s why Lee Overalls hold their body and shape after washing. The biggest overall bargain you can buy!

The H. D. Lee Mercantile Co.,
Kansas City • Trenton
South Bend • Minneapolis
San Francisco • Salinas

GUARANTEE

If you do not find Lee Overalls the longest-wearing overalls you ever put on, you can have a new pair free at your money back promptly.

Lee OVERALLS

Union-Alls • Work Shirts • Work Trousers • Play Suits

W EST COAST WOOD PRESERVING CO.

is successor to timber treating operations of Pacific Creosoting Company and J. M. Colman Company

Both of Seattle, Washington

Plants located at EAGLE HARBOR and WEST SEATTLE

Main Office: 1118 Fourth Avenue, SEATTLE

Twenty-One
Dave Fisher spent a couple days in the Twin Cities last part of January.

Engineer W. Alton has been pulling passenger for quite a while this winter.

R. H. Ganderon, Montevideo ticket agent, was laid off recently account reduction in Fisher's offices.

P. J. "Pete" Kremka has been promoted to day roundhouse foreman at Montevideo, J. C. Jack Sheron going on the night foreman's duties.

Jimmie Brown made several round trips on the Fargo Line, relieving J. Clair.

Clyde Bargman is running on the Harlem Line during Paul Smith's vacation.

AL Seeman, new dispatcher on the H and D, spent a week-end with the folks at Austin.

Scotty Brown and Lew Malm, fishermen by trade, spent a day on Big Stone Lake. They got the limit, too, BUT, we understand a brother countryman of Scotty's, an Irishman, happened to be there also.

Frank Koelgren of Tower E-14 went to Delavan and Marengo for the past 10 months, and has returned to his residence at Dubuque, after residing at Lake Mills, Wis., for over a year.

R. H. Gunderson, ticket agent, has been promoted to day foreman at Montevideo.

T. D. Jordan, ticket agent, and Newwood line and the Kinzel Lumber Company, Merrill, are spending a month at Hot Springs, Ark., and various cities in the South, rounding up accounts.

Mrs. Osterneck, and granddaughter, Patricia Callahan, daughter of Conductor W. A. Lee, who has been confined to his home on account of illness, has returned to her duties at Whitewater after a month's vacation. Miss Callahan is a teacher in the public schools at Whitewater.

Conductor W. A. Lee, who has been confined to his home on account of illness, is slowly improving. We are all very glad to see him back on the job again very soon.

The Second District is pleased that our neighbors, Mr. and Mrs. E. H. Johnson and family, and Mr. and Mrs. Frank Keeley, have returned to the Engineering Dept. at Savanna, after having been at Austin for over a year.

Conductor John E. Kohler is still on the sick list but is improving nicely and we expect to see him back on the job again very soon.

We read an account in the Iowa Division news about the death of George Snyder at Ottumwa, Mr. Snyder was Paint Foreman on the Dubuque Division for quite a number of years. Sympathy is extended to his surviving relatives.

Since the death of Conductor Welsh, Mr. E. H. Kearney is again on trains 35 and 38, and Conductor W. F. Vought has been filling the vacancy of Conductor Kearney who has been on the Preston Line for some time.

Operator J. W. Hilliker has again taken up duties at Wausau after a month's vacation.

Cliff Dingham is running on the Harlem Line as a railroad man was acknowledged by all employees who knew him, from our ranking officials, down the line.

As the train moved west to the Minnesota side of the river, then south down the west shore of the old Mississippi River, the thought came to us as we moved on—

"John Welsh rides today Down the river and over the same old trail; To the dawn of a brighter day."

And in final tribute to our loyal friend and brother, we can think of no better way than to describe John Welsh, his life, and his personality, as we knew him, any better than the few short lines below:

"He started straight at sunrise; And he was walking straight, when the sun went down."
marriage of their daughter, Miriam Ruth, to Douglas A. Griffith, son of Mr. and Mrs. A. E. Griffith, which took place November 12th. The young couple are making their home at the bride's parents for the present. Congratulations and best wishes are extended by friends and employees of the district.

A rather peculiar incident occurred just the other day when Roadmaster E. C. Calahan received a message from his section men to the effect that they were fighting grass fires about four miles west of New Lisbon, at Spur No. B, while Mr. B. H. Cunningham, roadmaster on the north end, received word from his section men that they were fighting four feet of snow at Minocqua. Both messages were dated February 7th. An unusual record for section men on the same division to be fighting both fire and snow.

Mr. and Mrs. Hugo Sell announce the marriage of their daughter Beata to Edwin Latti­more, son of Mr. and Mrs. Charles Lattimore, which took place at Wausau, Wis., Feb. 4th. The young couple will reside at Wausau. Congratulations and best wishes are extended by friends and employees of the Division.

Mrs. C. P. Barnes of Minocqua is visiting at Ashland, where her brother is ill in the hospital. Mr. Groundhog saw his shadow aplenty Thursday, Feb. 2nd, and according to the old weather forecast we are now due for six more weeks of winter. At Minocqua they have four feet of snow and the edges of the highways and byways are heaped high with banks of snow. About two feet of snow at Wausau skating, skiing and sliding is in excellent condition and both young and old are taking advantage of the outdoor sports.

Mr. and Mrs. A. L. Lathrop are spending a couple of months in the south. Letters and cards have been received by friends to the effect that they are enjoying their trip very much. When last heard from they were located at New Orleans, La., and were enjoying the many interesting sights to be found in that city.

Seattle General Offices
Clare E. Shoppee

T was of great interest to friends of "Grandpa" Johnnie Horan to learn that his two granddaughters, Helen and Mary Horan of Milwaukee, Wisconsin, known in religion as Sister Mary Beatrice and Sister Mary Cecilia, respectively, have made their first Profession into the Dominican Order. The ceremony was held in the Chapel of the Dominican Novitiate, Everett, Washington, on Tuesday morning, January 17th.

We are sorry to learn of the illness of C. A. Pincus, Asst. Chief Lineman of the Telegraph Department, who has been in the hospital. We hope he will soon be well again.

W. A. MacLeod, the well known poultry grower of Enumclaw, has been engineer for a new locomotive, which he has designed and attributes his success to his new theme song, "Please, Lady, Can You Spare an Egg?" He ripped, ravaged, cursed and swore when his shovel broke, but now it seems like it was only his "hot box," and with a little more graphite everything should be oke.

THE GOLFER'S LAMENT

On a Sunday clear and cold—
Our golfer brave and bold—
He laid his club in his strong right arm
And, by golly, by gosh, by hook,
I'll make that hole in one, by golly.

I'll do that trick or see the back of my neck.

For by others it has been done.

It is reported that John Agner has quit the other side of the Sound and will take up horse­back riding—Whoa! For riding we suggest that he use the umbrella light and the good red and green port and starboard. Also, let's not forget the teakettle.

It is reported that M. O. Barnhart visited his brother-in-law at Enumclaw last Saturday night. The boys in the town suggested poker as a pastime, and that accounts for the fact that Mac came home at 6 a.m. without his overcoat. He also lost his shoes and waxes, but had a little run of luck early in the morning and won these back.

Bill Murray, our genial chief clerk, says that he must buy a new car as soon as possible. He was out the other evening looking for prosperity and in turning the corner (he had been told it was just around the corner) the axe broke. Bill says that as long as he is broke too, this was rather embarrassing.

PERFECT HEART HAND IN BRIDGE GAME HERE

When C. J. Cummings picked up his hand in a friendly bridge game at his brother's home recently, a perfect layout of thirteen hearts confronted him. He registered a grand slam, with 1,860 points.

Mr. Cummings, who is superintendent of the Tacoma General Hospital, was visiting his brother, Ralph V. Cummings, division freight and passenger agent of the Milwaukee Railroad, who resides at 2336 31st Ave. S. The other players were a Mrs. Tieman, a neighbor, and Ralph V. Cummings.

S. C. D. Office

Did you say it was cold? Well, without any contradictions it can be safely said from the tee and into the snow;
First a slice and then a hook
Proves you can't play golf in winter by the book.

But some day when the weather is fair and warm
I'll take that club in my strong right arm
And, by golly, by gosh, by hook,
I'll make that hole in one, by golly.

For by others it has been done.

The one outstanding fact about the Mimeoograph is that it is a money saver. As never before it is being used now by railroads throughout the country. Whatever you type, write or draw on its famous stencil sheet is turned into clean-cut duplicates by hourly thousands. Tariff sheets, illustrated letters, yard bulletins, manifest reports, etc., at high speed and low cost! Write A. B. Dick Company, Chicago, or 'phone branch office in any principal city.
that coming across the viaduct into the shops at 24 degrees below zero will equal any fifty degrees below any place else. There were frost bitten faces and ripped ears. But, no matter how cold, our fresh air friend commanded his hoods to carry him home. By the way, the erstwhile gentleman referred to celebrated his wooden wedding anniversary on February 11th and we are told there was plenty of wedding “cheer.” He didn’t say whether or not his wife received any new wooden rolling pins, but we know from a confidential source that she did.

It seems that mustaches are again taking the limelight. You certainly have noticed the one sprouting on Carl’s upper lip and it is rumored that it is being nursed because of a bet with some friend. By the looks of it I believe Carl’s won that bet.

F. H. Campbell’s sentiments about a mustache seem to be different from Carl’s, as, much to our surprise, he came in one morning with his mustache taken off.

M. A. Biller became discouraged at the sight of Carl’s “Pride” that he shaved off that pet two-year-old he had and now has been thinking about leaving it off for good.

Has everybody noticed Bill’s new vest? It speaks for itself.

Sympathy is extended to Mr. and Mrs. Cannon in the sudden death of Mrs. Cannon’s father on Feb. 3rd.

Iowa and S. M.

S. W. J.

STOREKEEPER W. J. Beckel, of Montevideo, was called to Austin to attend the funeral of his mother, Mrs. Geo. Beckel, who passed away at her home in Austin, Feb. 9th. We were also sorry to hear of the painful injuries suffered by Mrs. Joe Lorenz. She fell on an icy walk recently, breaking her wrist and hip.

Agent W. C. Hickey, of Rosemont, is still on the sick list.

Operator Vic Gillett, of Wells, is back to work after several months vacation.

Operator J. E. Clayton has been assigned 3rd trick at Ramsey.

Agent D. E. Jorgenson, of Chester, suffered a broken arm while supervising the loading of stock recently.

With the exception of Aust. Engineer Wm. Crowe, all employees of the Division Engineer’s Office in Austin were moved, effective Feb. 1st.

Mr. Crowe will continue with the work in this territory.

Yard Master J. M. Plum is on the sick list at present. Foreman H. S. Voorhees, minus the “coon-skin,” is handling the yard in his absence.

Mrs. G. A. VanDyke left Feb. 13th for California where she was called by sickness in the family of her sister.

Ticket Agent John Scholta is taking a leave of absence due to ill health.

Agent C. G. West, of Wykoff, has resumed work after several weeks’ illness.

Mr. and Mrs. Henry Herzog celebrated their sixtieth wedding anniversary February 2nd. They have lived the entire 60 years in the City of Austin and were the first couple to be married in this parish. Mr. Herzog is a veteran employe of the Milwaukee, having completed 68 years’ service with the company.

On January 21st the Milwaukee Troop Boy Scouts journeyed to Hollandale where they enjoyed a hockey game with the scouts of Hollandale on the Lake Geneva rink. While the older boys were defeated, the junior scouts played a scoreless tie. Regardless of the outcome of the games the boys enjoyed the trip. On the following Saturday they entertained two teams from Hollandale on a local rink. The boys have been invited to participate in a “community ice carnival” to be held in Hollandale the latter part of February. Scoutmaster Igou is arranging for transportation so that every boy in the troop may enjoy the carnival.

While taking of hockey, we might add that Switchman “Jack” Recll has coached a first class hockey team which has shown considerable class in these parts. We might add that “Jack” turns quite a mean blade himself.

But if you want to see something good, just journey out to the west side rink and take a look at the freight office force cutting up on the blades. Can you picture our round bill clerk already handicapped with a bad charley hose rocking along with the rest of the boys who felt young when they put them on, but much older the next morning.

Engineer Sam Pettingal is the proud possessor of a 50 year service button which was recently presented to him.

General Foreman Harry Keck announces that he is grooming Engineer Orrin Bilausen to compete for the heavyweight boxing championship of the world. Harry adds that even though his fighter does not bring home the championship belt, he will still be in possession of the championship belt line.

On Sunday, Feb. 12th, a group of friends surprised Engineer Chris Hanson and helped him celebrate his birthday. After an evening spent in enjoying games, the boys presented Chris with a beautiful reading lamp. The boys also inform us that they enjoyed a trip through Chris’ cellar, but now the real surprise; Chris has a underground room in the basement where he has over a hundred different kinds of fish. He also surprised the boys with his collection of bird houses. He has more than 25 beautiful bird houses which he has both designed and built.

Engineer Herb Warfield announces the arrival of a brand new grandson Feb. 11th. The proud parents are Mr. and Mrs. August Sommer.

Records of several years past were broken when the temperature dropped to 30 degrees below zero during the cold spell, the week of Feb. 6th.

Out Where the West Begins

East End of Trans-Missouri Division

D. H. A.

OUR South Dakota agents west of Mobridge are lining up members for the Mobridge Unit of our “Ship by Rail” class in these parts. We might add that we have over 200 employees as members in addition to sixty-four business firms. Let the good work go on.

We regret to lose Supt. George H. Hill, having been transferred to the Coast Division, with headquarters at Spokane. Mr. P. H. Neeley of Idaho Division has taken his place as superintendent of the Trans-Missouri Division.

Frank Schneider has been under observation at the Mobridge hospital the past week. He is now much improved and able to return to work again.

Mr. B. W. Goggins, roundhouse foreman, has been transferred to Miles City, Mr. L. H. Rabun of Miles City being sent here to take his place. Mr. and Mrs. Goggins have made a number of friends in Mobridge during their short stay here, who are sorry to see them go.

We would advise all agents along the line before accepting shipments of live turtles, to get in touch with Agent W. F. Hogan at Walker for instructions on the proper way of handling.

The position of warehouse foreman at Bowman has been taken off, Irvin Hoek going to Roundup and bumping Walter Rall as warehouse foreman there. Walter spent a few days visiting old friends at Mobridge, but has now returned to Roundup, where he will replace David Massey as expense clerk. It is hard to stay “put” these days with all the reductions going on.

Mrs. Ralph Knott, and son Jack and daughter Mary Jane, came to spend Christmas with Mr. Knotts here. During their stay here Jack under went an operation at the Dr. Low hospital and is now convalescing nicely.

Dr. Tarbox, who is now an intern at a Denver hospital, is back here for the holidays and is making his usual run.

Mrs. Beas Buckley spent Christmas day with her mother, Mrs. Payne, at Minneapolis.

Delina and Henrietta Hourigan, who are attending St. Mary’s School at New England, N. D., spent part of their Christmas vacation here with their father, Larry Hourigan. The balance of their vacation was spent with their grandparents at Thunder Hawk, S. D.

Mrs. Dora Anderson spent Christmas with her mother at New Effington, S. D.

Conductor P. L. Granger on the North Line is on the sick list and Condr. J. G. McGuire is taking his place.

Condr. E. M. Middleton is visiting his son at Rapid City.

Mrs. L. H. Eastling and son Donald spent Christmas with relatives and friends at Miles City and Harlowton.

Some people have all the luck. Conductor...
J. E. Langenbacher is basking in the sunshine of southern California, having gone to Los Angeles for the winter.

Mr. and Mrs. Clyde Caldwell are the proud parents of a baby daughter born on December 1st, 1932.

Mrs. A. R. McCauley is in Minneapolis getting acquainted with her new grand-daughter, Nancy Lou, born to Mr. and Mrs. E. E. Nepp on December 19th. Mrs. McCauley brought her grandson John back with her for a short stay.

Chicago Terminals
Guy E. Sampson

THE grim reaper, Death, has entered the Milwaukee families of our employees the past month and caused grief among us. On Jan. 21st Guy Sampson received a wire that his father had passed away that morning at his home in California. Deceased had celebrated his 78th birthday the day before his death and had been ill less than two months. Four children, 12 grandchildren and four great grandchildren survive.

On Jan. 23rd the terminal employees were shocked to learn that Chief Car Clerk Joseph Burke had suddenly passed away that morning. He had been indisposed for about four days, but nothing serious and his sudden passing away was greatly felt by all who knew him. He leaves a sorrowing wife, one son and one daughter to mourn his departure. He was a brother of James Burke first track train director at Kenosha.

Mr. R. E. Winston of Savanna was injured Monday night, February 7th, near Manchester, Iowa, when their automobile collided with a stalled truck on a highway near Manchester. The man in charge of the truck had left it to seek aid in starting it, the Manchester papers report that Mrs. Winston’s left leg was broken and Mr. Winston suffered scalp wounds.

Mr. and Mrs. F. E. Winston of Savanna were injured Monday night, February 7th, near Manchester, Iowa, when their automobile collided with a stalled truck on a highway near Manchester. The man in charge of the truck had left it to seek aid in starting it, the Manchester papers report that Mrs. Winston’s left leg was broken and Mr. Winston suffered scalp wounds.

George Struck of Fullerton Ave. office passed through Marion on No. 7, January 30th enroute to Sioux City on account of the death of his mother. He was accompanied from Marion by Mrs. Struck. Marion friends extend their sympathy to the bereaved ones.

Agent W. T. Bright of Elwood was away a few days the latter part of January, W. K. Hodgson relieving.

Iowa (East) Division
John T. Raymond

LOCATION of signals have been changed and gates installed February 5th at railroad crossing at Oxford Jet. The changes were made by Mr. R. F. Tyler and crew.

Twenty-six below zero at Marion February 8th. One of the fine features of the February number the Milwaukee Magazine was the write-up by "Ted" the Century of Progress Exposition to be held at Chicago this summer, particularly interesting was the description of the Travel and Transportation building. We recall being shown around the building by a guide and his saying that this was the only building in the world constructed on the true suspension plan and that it never stood still. The motion of the building was imperceptible to the visitor, so we asked how much it swayed and the reply was, about one and one-half inches, when one repeats a word in a conversation near the center it re-echoes a number of times. The guide said that was caused by the metal dome and that would be muted before the exposition opened.

The sympathy of all employees is extended to Mr. and Mrs. F. E. Winston of Savanna who were injured Monday night, February 7th, near Manchester, Iowa, when their automobile collided with a stalled truck on a highway near Manchester. The man in charge of the truck had left it to seek aid in starting it, the Manchester papers report that Mrs. Winston's left leg was broken and Mr. Winston suffered scalp wounds.


Our industrial department, comprising combustion experts of national reputation, will make a survey of your power plant and recommend the grade and size best suited to your particular needs under our positive performance guarantee.

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A Complete Line of Quality Coals
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Our industrial department, comprising combustion experts of national reputation, will make a survey of your power plant and recommend the grade and size best suited to your particular needs under our positive performance guarantee.

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MORE TONNAGE

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Laboratories and Plants at Philadelphia, Chicago and Cobourg, Ont.
Ishop harmonies, which everyone enjoys, and the small degree. The card tables were occupied all
always a crowd around the piano singing the applause the boys received was gratifying to no
of eighty-eight years.
many
solitaire. When do you jump off, Pete? Bernard
to the young man as the "lucky fellow" is quite appropriate. We offer our congratulations.
the recipients of a solitaire diamond. Love will
returned after several weeks' illness.
ways permeates the Freight Auditor's Bowling
Waseca, Minn., on January 20th at the ripe age
anyone locate you will find willing and able counsel among their officers.
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Twenty-Seven
On January 27th occurred the death of Mr. J. O. Johnson at Decorah, Ia., father of J. W. Johnson, Yard Master at Minneapolis, former phy·
conductor on the T. & M. Division. Mr. John·
son made his home in Minneapolis with his son for the past 3 years. He was 73 years of age and died from a stroke and was ill since Christ·
time.

Ron Everson acknowledges that he is fond of lutefisk but wants Carl Hilligren to know that there are also other kinds of fish in Minneapolis. Perhaps Carl is not aware of the fact. He also wants Carl to know that lutefisk would undoubtably be much quicker and lower plates than some other foods.

Oscar Lodge had the misfortune to run into a telephone pole while riding on his son's sled. After limping a couple days Oscar decided to stay in and pay with the electric train.

Mr. Water Howell of the local freight has gone on a trip to California and expects to be away about a month. Mr. Harry Wee was on the sick list for a week and Jennie Goss was also absent a couple days account illness.

Union Street's Chatter

By the Senator

HELLO, everybody!

Better business sense says, "Courtsey is not only a great business force, but it is a great business balm, for it smooths the path of life for all who practice it, and for all upon whom it is practiced."

The untimely passing of Joseph Burke, Chief Clerk at Western Avenue Yard was a shock to his many friends at Union Street. Our sympathy is extended to his family and relatives.

Attention to all ladies of the Milwaukee Road. Gussie (Got a sandwich) Wygard has challenged any lady of the Milwaukee Road to an EATING CONTEST. Think of it, girls. It is really unbelievable. Yes, Gussie has done it again. The girls of Union Street would like to accept the challenge, but like our automobile manufacturers, they believe in wind resisting lines and are afraid of what might happen. However, ladies, please don't let me scare you. If there is any girl who dares to accept the challenge, write at once for further details, address "The Senator," Union Street Chatter, Chicago, Ill.

Helen Williams, one-half of the Bensenville Farmer's duet, is a bit inconsistent. The other day she attended a funeral in the morning and a wedding in the afternoon. This so upset her, that she fell asleep in the bridgegroom's trunk, and you can imagine the swell time the poor fellow had explaining to his new wife.

At a recent meeting of the Freight Agents' Assoc. of Chicago, Mr. Frank M. McPherson, of Union Street's Agent, was elected president for the year 1933. The great work accomplished by this organization in the Chicago area is well known to everyone connected, and we are sure that in the selection of Mr. McPherson as president, the Association will continue to succeed in its endeavor. Happy landings, Mr. McPherson.

Ben Colquhoun, the man with the Charlie Chaplin mustache, was seen frisking in Lincoln Park after our recent snow storm, and tagging behind on a sled was Ruth Helen, charming young miss. Various points of interest were visited before returning home. Ruth Helen, of course, is his infant daughter.

This story should be entitled "A Lesson in Greek." Mose Kegoh and Adolph Montder were overheard the other day in a conversation. Mose Kegoh who had the floor, was telling Adolph what he knew and also what he did not, about medi čo. As the discourse proceeded, Mose noticed the distressed look on Adolph's face, and at once realized that his listener was not grasping the subject. Mose then proceeded again, this time using only one syllable words. Adolph at once began to show concern, and apparently having understood, he re·
torted to Mose in the following terms: "To me, it seems that he is troubled with an anastomosis of intracartilaginous ossification on the costoverv transverse bones of the epiphenes. The discus·
t between the placentas, and a number of the polymorphonuclear leucocytes of the rhomb·
encephalon. They are giving him ethylene·
clantane and Dr. Branczy made a strong effort on the saebubes glands of the stratum granu·
losum should clear up the condition."

As the dictionary kept tumbling out of Adolph's lips, Mose stared in astonishment and bewilderment, and not waiting to hear any more, he excused himself saying that he had an ap·
pointment with his doctor.

The next issue of this magazine will announce the All-Star Girl Basketball Team. Watch for it.

See you later.

Hastings & Dakota Division

W. J. Kane

I HAD hoped, and I know practically all of the boys on the division were with me, that we would go through the month of January without a reportable injury, but during the lat·
ter part of the month, we were one of the few divisions on the system that fell from the top. It was unfortunate that we had one reportable accident to mar our record. Let us benefit by the experience, and redouble our efforts to avoid any more accidents of this kind. Make a study of how you have been doing your work and develop just what actions of yours have been unsafe and see that you correct them. Some may recall things that have happened recently about which no thought was given at the time, but which, upon reflection, will startle them to think what might have happened. Once more, let us all THINK, PREACH AND PRACTICE SAFETY.

Our Ship-by-Rail Association has been active and working with those interests favorable to the railroad. There are several bills before the legislature at Pierre, S. D., in connection with the regulation of trucks, which the Association is supporting, and which we hope will be passed. We feel sure that their enactment into Law will have a beneficial effect. Don't overlook an opportunity to acquaint your senator and repre·
sentative with your position, and endeavor to secure their support.

We were shocked to learn of the sudden pass·
ing of Pat Croghan, engineer, while at Pierre, working as legislative representative in the inter·
ests of truck regulation. We extend our sincere sympathy to his family.

Our reporter says: "Bil H. O. Pomperko is back in "the harness" after a siege of the "flu." He is kept mighty busy these days during the legislative sessions."

Ruth McCarthy of the Legal Depart·
ment has just returned from a trip to Cleveland. She reports a very enjoyable visit with her brother who is located there as a physician.

Agnes A. R. Corwin of Linton has taken a leave of absence to visit her folks back East.

"The Stork" visited the home of Mr. and Mrs. Floyd H. Paulson of McPherson, January 30th. Mrs. Paulson is the daughter of Brakens·

The Old Army "The Stork" visited the home of Mr. and Mrs. Floyd H. Paulson of McPherson, January 30th. Mrs. Paulson is the daughter of Brakens·

Our sympathy is extended to Mr. and Mrs. Sig Lofdahl and family. Mrs. Lofdahl's mother passed away.

We are noticing an increase in the cream business as a result of the 40% reduction in cream rates. This is a talking point, boys.

As the dictionary kept tumbling out of Adolph's lips, Mose stared in astonishment and bewilderment, and not waiting to hear any more, he excused himself saying that he had an ap·
pointment with his doctor.

The next issue of this magazine will announce the All-Star Girl Basketball Team. Watch for it.

See you later.
WALTER (SANDY) WILSON, veteran engineer, decided to retire from active service and is wintering in St. Petersburg. Look out, Sandy—we heard Walter Winchell tell about those new rubber bathing suits. When they burst, they sound like a cylinder head of one of Kenney’s engines.

Bill Warren with a layover in Chicago spent some of his leisure time pricing things along Maxwell Street. Information is furnished at the end of each trip. John Loftus claims he can do better Bill’s prices along the same kind of a street in Minneapolis. John has a collection of caps, hats, cardigans, come to me jacks and many other things that can be found right on his desk which he picked up very reasonable. In the spring he is coming out in a new pinch back but without spats.

Friend Frank Maxwell, City Treasurer, Madison, is laid up with a broken wrist resulting from a fall. Oh, Mr. Flanigan—

Many changes in station forces resulting in John (Chief) Meyer on third at Tower MX Madison, George Davy, Operator, Lone Rock, Lesser Ebele, Agent, Sloughton, R. C. Robinson, Agent, Pearle Du Chien.

Geo. Trezona is relieving Ted Howe at Shullsburg—Ted is off for an operation.

Ed Doonan celebrated Valentine Day at home—his day off.

Carl Dahnke has given up residence in Middleton and is now living in Madison.

John, Roy and Fred are figuring some way to get back the 25 bucks lost to that Roundhouse bunch in Madison—however lost—so did they try and pick the new Mayor.

Have you joined the Wednesday noon tea club? Mike McQueeney is handling the membership.

Hawkeye Rafter is checking mileage and don’t miss any.

J. N. Vanderbei dropped in at the Madison office—glad to see you, John.

Geo. Dunn had his nose frozen on the 26 below day and the peel is just showing up.

Ezra Jenkins and Geo. McDee attended the inaugural ball at Madison. Who was the dame, George?

Milwaukee Terminals
M. H.

ALVA OSCAR CUNNINGHAM died at Minneapolis, Minnesota, January 11th. He retired in September, 1923, after sixty years of faithful service on The Milwaukee Road, four years as brakeman and 35 years as conductor on the La Crosse division and 12 years in Milwaukee Terminals. He was born at Hartland, Wisconsin, and was a member of Division No. 46, O. R. C., and the E. E. A. The funeral was held on January 16th with interment at Forest Home cemetery. A son, L. S. Cunningham, a stepson, C. J. Campbell, and a niece, Mrs. J. A. Meyers with whom he made his home, survive and to them the Milwaukee family extend their sympathy.

Chief Engineer Inspector Edward Havey returned to the service January 24th, and found a large bouquet of flowers on his office desk in the west end of the Chateau at Milwaukee Shops, and a bunch of friends to welcome him back.

Operator Thomas Regan has been appointed supervisor, and Section Foreman Frederick (“Fritz”) Laabs Asst. Supervisor. In the freight house at North Milwaukee Station in addition to their other duties. Station Agent Ward is turned to the service January 24th, and found a large bouquet of flowers on his office desk in the west end of the Chateau at Milwaukee Shops, and a bunch of friends to welcome him back.

Operator Thomas Regan has been appointed supervisor, and Section Foreman Frederick (“Fritz”) Laabs, Asst. Supervisor. In the freight house at North Milwaukee Station in addition to their other duties. Station Agent Ward is turned to the service January 24th, and found a large bouquet of flowers on his office desk in the west end of the Chateau at Milwaukee Shops, and a bunch of friends to welcome him back.

A card from Long Beach, California, advises that Dispatcher J. E. Roberts is confined to his bed with illness. We hope to hear of his recovery soon.

Chief Clerk Harry Bostwick of Chestnut St. Station has been in the railroad game for 56 years and all on The Milwaukee Road or its subsidiaries. The local papers had his picture February 12th. He can still do the work of two men and looks like about fifty years of age.

The Sporting Event of the year—the bowling match between Yard Director Frank Stubb and Operator Paul Alberts—Jan. 30, 1923—Score: Stubbie 140 164 172—Total 477

Alberts 131 130 144—Total 405

The final extra appeared on the morning of Jan. 31st, as follows:

“STUBBE WINS IN A WALK”

Alberts not in proper form, but offers no alibi. His statement to the newspapers is that he will Retailer with Billy Sixt and after two months of training he will demand a return match on his own alleys. Watch for further announcements and date.


The vertical yoke type of attachment, with cast steel yoke, offers the advantages of less parts, less weight, and less cost.

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Gordon, who lost their oldest son last month; to Mr. and Mrs. Harold Hudson, on account of the illness of their daughter, Edith Hudson’s wedding; to Mr. and Mrs. Miller, of Belgrade; and to Mr. and Mrs. Percy Roberts, because of the death of Mrs. Roberts’ mother, at a Mexico, all during the month of January. The Rocky Mountain division extends to these families their sympathy, as all are old and well known employees here.

The train dispatchers have been moved from Harlowton and three telegraph operators placed there, we understand Chief Dispatcher Cortwell will go to Miles City, his old stamping ground, also C. A. Older, Miles City, Territory country for him to go to, after this one. Dispatchers Searles will go to Moebidge, and T. J. Hansen, so far has not decided where he will place himself. Operators Kemberling, Monhey and Grogan are working the jobs at Harlowton for the present.

Miss Lucille Morrow, of Deer Lodge, died February 5th, after an automobile accident. She was a sister of Mrs. J. O’Dure. We offer our sympathy to the family for this loss.

Mrs. Shaw, wife of Engineer Shaw, has been very ill in the hospital at Bozeman, but at this writing is recovering as fast as could be expected. We hope she will soon be back with us again.

Engineer LaGrange left February 18th for his home in Lewistown on account of the illness of Mrs. LaGrange.

We understand the boys at Great Falls still have their barber shop going full blast. The page advertisement we placed some time ago found its way into the Editor’s waste basket (Editors have their troubles too), however they are still hard at it and from all we can learn, Sam Haffner stands at the top of the list; he has such a delicate touch with a razor there is a long line of waiting customers all the time. The wonder what can be done when it has to be. We are told Fireman LeVaque started this, to save money, for himself of course; Engineer Asher is in the time on account of it being winter, and walking not so good; Eric Williams because some one told him he couldn’t, and Fireman Collins—well he is a sort of straw boss, or children’s attendant, we hear—at least his own family think his work first class, and that is good enough for any one.

Sam, however, is in first class condition, and just as soon as he can afford to layoff he is going down to California and teach them how to make. Seeing that I did not molest him, he dropped back on all fours and started up again only too soon to be overtaken. When he started this time he did not show fight but gazed pleadingly at me. I watched him for a few moments, then with my foot I gave him a quick gentle toss that landed him on the river bank. He scrambled off a short distance, then stepped again and partly turning around, gave me a sly sheepish look that seemed to say, “Thank you, I expected rougher treatment,” then suddenly made his escape in to the thick underbrush. The pelt of this little creature which could easily have been obtained, would have netted twenty-five dollars. His kind are very rare, but who would have the heart.

Faith

By Bernice R. M. Boland

It is so easy to have Faith when things go just right, But can you smile brightly at sorrow’s blight? Can you courageously face whatever lies ahead. Or do you see only deep despair instead? Do you cry and complain when “bad luck” appears. Or have you learned to smile through your tears? When the sky is dark and heavy with rain. Don’t you know the sun will soon shine again? Your burden is light as compared to others. And there will not be time for things which once worried you.

Faith is so easy to have when things go just right
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Or do you see only deep despair instead?
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Or have you learned to smile through your tears?
When the sky is dark and heavy with rain
Don’t you know the sun will soon shine again?
Your burden is light as compared to others
And there will not be time for things which once worried you.

This is a test we may each apply,
Our labors are lost if we do not try;
If we study ourselves, aim always at Life’s best,
Hold high the lamp of Faith, to our Eternal Father leave the rest.

Tip for Men

Mrs. Riley (to her husband): Please match this piece of silk for me when you are down town today, dear. Will you?

Husband (shrewdly): At the couter where the sweet little blonde works? The one with the soulful eyes—

Mrs. Riley (interrupting): No. You’re too tired to shop for me after your work is done, dear. On second thought, I won’t bother you.

Getting Even

A general and a colonel were walking down the street. They met many privates, and each time the colonel would salute he would mutter: “The same to you.”

The general’s curiosity got the better of him and he asked: “Why do you always say that?”

The colonel asserted: “I was once a private and I know what they are thinking.”

Employer (to new office boy): “Has the cashier told you what you have to do in the afternoon?”

New Boy: “Yes, sir; I was to wake him up when I saw you coming.”

Not Before; After

Hubby (looking into mirror): Well, I sup­pose you’re plenty angry because I came home drunk with this black eye last night?

Wife: You didn’t have that black eye when you came home.

Sports

January 31 was a “hot night” in the Chicago Passenger Club League when “The International Limited” took three games from “The Aristocrat” for the league leadership, in addition shot a high team single game by getting 1011 and high team three games by totaling 2747, surpassing the high games set by “The Olympian” on November 15, captained by B. J. Schilling, General Agent Passenger Department.

C. N. Rank of the Advertising Department, lead-off got a 567 series in his donation to the night of legeling.

The International Limited

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

UNION REFRIGERATOR TRANSIT CO.

Milwaukee, Wisconsin

Thirty-One
FOR SALE—Jersey White Giant hatching eggs at a cheap price. They are descendants of the Marcy strain. America's oldest strain. My prices are $5.00, 30, $2.25; 50, $4.00, and 100, $5.00. W. D. Bellesfield, Rock Valley, Iowa.

ARGENTINE Dynamite Popcorn, same used in "Karmel Kiga," 10 lb. on ear. Good seed ears with orders $1.00 or more. Postpaid. E. G. Reiff, 313 E. Prairie St., Lanark, Ill.

FOR SALE—Very reasonable prices on all musical instruments, both new and second hand. $1.00 tenor banjo $30.00, in plush lined case. Gold Conn alto sax, case $213.00, in case. $95.00. Gold Conn tenor sax $75.00. New silver three star clarinet in case, Boehm system, $22.00. Write for list. L. V. Olson, R. F. D. 6, Austin, Minn.

FOR SALE—Chincilla or New Zealand White pedigreed rabbits for Easter or breeding stock, also meat rabbits. Wallace VanBurens, 360 Hendee Street, Elgin, Illinois, or 809 Union Station Bldg., Chicago.

FOR SALE—One Victor adding machine. Used one year in station service. Good as new. Full 8 line machine. Direct sub­tractor. A. G. Porter, 635 Lincoln St., Austin, Minn.

FOR SALE—Pheasants for profit or pleasure; upon receipt of P. O. for $5.00 I will ship you by express not prepaid, a pair of beautiful unmarked Ringneck Pheasants, hand raised 1932 birds, requiring only same care as chickens from now on, with exception that they must be confined. J. S. Spurr, L. B. 306, Sanborn, Iowa.

FOR RENT—6 rooms, steam heat, second floor; will redecorate; attractive rental. 301 Southport Ave.

FOR SALE—Jersey White Giant eggs $1.25; 30, $2.25; 50, $3.00, and 100, $5.00. W. D. Bellesfield, Rock Valley, Iowa.

NO-OX-ID may be employed on all metals, either as the sole protective coating or, in the NO-OX-ID FILLER series, as an inhibitor under paint. It provides combined chemical and mechanical protection of the surface, long life, economy and dependability.

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Lincoln Building, New York. Opposite Grand Central

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Name, ........................................

Address, ........................................
In a recent NORMAL year the Milwaukee Road employed nearly 50,000 men and women whose payroll exceeded $80,000,000; expended over $40,000,000 with merchants and manufacturers for materials and supplies and equipment; paid taxes amounting to over $9,500,000, of which a large proportion was applied to schools and a substantial part to highways,—all in addition to furnishing safe, reliable, high class transportation service.

During the last three years the great decrease in travel and shipping by rail has made it necessary for this railroad to reduce its expenditures, other than taxes, about one half. This, with like action by all other railroads, has greatly decreased employment by the railroads and by merchants and manufacturers supplying the commodities and materials used by the railroads and their employees.

It is clearly to the best interest of the public to ship and travel by rail to the greatest practicable extent in order to enjoy the benefit of increased employment and expenditures by the railroads.