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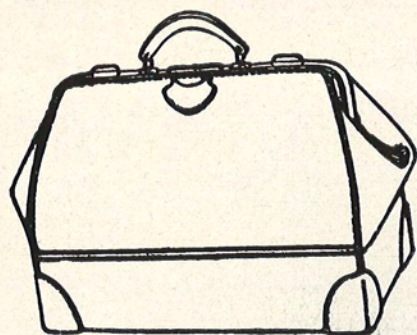
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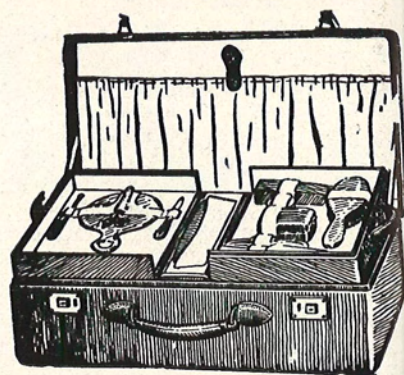
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MAY, 1931





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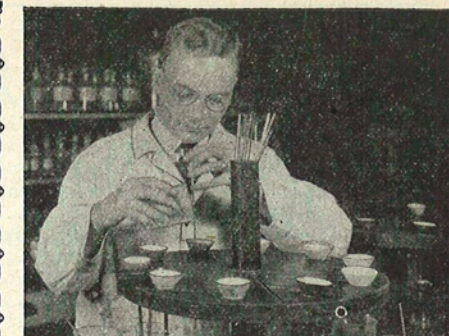
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Choteau, County Seat of Teton County, Montana

By F. E. Randall, D. F. & P. A.
In Co-operation with Commercial Club of Choteau.

IN the fertile valley of the Teton river, almost within a stone's throw of the main range of the Rockies, with its teeming wild life, and adjacent to the famous wheat producing areas of Montana, lies the town of Choteau, county seat of Teton County, Montana. The region is rich in general farming, livestock raising and varied natural resources. Long before the coming of the white man it was the home of the Blackfoot Indians, and over the fertile plains and foothills roamed countless numbers of buffalo, elk, antelope, deer and other wild animals. The story of the winning of this region for the white man is but a parallel of the innumerable other stories which have to do with the conquest and settlement of the great West.

Captains Lewis and Clark were the first white men to view the region from a distance, when in 1805 they made their epochal journey to the Pacific Coast. A year later, upon the return trip, Captain Lewis actually penetrated the region now embraced in Teton county and probably passed within a few miles east of where Choteau is now located. This intrepid explorer was bent on ascertaining if there was not a more favorable passage over the Rockies than the route of the Missouri, but a decisive encounter with a hostile band of Minetaree Indians on what is now known as Badger Creek, north of Choteau, caused him to give up his quest. He gave the name of Tansy to the Teton river.

Following Lewis and Clark is the era of the fur trader and the adventurer; then came the livestock man and the homesteader. The range ultimately gave way to the fence, the covered wagon to the railway, the trail to the highway, the log cabins to the modern homes, until today there now stands in this once primitive region a modern town with substantial business blocks, graveled and parked streets, municipal water and sewer system, pretty homes, an abundance of trees and flowers, miles of cement walks, a county high school, electric lights, natural gas, and many other conveniences and advantages.

Choteau has a population of 1,000, and a taxable valuation of nearly \$1,500,000. It is served by two railroads—the Chicago, Milwaukee, St. Paul and Pacific and the Great Northern, and is on the Park to Park highway, which stretches from Glacier on the north to Yellowstone on the south.

Named for Noted Fur Trader

The people of Choteau are interested in its romantic past; yet they are a forward looking people, and they are interested in seeing more people locate here and in seeing the country developed. The city itself takes its name from Pierre Chouteau, once a president of the American Fur Trading company, who brought

ward looking people, and they are interested in seeing more people locate here and in seeing the country developed. The city itself takes its name from Pierre Chouteau, once a president of the American Fur Trading company, who brought

north of Choteau. The exact site of the old agency is a mile north of the present city limits on the John Lyon farm. Here the visitor may find Indian graves and other interesting relics of that bygone period. One Isaac N. Hazlett held the first patent to the land on which the town is situated, and in 1883 he platted the townsite and applied the name of Choteau.

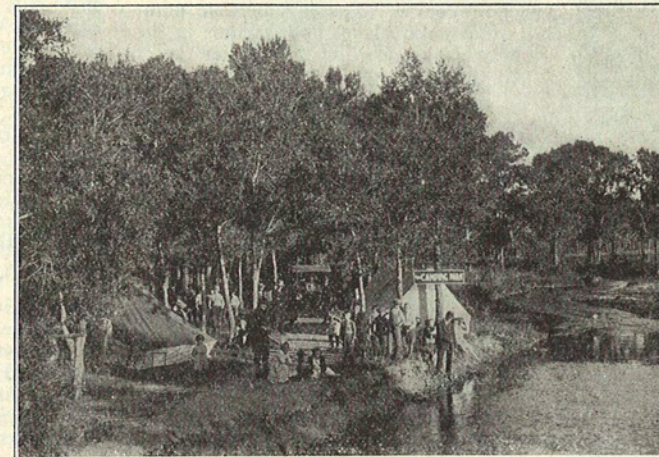
During those early years the place had all the characteristics of a frontier settlement and the predominant industry was livestock. Thousands of head of cattle roamed over the plains and large outfits had vast ranches adjacent to Choteau. Most noted of these was the "Flying U," made famous by B. E. Bowers' novel, "Chip of the Flying U." Other large outfits were the Sands and Taylor, Francois Truchot, Higgins and Mitchell, Carrell and Buck, and the Northern Montana Cattle company. The home ranch of the Sands and Taylor

outfit, commonly known as the "S. T.," was a mile down the Teton river from Choteau, and the home of the Truchot outfit a mile north of Choteau, on Spring Creek. The original buildings stand to this day and offer interesting views and studies for the student and traveler.

Antedating the early cattlemen, and more or less concurrent with the fur men and adventurers, were the early Catholic missionaries, and their activities form an interesting chapter in local history. The Rev. Father Jean DeSmet, a native of Belgium, and famous for having founded the first Christian mission in what became the territory of Montana, is said to have visited the warlike Blackfeet as early as 1840 and again in 1855. The third mission in the territory, St. Peter's mission, was first established about five miles south of Choteau at the foot of Priest's butte, one of the outstanding landmarks in the country. A priest by the name of Fr. Hoecken was in charge of the mission, which consisted of a few crude log huts. Tradition has it that one of the early priests sought safety from the Indians on top of this butte, but was there slain. Later the mission was removed to Sun River, farther south, and still later was permanently established on the Bird Tail divide, near the present town of Cascade. Nothing remains of the early mission at the foot of the butte, but an effort is now being made to determine its exact location.

Passing of the Open Range

In a sequel to "Chip of the Flying U," the same author in the "Flying U's Last Stand" presents a vivid picture of the

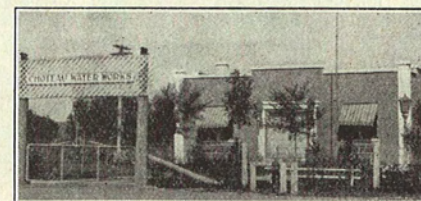


Camping Park, Choteau

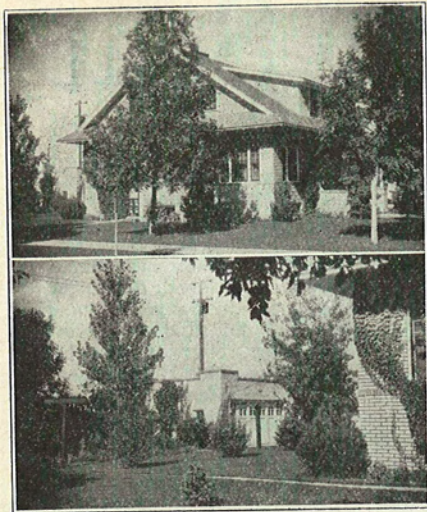
the first steamboat up the Missouri river to Fort Benton in 1860. It must be noted, however, that the spelling of the name of the city is not identical with that of the name of the picturesque Frenchman. A large section of north central Montana in the early days was designated as Chouteau county, and was named after the same Pierre. In later years other counties were created out of Chouteau county, and one of these was Teton county, which was subsequently subdivided into other counties. To avoid a confusion between the county of Chouteau and the town of Chouteau, the spelling of the latter was changed to "Choteau" by the postoffice department, and eventually came to be the official spelling.

Was One Time Indian Agency.

But long before there was any such name, the place was known as "Old Agency," an appellation which sprang from the fact that the Federal government maintained an agency for the Blackfoot Indians at the place. Later, with the settlement of the country and the restriction of the lands of the Blackfoot, the government moved the agency farther north and eventually established it permanently at Browning, seventy-five miles



City Pumping Plant



Residence and Garden of Mayor George Coffey, Choteau

transition of the country from that of the open range with its large cattle outfits, to that of the homesteader or the "nester," as he was scornfully called. But no warfare between stockmen and homesteaders, and no amount of ridicule of the "nesters" could stay the hand of progress or stop the pressure of expansion. In the early '90's, Burton Bench, just east of Choteau, commenced to be settled under colonization plans promoted by Z. T. Burton, and irrigation canals were extended to the Teton river. Farther east more homesteads were taken up and wheat raising commenced to develop. Yet stock raising continued to be an important industry and is today, though it is restricted more to the western portions of the county where the elevation is higher as the Rockies are approached. With the settlement of the country and the increase in agricultural commodities generally, came the railroads, and they in turn have advanced the development of the country.

Choteau became an incorporated city in 1913, and Julius Hirshberg, one of the pioneer merchants, became the first mayor.

Among the public utilities here are the Northwest States Utilities Company, which brought natural gas to Choteau during the summer of 1929 from the oil and gas fields sixty miles north; the Montana Power Company, which is the state's largest electrical concern, and affords Choteau everything that is needed in light and power; and the Mountain States Telephone and Telegraph Company, the Western Union and Postal Telegraph systems.

Schools, Churches, Etc.

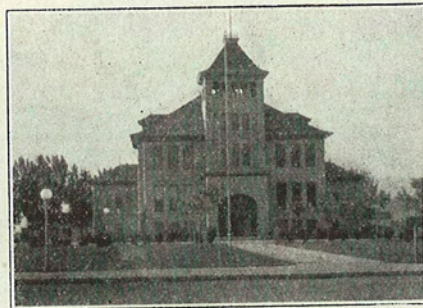
With the development of material things, matters of educational and religious concern were not neglected. The first school house in this locality was a log structure, located a short distance out of the present city limits on the north. Today there is a thoroughly up-to-date plant which with its corps of teachers, has a rating by the state department of education as a superior school. In 1903 a new high school building was erected, and in 1920 the present \$100,000 county high school was put up and the old high school building converted into a dormitory for boys and girls. The Teton County High

School is a fully accredited modern institution, with commercial, domestic science, Smith-Hughes, and other departments.

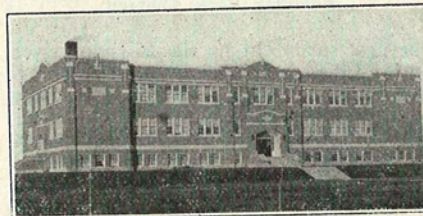
Choteau has three churches, the Catholic, Episcopal and Methodist community church. Lutheran and other churches are adjacent to the city.

Recreational Features.

Choteau is in the center of a region which affords many recreational advantages. The city maintains a park of 74 acres, and on these grounds is a baseball park, a corral for rodeos, the American Legion pavilion, a tourist camp, picnic grounds and other features. Adjacent to Choteau, the Choteau Country Club has equipped and beautified a modern golf course. The innumerable number of mountain lakes and streams in the vicinity make angling a popular sport at all times. Running right through the



Teton County Court House



Teton County High School



A Business Corner, Choteau

city is Spring Creek, from the waters of which it is popularly said more fish are annually taken than from any other stream of equal length in the world. Feathered game is plentiful and a game preserve is maintained adjoining the city and extending several miles to the north. Big game hunting is particularly good in this locality, and the Lewis and Clark National Forest is officially accredited with being the best game forest in the United States. The last census of game animals shows approximately 5,000 elk in the forest and the area from the Dearborn River on the south to Canada on the north is possessed of one of the greatest population of wild animals, including mountain goats, mountain sheep, moose, deer, bear, lynx and bobcat, of any area in the world. At the entrance to the for-

est are numerous dude ranches which operate at all seasons. During the summer season they conduct camping, fishing and sight-seeing parties into the heart of the Rockies, an area of exceptional scenic grandeur, and during the hunting season these ranches outfit hunting parties and furnish licensed guides.

Industry and Business.

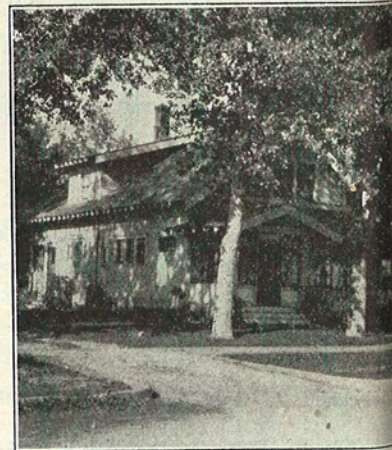
Choteau and environs support the banks, the First National and the Citizens State Bank. Despite the depression, both are in excellent financial condition and maintain reserves considerably in excess of the legal requirement. They occupy modern quarters. There are two hotels and several apartment houses and all are strictly modern. The Royal Theatre is up-to-date and equipped with the Western Electric sound system. Nothing is lacking in the way of general stores, shoe, ice cream parlors, women's and men's furnishing stores, implements, etc. There are two elevators, two hospitals, two newspapers, creamery, bakery and numerous other activities and enterprises.

In the city there are a number of active organizations. The Lions Club combine the duties of a commercial club with those of its other activities, and it sponsors numerous community enterprises. The Choteau Woman's Club is one of the leading civic organizations and maintains the Choteau Public Library; a troop of Boy Scouts, a rod and gun club, and others. Fraternal orders represented include Masons, Odd Fellows, Knights of Pythias, Security Benefit Association, and Neighbors of Woodcraft.

Farming, Livestock, Etc.

Teton County annually produces an average of about 3,000,000 bushels of wheat, which is the leading grain crop. Oats, barley, flax, peas, tame mustard and other grains are produced in abundance and considerable grass and seed are grown. Some corn is also grown. The average annual hay production in the county is 50,000 tons. The total valuation of livestock in the county in 1930 was fixed by the county assessor at \$1,664,380. In round numbers, there are 100,000 head of sheep, 25,000 head of cattle, 10,000 head of horses, and 5,000 head of hogs. Poultry and dairy products are also important industries and co-operative marketing has been advanced to a high degree. The Teton County Shipping Association and the Teton Wool Pool fund

(Continued on page 20)



A Choteau Home

River Division Sketches

M. T. Skewes

IN sending to The Magazine the story of early days on the River Division by Mr. S. S. Johnston, which follows on the next page, I might say a little about the towns along that line that have grown and prospered because of the railroad; and a brief sketch of old Read's Landing, one of the vivid spots of early days, but now a quiet little hamlet at the foot of Lake Pepin, under the shadow of the overhanging bluffs, its glory gone, its "banquet halls deserted," and that, too, because of the coming of the railroad.

Hastings, Minn.

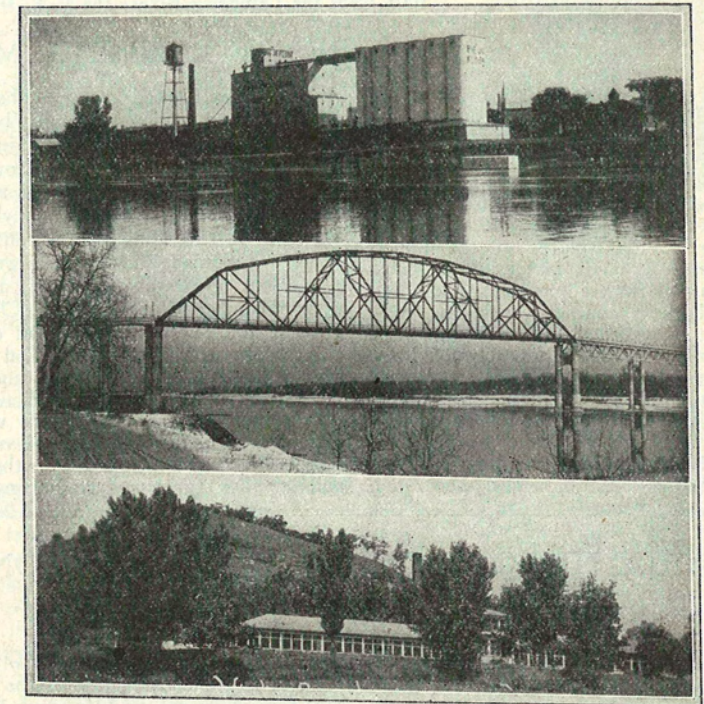
Hastings has a population of 5,000, and located there is one of the largest flouring mills outside the Twin Cities—the King Midas Milling Company, with a storage capacity of a million and a half bushels of wheat. The highway bridge over the Mississippi at this point is one of the "sights" of the locality on account of its elevation high enough to permit the passage of river steamboats.

Red Wing, Minn.

This is a most attractive and industrious city. Its population is 9,000. Red Wing, at one time the largest wheat market in the world, has two flour mills, a linseed oil mill and a sewer pipe works, a stoneware factory and shoe factories. These comprise the heavy tonnage of that city, which is one of our best stations. Another lofty highway bridge at this point spans Old Man River and connects with the state of Wisconsin.

Lake City, Minn.

Beautifully located on Lake Pepin, it would be hard to find a prettier, more attractive spot. There is a fine flour mill, together with the Jewell Nursery Company (one of the largest in the Northwest), and a smaller nursery known as the Lake City Nursery, a rapidly growing industry.



Top: King Midas Mills; Center: High Bridge, Wabasha; Bottom: Sanitarium, Wabasha

Winona, Minn.

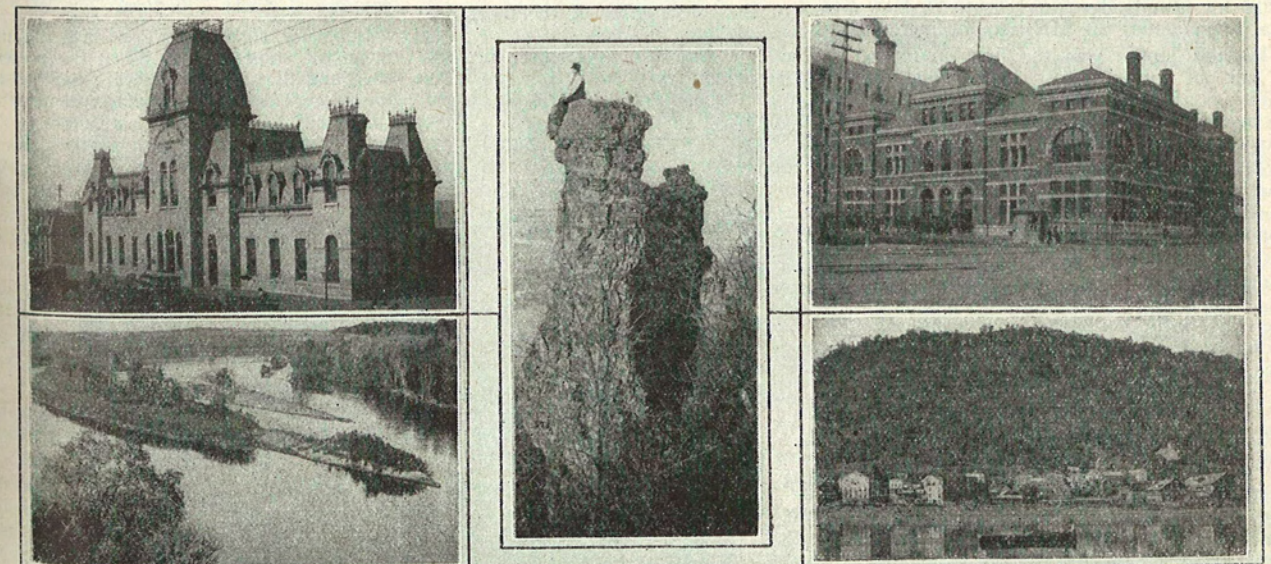
This is the largest town on the River Division, and some day we will take "time out" for a real story of this beautiful and progressive modern city, with a population of 20,000.

Winona at one time was a famous saw mill town, in fact forty years ago that was the main occupation of the people. That industry has, of course, passed into history, but to take its place are a lot of other flourishing and important in-

dustries. Winona is another of our "million dollar" stations.

Wabasha, Minn.

This is the junction of the River and Chippewa Valley Divisions. It has a population of 2,500. It is not such a large town, but we have there one of the finest mills, together with elevators, wool store houses, etc., all providing good business for the railroad. Here, too, is another "high bridge" over the Mississippi.



From an Old Collection of River Division Pictures. Left—The Old Milwaukee Road Passenger Station, Minneapolis; the Mouth of the Minnesota River. Center—Chimney Rock, Mississippi River, near Winona. Right—The Old Union Station, St. Paul, Minn.; the River Front at Minneka, Minn.



The strip above was made from some old photographs of Read's Landing, kindly loaned to The Magazine by Mr. F. A. Bill, of Minneapolis. Left to right: the Levee in Early Days; the Levee after the Railroad Came; Read's Landing Water Front; a Raft from the Chippewa River; the C. V. Division Pontoon

READ'S LANDING, MINN.

It was a likely place for a town at the foot of Lake Pepin, because on the opposite bank of the Mississippi the Chippewa River flowed in, its outlying country covered with heavy timber that had to be floated out to the mills and markets of down-river cities; and "Read's" was then the liveliest place on the upper Mississippi. It has a history going back to Indian and fur trading posts, and trappers and their conflicts with the redskins. It is recorded that in 1840, somewhere on the ground now occupied by Milwaukee Road tracks, one Augustus Rocque maintained the first fur trading shanty erected in this region. In 1841 Edward Hudson, a soldier under the command of Colonel Snelling of the United States Army, settled here and

married a half-breed squaw. Then came Charles Read, reputed to have been the inaugurator of real civilization in southern Minnesota. The budding town was named for Read and while the adjacent territory was the scene of many battles between warring Indian tribes, and sometimes with Read and his followers, the settlement grew as the logs and the dressed lumber swept down the Chippewa current and out onto the broad expanse of the great river. They tied up at Read's, and the river boats up and down stream did likewise. The prediction was freely put forward that Read's was the coming metropolis, while the levees and warehouses were crowded with the goods and supplies for the fast settling lands

beyond the river banks, and for the flourishing saw mill communities on the Chippewa.

The main line of the River Division cuts through the site of what was at one time the largest warehouse in all the country, said to have been erected by the Knapp Stout & Company Lumber Company. They also built and operated the first store at Read's Landing. But it was not so much the coming of the main line that sounded the swan song for Read's Landing, but the construction of the Chippewa Valley Line that sounded the knell of log and lumber rafting and steamboating, and left Read's Landing to its memories and its decadence. It is now a town of less than 250 people.

EARLY HISTORY OF THE RIVER DIVISION

S. S. Johnston, Secretary, I. & M. Veterans

D. C. SHEPARD was superintendent of the I. & M. Division of the Milwaukee, St. Paul Railway when the River Division was first started in 1869, as the St. Paul and Chicago Railroad.

The construction of the road was commenced at St. Paul. It was located on the left bank of the Mississippi River from St. Paul to a point opposite Hastings, where it crossed to the right bank of the river.

The work was started by the company but later a contract was made with the Minnesota Railway Construction Co.

The road was completed and opened for business from St. Paul to a point opposite Hastings in December, 1869, and soon after an iron bridge was constructed at that point across the Mississippi River.

Weston House was the first engineer to run an engine across that bridge to Hastings after its completion in 1870, and from that time on it was in reality the River Division.

The road was completed and opened for business to Red Wing in May, 1870, to Winona in 1871, and to La Crosse, opposite La Crosse in 1872.

On December 8, 1871, the road being completed to Winona, the Milwaukee and St. Paul Railway Co. offered to purchase the line fully completed and equipped, from La Crosse to St. Paul and sale was completed in January, 1872.

The road was completed from Winona to La Crosse after the purchase in 1872 and the whole road turned over to the Milwaukee and St. Paul Railroad Co.

The bridge across the Mississippi River at La Crosse was constructed and completed for business in November, 1876, connecting with the line previously constructed to North La Crosse from the east, making a continuous line from Chicago by way of Milwaukee and La

Crosse to St. Paul and Minneapolis.

Prior to the construction of the bridge, car ferries were used in crossing the river between La Crosse and La Crosse.

This connection sounded the death knell of the old I. & M. as the only through line from Chicago to the Twin Cities.

Many of the towns and cities along the line began to show vast improvements over the old river transportation facilities, and have in some instances become prominent cities, thereby showing what the advantages are of railroad transportation over steamboats and other methods of transportation.

All River Division trains used the I. & M. tracks by way of Mendota up to the time of the construction of the short line by way of Merriam Park.

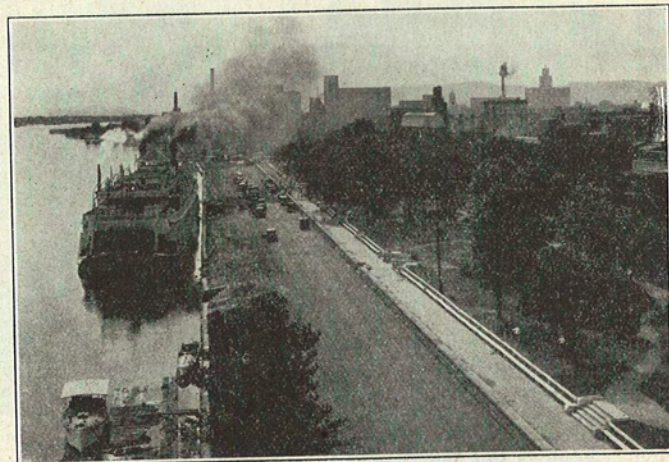
The short line bridge was built in 1880 and permanently opened for business when all River Division trains started

running over this new double track line, which was a great improvement over the old Mendota, I. & M. Division, in saving of time and distance. It is not necessary to state that all equipment of early date was in use at the time of the opening of the River Division and that no great improvement was manifested before 1873, when coal burning engines, improvement in couplings and many other important things too numerous to mention, were adopted as their merit warranted.

The first conductors on the River Division came from the I. & M., and were Jerry Coughlin, James Phelps, J. C. Howard, Dan Howard, W. F. McMillan, George Miles, James Murphy, Charles Dean, and many others.

The engineers were: Frank Dunn, S. Hedding, John B. Johnson, Henry L. Dell, Henry Ramsdell, Louis Peruse, Charles M. Jones, Jos. Lantry, West and J. House.

Seniority rights in those days did not mean the same as they do at the present time and division rights were handled as the officers saw fit to manage them.



The River Front, Winona, Minn.

The New Polo-Birmingham Line

A. G. Holt, Asst. Chief Engineer

ABOUT two years ago this company began planning with the C. R. I. & P. R. R. Co. for revision and double tracking of its line between Polo and Birmingham, Mo., for purpose of reducing gradients, eliminating curvature and shortening distance. At that time the Rock Island was giving consideration to the construction of a new line from Trenton into Kansas City, Mo., to avoid the use of a considerable portion of the C. B. & Q. Line, which it had used for many years between these points, and at the same time secure a more direct line with lower gradients into Kansas City.

Arrangements were finally completed and a preliminary contract entered into between the two companies, and the following work done:

From Polo to four and one-half miles west, the Rock Island built an additional track along the Milwaukee's existing track; thence the Rock Island built, at the joint expense of the two companies, a new double track railroad, passing through Elmira, at which point it is approximately 45 feet above the elevation of the old Milwaukee track, to a point about one mile east of Lawson. From Lawson to Moseby, the Rock Island built a single track railroad which is several miles westerly from the Milwaukee Line, and from Moseby the Milwaukee constructed, at joint expense, a double track line passing through the present station grounds at Liberty and extending to Birmingham.

The ownerships of these two double track lines is to be divided so that each railroad will own individually a continuous track from Polo to Birmingham, these tracks lying side by side; except for the section between Lawson and Moseby, the two railroads will operate as follows: the westbound freight business being run from Polo to Birmingham over the left-hand line, which will take it over the existing line between Lawson and Moseby, via Excelsior Springs, where the gradients favor westbound traffic, and the eastbound freight trains will operate via the Rock Island track between Moseby and Lawson. Passenger trains of both roads running in both directions, will use the westbound line through Excelsior Springs, as the Rock Island Line will be several miles westerly from that station.

The contract for the grading and concrete work of the Milwaukee's portion was let to Petersen, Shirley and Gunther, of Omaha, Nebr., and is practically completed except for a few bridges.

The Milwaukee's portion involves about 1,500,000 cubic yards of grading and 8,000 cubic yards of concrete work. The grading was done in the following manner:

Fills were built up in transversely horizontal layers not exceeding three feet in height, working back and forth from one slope to the other. Most of the material was hauled by caterpillar wagons of seven yards' capacity.

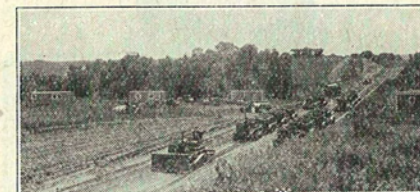
Practically all of the bridges are of

permanent construction, with ballast deck floor to insure easy riding, the largest bridges being the Crooked River Bridge at Elmira, where the track is 80 feet above the river, and over Rush Creek, near Liberty.

It was necessary to alter the Electric Line bridge at Liberty to accommodate the new line, and at the same time maintain traffic on the old line as well as the Electric Line. In order to do this it was necessary to construct a temporary timber bridge with five spans, then removing the old steel bridge. At the present time new concrete piers and bents are being constructed to hold the new steel girders. When this is completed the new steel girders will be placed and the temporary pile bridge will be removed.

The ballasting of the Milwaukee's portion of the line has been completed, the cinders being obtained from Mystic and Jerome, Mo. The contract for loading the cinders was also let to Petersen, Shirley and Gunther, with the exception of a portion of the cinders being loaded by hand loaders. These cinders were obtained from mine shale piles at both these towns, which had been burning for several years and are now cooled sufficiently to be used. The track has all been laid and it is expected that the new line will be ready for operation very shortly, although the Milwaukee has been operating on a portion of the new line from Liberty to Birmingham for the past two months.

It is interesting to note that the homestead of Jesse James, the famous bandit, was a short distance from Moseby, where his gang originated, and his early raids were in the vicinity of this construction work. Another interesting fact in this territory is the Court House at Liberty, which has marks of the bullets of the Civil War.



Tractors at Work on the Polo-Birmingham Line

The tractors shown above were used on the construction work of the new Polo-Birmingham Line. Each tractor pulls three wagons and each wagon has a capacity of seven yards.



W. C. Bush

Celebrates Golden Jubilee

W. C. BUSH, agent, Galewood station, Chicago, on April 1st completed fifty years of faithful service for the Milwaukee Railroad.

It was with much pride and pleasure that a group of Chicago Terminal employees tendered a banquet at the Hamilton Club, April 1st to their fellow employee Bill Bush, to show their friendship and admiration for his efficient, conscientious and loyal service to the Milwaukee Road.

Toastmaster Whiting voiced the praises of various officials and read letters from J. T. Gillick and O. N. Harstad, in connection with long service rendered the company by Mr. Bush, who had filled the position of agent at many Iowa and Illinois points, and also assistant superintendent of terminals in Chicago during his period of service.

The group of employees attending the banquet represented 525 years of Milwaukee Railroad service, averaging 31 years each, and many stories and anecdotes were related in connection with service under the direction of Mr. Bush and others affiliated with him in the Chicago Terminals.

To commemorate the occasion, during the day Galewood employees presented Mr. Bush with a basket of beautiful roses. Messrs. J. L. Brown, H. A. Wicke, and F. M. McPherson, Chicago, were delegated to arrange for the banquet and bring about the presence of Mr. Bush, which was accomplished in a very tactful manner and was a complete surprise to him. During the evening toastmaster Whiting presented Mr. Bush with a fifty-year Milwaukee Service Button, and in recognition of the high esteem and regard held toward him by all, he was presented with a handsome electric clock.

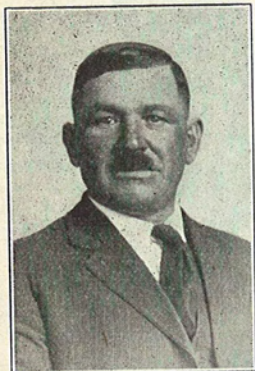
With his co-operative spirit and ever-readiness to help out his friends and others in any emergency, we hope he may remain in his present robust health and be permitted to continue in service for many years to come.

DOUBTFUL OWNERSHIP

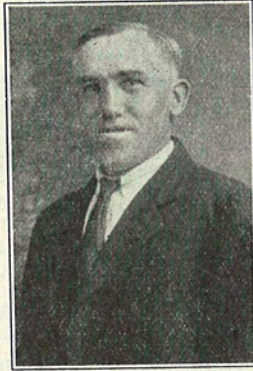
Cop: "Is this your car?"
"Really, officer! I hardly know the answer. I have twenty payments to make—I owe for three repair jobs—and a new spare wheel!"

ACCIDENT PREVENTION

SAFETY
FIRST



M. DeFrancesco



John Vaughn



John Heinkel

Trans-Missouri Division Record-Makers

THE above photographs show Section Foreman Mike DeFrancesco, of Trail City, South Dakota, John Vaughn, of Promise, South Dakota, and John Heinkel, of Dupree, South Dakota, reading from left to right.

Mr. DeFrancesco, with his crew of three men, has a record of four years without a reportable injury. Mr. Vaughn, with a crew of two men, has completed six years without a reportable injury, and Mr. Heinkel, who has been a foreman for twelve years with an average force

of two men, has never had a reportable injury during that entire period to himself or any of his men. Previous to being appointed foreman, he worked six years as a section laborer without a personal injury.

These foremen come under the jurisdiction of Roadmaster P. Richardson, of the Trans-Missouri Division, who carried his entire territory through the year 1930 without a reportable injury with a total of 101,000 man hours worked.

his early railroad career, you will be delighted with the stories he has to tell of the days when he fired Engine 596 out of LaCrosse. He will always wind up the interview by telling you that in all his years of service he has never sustained a personal injury involving disability.



Engineer E. L. Dunlap and Two Granddaughters

A Trans-Missouri Division Engineer

MR. DUNLAP entered the service on January 27, 1887, working as a fireman out of LaCrosse. In September, 1907, he transferred to Lines West, working as an engineer during the construction days, and in 1908 he went into passenger service on the Trans-Missouri Division. He is now running the engines which pull the Olympian between Harlowton and Miles City.

If you are fortunate enough to enter into a discussion with Mr. Dunlap about



Philip Richardson

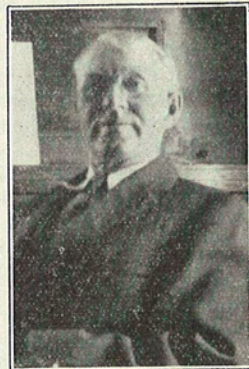
A Good Record

HERE we have Roadmaster Philip Richardson, who makes his headquarters at Trail City, S. D., on the Trans-Missouri Division.

He entered the service of The Milwaukee Road twenty years ago as section foreman at Deer Lodge, Mont., and

after serving in that capacity for several years he was appointed roadmaster of the Trans-Missouri Division, working there for about years. He was transferred to the Idaho Division in 1927 where he worked as roadmaster for four years, and in 1930 he returned to the Trans-Missouri Division where he is located at the present time.

Mr. Richardson attended the first safety meeting held at Deer Lodge, Mont., for the purpose of inaugurating the Accident Prevention movement on the Trans-Missouri Division, and served on the Safety First committee, representing the trackmen, when these committees were first organized. In commenting on the clear record in his territory for the year 1930, he states, "I had the pleasure of seeing all the section foremen under my jurisdiction go through the year 1930 without a reportable or lost time injury and feel quite certain that the record will be duplicated in the year 1931. A trackman's life work is safety."



W. E. Chambers

A Veteran of Thirty-Six Years

WE have above a photograph of Engineer W. E. Chambers, who first entered the service of The Milwaukee Road as a call boy on July 4, 1894, and is now in regular passenger service out of Mobridge on the Trans-Missouri Division.

After working as call boy and first engineer in August, 1902, at Austin, Minn., on the old I. & M. Division. He worked in the yards at the Twin Cities and transferred to the Coast line extension on January 13, 1907, working for fourteen months hauling material and supplies in building lines west.

During his entire period of service Mr. Chambers has never been injured, and has he any knowledge of an injury to a passenger or a member of any of the crews on trains which he handled. He states, "I have always tried to handle my engine and train carefully and safely so as to avoid injury to myself, a member of the crew, a passenger or any one or about the property."

Mr. Chambers has a very enviable record.

(Continued on page 44,

SAFETY RECORDS

The contest for the two-month period ended February 28, 1931, shows the following officers at the top of the list in the various groups:

Name	Title	Division
Devlin.....	Superintendent	Coast
Emerson.....	Master Mechanic	Chicago Terminals.
Snell.....	Dist. Master Car Builder	Southern District.
C. Givens.....	Trainmaster	Kansas City.
H. Dempsey.....	Asst. Master Mechanic	Milwaukee, 1st District.
K. Farner.....	(Classed with Traveling Engineers)	Milwaukee Terminals.
McMahon.....	Division Engineer	LaCrosse and River.
Koga.....	Roadmaster	Wisconsin Valley.
McFadden.....	General Foreman in charge of Large extra gangs	Rocky Mountain.
G. Chipman.....	Chief Carpenter	Coast.
Dummler.....	General Yardmaster	Dubuque and Illinois.
MacDonald.....	Agent, Large Freight House	Milwaukee.
McConahay.....	District Storekeeper	Southern District.
S. Brokaw.....	Signal Supervisor	Middle District.
C. Hempstead.....	Assistant Engineer	Evanston Track.
Reichert.....	Locomotive Shop Superintendent	Milwaukee Terminals.
Roe.....	Car Shop Superintendent	Milwaukee Terminals.
	Superintendent Rail Mill	Dubuque and Illinois.

The personal injury figures for the month of February and the two-month period, 1931, as follows:

	—February, 1931—			—February, 1930—			—Decrease—		
	Fatal	Reportable	Lost Time	Fatal	Reportable	Lost Time	Fatal	Reportable	Lost Time
East.....	1	9	6	2	35	17	1	26	11
West.....	1	10	7	3	5	3	2	4	2
em.....	1	1	1	3	40	20	2	30	13
A decrease of 74 per cent in reportable cases.									
	—Two Months, 1931—			—Two Months, 1930—			—Decrease—		
	Fatal	Reportable	Lost Time	Fatal	Reportable	Lost Time	Fatal	Reportable	Lost Time
East.....	2	19	17	5	88	41	3	69	24
West.....	1	2	3	3	12	7	2	11	5
em.....	2	20	19	8	100	48	6	80	29
A decrease of 80 per cent in reportable cases.									

Mr. W. Snell, district master car builder in Chicago, has furnished the following records for Car Department employees in his territory who come under the supervision of General Carman J. M. Linehan and other car foremen as shown.

Location	Car Foreman	Aver. No. of Men	Date of Last Reportable Injury
anna, Ill.....	C. E. Barrett.....	67	September 3, 1930.
duque Shops.....	H. R. Jones.....	84	August 7, 1929.
quette, Ia.....	H. Fisher.....	20	July 14, 1927.
mwa, Ia.....	Carl Hanson.....	5	February 2, 1928.
er Rapids, Ia.....	L. A. Klumph.....	12	June 21, 1923.
ns, Ia.....	W. Cheek.....	2	None.
urg, Mo.....	I. T. Clark.....	49	October 20, 1930.
evue, Ia.....	Elmer E. Cummings.....	1	January 21, 1924.

THE following foremen in Roadmaster G. Mason's territory, on the Dubuque & Illinois Division, have some nice safety records:

Harm of Freeburg, Minn., working an average force of three men, has gone 30 years without an injury to himself or any of the men under him.

Leigten of Brownsville, Minn., with an average of five men, has worked 42 years without an injury to himself, and 26 years without an injury to any of his men.

E. Noel of Reno, Minn., with an average of five men, has completed more than 10 years without an injury to himself or the men under him.

Osthoff of Clayton, Ia., with an average force of five men, has completed 27 years without an injury to himself or any of his men.

Powers of Marquette, Ia., with a force of five men, has 35 years to his credit without injury to himself or any of the men under him.

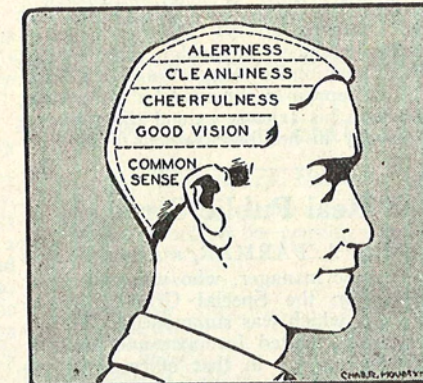
Sturm of Guttenberg, Ia., has a record of more than 30 years without an injury to himself, and 20 years without an injury to his men, the average force being five employees.

Wm. Wohlers of Reno, Minn., working an average of three men, has worked more than 20 years without an injury on his section.

Roadmaster E. Callahan, at Wausau, Wis., of the Wisconsin Valley Division, reports

the following record for foremen under his supervision:

C. Huebner, New Lisbon, on Section No. 1, has 20 years as foreman, and never had a reportable accident to himself or men, with an average of 4 men during summer months.



An X-Ray Photo of a CAREFUL Workman's Head

C. Isaacson, Necedah, on Section No. 2, has 25 years as foreman, and has never had a reportable accident to himself or men, with an average of 3 and 4 men during summer months.

E. Strandt, Babcock, Section No. 4, has 25 years as foreman, and has never had a reportable accident to himself or men, with an average of 3 men during summer months.

J. Heller, Moslinee, Section No. 12, has 25 years as section foreman, and has never had a reportable accident to himself or his men, with an average of 3 men during summer months.

J. Shamanski, Wisconsin Rapids, Section No. 8, has 7 years as foreman, and has never had a reportable accident to himself or men, with an average of 4 men during summer months.

J. Krumrie, Wisconsin Rapids, Section No. 7, has 7 years as foreman, without a reportable accident to himself or men, with an average of 3 men to the section during summer months.

Trainmaster A. C. Kohlaseat, Butte, has furnished the following list of Rocky Mountain Division conductors who went through the year 1930 without an injury in their crews nor have any of these conductors sustained injuries to themselves since they entered the service on Lines West:

Conductor	Service Date
Frank Walters.....	May 27, 1909
Alex Melchoir.....	Sept. 1, 1888
D. C. Leaming.....	May, 1908
G. J. Baker.....	April 5, 1916
P. L. Kirwan.....	August 4, 1913
R. C. Bates.....	August 29, 1913
L. E. Wilson.....	Sept. 17, 1908
W. R. Donner.....	July 1, 1908
W. F. Helman.....	July 3, 1914
O. G. Vanderwalker.....	August 21, 1913
A. J. Carlson.....	Oct. 4, 1913
J. E. McHale.....	Nov. 16, 1913
H. H. Jenkins.....	May 16, 1916
J. C. Driscoll.....	June 18, 1914
Bert B. Ferris.....	Nov. 12, 1910
A. J. Daugherty.....	November, 1915
W. W. Black.....	May 4, 1896
W. W. Black.....	Nov. 2, 1901—Yardmaster

Roundhouse Foreman A. Casey, at Mason City, with an average force of 92 men, has not had a reportable or lost time injury since November, 1929. A nice record for Mason City roundhouse.

Mr. W. D. Askew, supervisor of supply trains for the store department, is an ardent booster of the safety movement, and as a result has a nice record, as will be noted from a portion of a letter he recently wrote to Mr. J. T. Kelly, general storekeeper:

"Safety is uppermost in the minds of our supply car men, they are being cautioned by bulletins and letters to practice and preach Safety First, they are instructed to attend all safety meetings on the various divisions wherever possible, and I assure you that they do this, and they practice and preach Safety First.

"I am proud to say that we have not had an injury to any of our supply car men in the past four years, the crews consisting of twelve men. These men are on the road working on moving trains 45 days out of every 60. They cover 66,000 miles each year."

Car Foreman F. A. Shoulty, at Nahant, Ia., with an average force of 29 men, recently completed a period of three years without a reportable injury. This is a very commendable record.

UNION STATION BUILDING, CHICAGO

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

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

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William D. Carrick

AT his home in Wauwatosa, Wisconsin, occurred the death on March 27th, of William D. Carrick, general baggage agent and veteran employee of this company. He had suffered a long illness from heart disease and complications and had been confined to a sanatorium for several weeks preceding his passing.

Mr. Carrick was a native of Canada, and entered the employ of this company as a clerk in the Baggage Department fifty-two years ago, his entire period of service having been in that department. Always forward looking, Mr. Carrick was the originator of several methods for increasing the usefulness and expediting the service of his department, among them he is credited with having originated the brass baggage check, later replacing it with the cardboard check now in use. He also was a pioneer in the system of getting farmers to ship milk and cream by railroad and was the first to introduce the glass-lined tank cars now in use on many railroads.

But it is as a leader among the employees of this railroad, in all matters concerning their happiness and welfare that "Bill" Carrick will be remembered by the Milwaukee family. He was one of the founders of the Milwaukee Employees Pension Association and has been the president of that organization since its inception. He was a leader in the Veteran Employees' Association and every program of that organization's meetings in recent years has been arranged and carried through to one hundred per cent success under the leadership and with the untiring personal attention of Mr. Carrick. No task was too heavy for him to undertake and no detail so insignificant as to escape his watchful eye. His last appearance for the veterans was a fitting finale of a lifetime given to the service of others, when he organized and carried through to phenomenal success the great excursion to Seattle, when thousands of veterans in five long special trains were conveyed across the continent to the largest, most impressive and most successful meeting the Veteran Association has ever held; and there was not so much as a ripple in the smooth operation of the complete program.

Mr. Carrick was greatly beloved and his passing is a distinct loss to his countless friends and admirers, who will look back on their association with him as a privilege and a milestone on life's highway. He is survived by his widow, one daughter, Mrs. Norman Bennett, a brother, J. A. Carrick, in the employ of

the railroad at Milwaukee, and two sisters residing in Canada. Funeral services were attended by officials and employees of the line, all of whom counted him as their personal friend.

Adolph Yappen

1860-1931

ON April 4th, Adolph Yappen, assistant engineer of bridge maintenance, died at Rochester, Minn., from pneumonia, which supervened after a major operation. The funeral was at Minneapolis, Minn., on April 7th.

Mr. Yappen was born in Schlesswig, in 1860, and showed in his massive physique the traces of his Viking ancestry. His parents came to Sabula, Iowa, when he was a boy and he grew up there, going to the University of California for his college training.

His early railroad experience was on the construction of the Northern Pacific R. R. and other pioneer work in the eighties; amongst other things assisting in laying out the city of Tacoma, Washington.

Mr. Yappen's service with the C. M. St. P. & P. R. R. commenced in 1893, when he entered the Bridge and Building Department. When Chicago track elevation was first commenced in 1898 he was associated with it and later was assistant engineer on construction work in Illinois, Iowa and Missouri. In 1901 he became district carpenter, with headquarters successively at Green Bay, Wis., Milwaukee and Chicago. In 1919 he was made assistant engineer of bridge maintenance, which position he occupied until his death.

Mr. Yappen is survived by his widow, to whom his friends extend their sincere sympathy in her bereavement.

Real Public Service

MR. J. A. FARMAR, assistant freight traffic manager, who was called for service on the Special Grand Jury in Chicago, which was summoned in March, was the appointed foreman, and his outstanding service in that office is recognized in the following letter to President Scandrett:

Mr. Scandrett's reply to Judge McGoorty and his letter of appreciation to Mr. Farmar are also of interest.

The fine public service rendered the citizens of Chicago by the Special Grand Jury in question was due in no small measure to the excellent leadership and spirit of Mr. Farmar as the foreman.

CRIMINAL COURT OF COOK COUNTY

John P. McGoorty, Chief Justice
In Chambers

Chicago, March 25, 1931.
Mr. H. A. Scandrett, President,
Chicago, Milwaukee, St. P. & Pacific R. R.
Union Station, Chicago.

My dear Mr. Scandrett:
The fine morale of the Special Grand Jury is due, in a great measure, to its foreman, Joseph A. Farmar. His fine civic spirit and manifest desire for real public service had its stimulating effect.

I wish to take this opportunity also, assuring you of my appreciation of your recent encouragement of Mr. Farmar in his determined stand. I am truly very proud Mr. Farmar and his associates, and hope that they will accomplish much.

Again thanking you for your fine cooperation, believe me to be, with kind regards,

Sincerely yours,
(Signed) JOHN P. MCGOORTY,
Chief Justice

March 26, 1931.

Hon. John P. McGoorty,
Chief Justice, Criminal Court of
Cook County,
Chicago, Illinois.

My dear Judge McGoorty:

Your letter of March 25th, in regard to Mr. Joseph A. Farmar, gives me keen pleasure and satisfaction. We, on The Milwaukee Road, are happy that Mr. Farmar's work as foreman of the Special Grand Jury meets with such warm commendation on your part.

It was most thoughtful of you to write on this subject, and I should like to have your permission to publish your letter in the Milwaukee Road Magazine.

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

March 26, 1931.

Mr. Joseph A. Farmar,
Assistant Freight Traffic Manager.
Dear Mr. Farmar:

I wish to express my great pleasure in receiving the attached letter from Honorable John P. McGoorty, chief justice of the Criminal Court of Cook County, in regard to the manner in which you have discharged your duties as foreman of the Special Grand Jury. You may well take pride in the warm commendation that Justice McGoorty accords you, and I wish to add my felicitations and congratulations on the fine work you are doing in the public service.

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

New Type of Steam Locomotive For Use on the Railroad Where Electrification or Motorization Has Been Contemplated

A NEW and unique high-pressure steam engine that promises to maintain the supremacy of steam for transportation purposes in many branches of railway operation has just been acquired by The Milwaukee Road.

The new type of motive power is named The Locomotor, and to all outward appearances it resembles a modern steel baggage car. It is 61 feet long, weighs 127,000 pounds and generates 500 horse power. Steam is generated in a small compartment in the forward end of the car where the controls are located. The engines themselves are fastened under the car to permit the floor space to be used for baggage, express and mail. The number of coaches which it can haul is determined by the schedule to be maintained and the grades encountered.

The new unit uses 700 pounds pressure, which is about three times the normal pressure of the modern steam locomotive. Steam is made only as needed and the fuel used is either distillate or ordinary furnace oil, automatically fed; and is burned so completely that there is no smoke. Unlike gasoline exhaust, the gases from the burned fuel are not poisonous. The steam itself is condensed and the recovered water is used again to make steam.

Power is applied to both rear and forward axles without the interposition of transmission gears. Journals are the roller-bearing type enabling the car to be started with a minimum of tractive effort and without noise or vibration.

During the past three years practical service tests of the Locomotor have been made in conjunction with The Milwaukee Road, by the International Harvester Company and the Ryan Car Company, who are putting it on the market.

High School Students Visit Washington

APPROXIMATELY 2,000 high school students came to Chicago from various points on The Milwaukee, en route to Washington, D. C., to spend a part of their Easter vacation visiting places of historical interest.

Three special trains carrying parties of students were operated over The Milwaukee and special low rate tickets were sold for the occasion.

Cincinnati Zoo Opera Company to Milwaukee

THE Cincinnati Zoo Opera Company, Isaac Van Grove, conductor, with 125 or more in the party, left Chicago in a special train over The Milwaukee Road on April 20th, en route to Milwaukee to present the opera "Carmen" under the auspices of the Civic Concert Association of that city. A number of Chicago Civic Opera stars were in the group.

New Packard Seed House at Edgeley, S. D.

MR. C. L. PACKARD, of Edgeley, has supplied a long desired need by establishing an up-to-date seed house at that point and locating same on C. M. St. P. & P. tracks.

All up-to-date cleaning and treating

machinery has been installed—capacity, 6,000 bushels per day. This will afford a nice tonnage for our line.

Prize Trips to the National 4-H Congress and Future Farmers' Meeting

Milwaukee Road Contributes to This
Extension Service

PRIZE trips to the National 4-H Congress at Chicago the coming fall and the annual meeting of the Future Farmers of America at Kansas City, are to be awarded to boys and girls residing along the line of our railroad.

For the seventh consecutive year this railroad, through cash contributions to the extension service of agricultural colleges, helps to make possible these prize trips to the boys and girls recognized for outstanding work in this department.

Approximately 200 boys and girls will make the trip to Chicago during the time of the International Live Stock Show; and high school boys who are receiving vocational training in agricultural and live stock work will go to Kansas City while the American Live Stock Show is in progress. The agricultural workers and instructors will act as chaperons while the party is en route and in Chicago and Kansas City.

4-H Clubs are composed of boys and girls who are studying agriculture and home economics on their own farms under the guidance of state agricultural colleges. The name signifies "Health, Hand, Heart, Head." The club emblem is a four-leaf clover.

Great Travel Bargains

Drastic Reduction in Passenger Fares
ON April 24th and 25th, what the General Passenger Department termed "the biggest travel bargain offered in many years by The Milwaukee Road," was put into effect, with time limit for returning May 4th.

The rates in effect for April 24th and 25th, with return as above, were: Round trip excursion rates at three-fifths of the one-way fare, for coach travel, and first class excursion rates at one fare for the round trip (good in sleeping cars).

The return limit of May 4th allowed passengers plenty of time in which to use day trains in both directions if they so desired.

This popular reduction in passenger

fares was taken advantage of by a great many people, and extra equipment on passenger trains everywhere was furnished to accommodate the travelers.

Commander's Trophy Awarded Milwaukee Road Post American Legion Cup Goes to Car Department, Tacoma, Washington

THE trophy presented last year by Milwaukee Road Post of the American Legion for the best safety record, was awarded to Mr. F. D. Campbell, assistant superintendent, Car Department, Tacoma, in line with the policy of the American Legion adopted at their national convention in 1928, urging all Legion members to prevent accidents; and of the Milwaukee Road Post to award this trophy to the division or department having the best safety record for 1930. The cup was sent to Tacoma on April 18. Details of the presentation will be published in the next issue of this magazine.

The 1930 Taxes in Iowa

COUNTY TREASURERS located in the Iowa counties, where the Milwaukee Road operates, have received from the railroad, checks in payment of taxes for the year 1930, to the aggregate of \$1,374,572.62, to be used for the benefit of the residents of this state. Payment is made in two installments.

The Milwaukee Road has an important investment in Iowa comprising right-of-way, buildings, equipment and over 2,660 miles of track of all kinds. Service is maintained at 350 stations. In normal times its payrolls in the state amount to more than \$11,000,000 annually, divided among nearly 6,500 employees. Each year the road purchases materials and supplies costing more than \$1,000,000 from manufacturers and producers in Iowa.

Railroad taxes have increased considerably in recent years. Complete figures for the year just closed are not as yet available but in 1929 the railroads of this country paid in taxes approximately \$420,000,000.

Since 1911 railroad taxes have increased 302 per cent, while investment in their properties increased but 74 per cent. From these statistics it would appear that so far as taxes are concerned, our railroads are in a class all by themselves.

MILWAUKEE EMPLOYEES PENSION ASSOCIATION

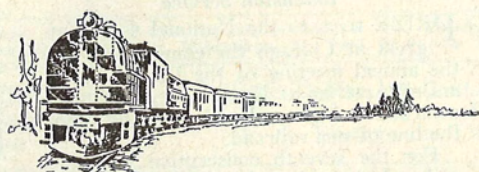
Members Entered on Pension Roll March, 1931

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

Name	Occupation	Division or Department
Henry A. Bischoff	Locomotive Engineer	Chicago Terminals
John Drumm	Boilermaker	Milwaukee Shops
Christy Dunn	Station Helper	Iowa Division
George H. Finney	Storehelper	Tacoma Shops
Oscar Gruenzig	Carman Helper	Dubuque & Illinois Division
Edward Haese	Steamfitter	Milwaukee Shops
Frank Harms	Carman	Dubuque & Illinois Division
Michael H. Hawley	Section Foreman	Coast Division
John Heiter	Carman	Dubuque & Illinois Division
Christ Johnson	Laborer	Minneapolis Shops
Clarence Latham	Engineer	Dubuque & Illinois Division
Frank A. Maynard	Conductor	Iowa & Dakota Division
Jesse H. Mitchell	Laborer	Terre Haute Division
Chas. Mohrman	Carman Helper	Western Ave. Shops
Oscar C. Moll	Cabinetmaker	Milwaukee Shops
John P. Moulton	Switchman	Milwaukee Terminals
Levin G. Price	Sleeping Car Porter	S. D. Car Department
William T. Ross	Engineer	Dubuque & Illinois Division
John Schepeik	Carman	Dubuque & Illinois Division

C. W. MITCHELL, Secretary-Treasurer.

Chicago, Milwaukee, St. Paul and Pacific Railroad Company



COURTESY

Service and good will are two essentials to a transportation company.

Courtesy bespeaks character and one of the best ways for the employees to appreciate the results of courtesy is to observe the reactions of the public. In dealing with the public, the employee should school himself to give customers close attention, prompt, cheerful and reliable service and endeavor to show them that their patronage is appreciated, and that their problems, so far as transportation service is concerned, are also his own.

Our organization, composed as it is, of thousands of members, is simply a great family circle, and the attitude of the members toward one another and toward the public should be just the same as between the members of any happy family at home — harmonious and friendly. In railroad work, as in any other business, there is no substitute for this simplest and least expensive of habits.

Since we represent the Milwaukee to the public it behooves us to bear in mind that our actions toward the public should at all times generate a favorable attitude toward the railroad. Competition is very keen, and, with so many agencies in the field, all other things being equal, the successful institution will be the one which practices courtesy the most diligently.

(By E. A. Witt, Chief Clerk to Vice President, Chicago)

E. A. Witt
Vice President.

Chicago, Ill., May 1, 1931.



The Agricultural and Colonization Department

Hungarians Locating in South Dakota

In Milwaukee Territory West from Aberdeen

THE Friends Coal Company, of Bannock, Ohio, composed of over 200 Hungarian coal miners, are co-operatively operating two coal mines, which will be completely worked out in about four years. Our Colonization Department interested members of this organization in opportunities for combined farming and lignite coal mining in our main and branch line territory west of the Missouri in Dakota.

Messrs. Paul Nagy and Joseph Hegdus, president and treasurer, made inspection trips last fall and after thorough investigation became convinced that members of their company could succeed in such combined farming and mining in South Dakota, and decided to establish a colony tributary to our railroad.

They have secured a tract of land near Isabel and the first two families have moved on to their land. It is planned to have the older families moved first and then to successively locate all of their member stockholders.

On March 24 our colonization agents, Martin Himler and A. F. Fisher, accompanied eleven prospective settlers from Ohio to South Dakota, as well as one from Centerville, Pennsylvania, and expected to meet a number of Hungarians from Riverside, California.

Several weeks ago Colonization Agent Fisher took George Demeter and his family from Richmond, Indiana, to McIntosh, South Dakota, and Joseph Molnar, from Gary, West Virginia, to the same point. Mr. Louis Peterfy, of Columbus, Ohio, is now seeking location for a small cheese factory in South Dakota. Mr. Mike Laki, of Detroit, Michigan, has moved and will locate near Java, South Dakota.

These Hungarians came to the United States from farms in their fatherland and have the desire to get back to the land. They will make high-class citizens and help in the development of the West River country.



The Little Missouri Country

THE Logging Camp Ranch on the Little Missouri River, Slope County, North Dakota. Good feeder cattle are produced on this ranch for shipment to corn-belt feed lots. The ranch is located in one of the best cattle-producing areas of the Northern Great Plains, owned by John Hansen, Ranger, North Dakota.

(Continued on page 47)



L-O Steers from Montana

ONE load of the prize winning L-O yearling steers at the 1930 International Live Stock Exposition, Chicago. The steers were shown in the feeder division and demonstrated that Montana cattle are good buys in stocking corn-belt feed lots. Ed Light, manager of the L-O Ranch, Miles City, Montana, is breeding a feeder steer that will satisfy corn-belt feed-

ers. Mr. Light and Miss Neal, secretary of the L-O Ranch Co. appear in the picture.

The L-O Ranch is located in the famous Powder River County, and the rich grasses grow good cattle. The Milwaukee road connects this good cattle country directly with the corn-belt feed lots over its own rails.

Better Wisconsin Potatoes

State Growers' Association Plans to Improve Quality and Increase Markets

A MEETING of the Wisconsin Potato Growers' Association was held at Rhinelander, Wisconsin, on March 28th, at the call of James Isherwood, president, and J. G. Milward, secretary. The object of the meeting was to plan for the 1931 State Potato Show to be held at Rhinelander in October. The show will stress quality and better marketing methods in order to compete successfully with increasing competition from other states. Wisconsin potatoes are not as well known on the large city markets as the famous Idaho potato. The high standards and quality production methods of the Idaho grower have sold this potato successfully to the city consumer. The Wisconsin Potato Growers' Association co-operating with the State Department of Agriculture and markets, the College of Agriculture and the county agricultural agents are planning a program to raise Wisconsin potato quality to meet this competition. The state potato show is to play an important part as an educational feature in this program.

Control of potato diseases is a problem which the Association is facing and much educational work must be carried on. A tour of potato growers to potato sections of the state in August, to study methods of disease control is planned. J. G. Milward, the active and enthusiastic secretary, promises the growers an interesting and valuable week of study right in many potato fields.

The Milwaukee Road is interested in furthering this program and was represented at the Rhinelander meeting by Assistant Commissioner Evan W. Hall.



Moses Lake, Washington, Fish to New York City

IN 1930, 922,347 pounds of carp were shipped over the Milwaukee Road to points in the East. Nets from 1,400 to 1,500 feet in length are used in seining the fish which are then put into large scows and towed by motor to fish ponds provided for this purpose, and where they are fed and fattened for the market. From 40 to 50 tons of corn with an equal amount of pulverized potato is usually required for a season's catch of carp before they are properly conditioned for eastern markets.

The Automotive Industry in Wisconsin

E. A. Lalk, Assistant General Freight Agent

WHEN thinking of automobiles, probably few of us realize the importance of the state of Wisconsin in that industry, yet Wisconsin probably outranks all other states with the exception of the state of Michigan in the manufacture of automobile machinery, automobile parts, equipment, and accessories.

During the season when the automobile industry is at its height in production, hundreds of carloads of automobile parts are shipped from the state of Wisconsin daily to the large automobile centers of the east. Not only does the state of Wisconsin rank high in the manufacture of parts, but in five of her cities are located large factories where automobiles are manufactured complete for delivery.

The Nash Motor Co. has factories at three points in Wisconsin—Milwaukee, Kenosha, and Racine. The Chevrolet Motor Co. has a plant at Janesville and the Kissell Car is made at Hartford, while the Sterling Motor Truck is made in Milwaukee. The Ford Motor Co. has a large assembling plant at Milwaukee.

The largest single producer of automobile parts in Wisconsin is the A. O. Smith Corporation of Milwaukee. This plant turns out thousands of complete frames daily. The A. O. Smith Corporation is located on The Milwaukee's rails, and is one of the largest industries of its kind in the world. It supplies the frames for most of the nationally known cars of today. The majority of these frames are made on one machine, a machine practically automatic. The steel goes in at one end of the machine which is over a block long, and comes out at the other end a complete frame, through the paint room and drier to the car, one of the real marvels of the age.

Next in order of production are castings, forgings, and stampings. Hundreds of carloads of these commodities are shipped annually from foundries and factories located throughout the state.

Two concerns in Milwaukee are the manufacturers of auto bodies. The Seaman Body Corporation manufactures car bodies for Nash cars.

Your car may be equipped with Federal Pressed Steel Company's brake drums or bumpers, or perhaps a Badger bumper, manufactured by the Badger Mfg. Corporation, both of Milwaukee. Then again, you may have a steering gear made by the Hannum Mfg. Company, or an Eclipse Timer taking the current from Globe Union Manufacturing Company batteries.

It is possible your comfortable rides are being taken on Milwaukee Bedding Company cushions and pads, while your car draws its gasoline from a tank made by the Stolper Steel Products Company, and which was filled at a gasoline station using a pump made in Milwaukee.

Take a look at the radiator on your car, it may be a Hexel or a Perflex, Milwaukee products. Foot pedals, horns, tubing, castings, forgings, engines, safety locks, auto commercial truck bodies and dump car bodies, pumps and trucks, housing and oil pans, tires, hoods, instrument boards and gauges, paints and var-

nishes are all made in volume in Milwaukee.

Rough castings are cast at Beaver Dam, Wisconsin. Edgerton manufactures trailer carts, trucks, and axles. Fond du Lac, auto tops for Fords and Chevrolets, also spark coils. At Hartford, the Kissel car and International muffler.

La Crosse makes engine blocks, engine heads, water pumps, oil pumps, breather bodies, breather body cans, instrument panels, ammeters, oil pressure gauges, electric gas gauges, mechanical gas gauges, electric heat indicators, lamp assemblies, radiator caps, gas filters, gas tanks, ventilator tubes, hub caps, scuff plates, ash receivers, name plates, panel faces and various other small parts used on most of the standard make cars of today.

At Madison auto fly wheels are made. Nashotah manufactures auto trailers. Oshkosh is the home of luggage carriers. Here truck axles, auto truck bodies for livestock trucks and farm trucks are also manufactured.

Stoughton, Wisconsin—In the Stoughton wagon plant is now manufactured light freight bodies for autos and small trucks.

Waukesha—Castings and frames are manufactured here, as are oil and water pumps, jacks, aluminum castings, and a large product of gasoline engines for pleasure cars and trucks.

Waupun, Wisconsin—Ever use the Shaler Vulcanizer when you repaired your own? Well, it is made at Waupun, as are tire repair kits, iron rubber molds, garage vulcanizers and parts, rubber patches and vulcanizer tools.

Wausau—Makes piston rings—Wausau for rings!

Green Bay—At this point is manufactured, in large quantities, castings and forgings for a popular priced car.

Racine—Builds the Nash car and manufactures many auto parts.

Kenosha—One of the homes of the Nash car.

Janesville—The Chevrolet plant.

While I have written principally of the auto industry from the pleasure car and truck standpoint, I do wish to say some-

thing about the manufacture of tractors in Wisconsin; an industry that normally produces a trainload or more a day is mighty important.

At Milwaukee and Racine are located four of the largest tractor manufacturing plants in the country—The International Harvester Company, J. I. Case Company, Massey-Harris Company, and the Allis Chalmers Mfg. Company. These tractors are used throughout the civilized world and are too well known by all to enlarge upon. The main point is they are made in Wisconsin.

You can make a safe bet with your friends, no matter what car you drive that some part of your machine came from Wisconsin or was made upon machinery manufactured in Wisconsin.

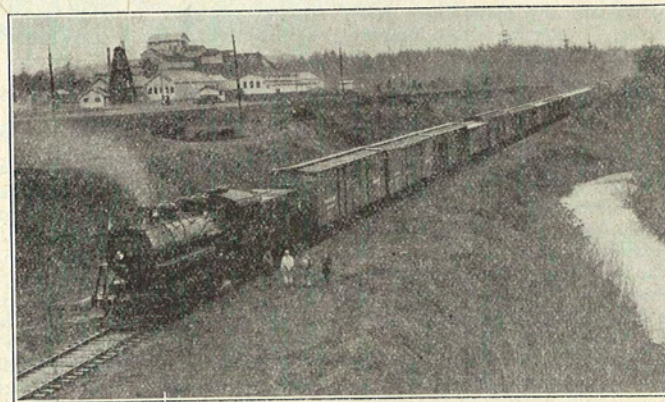


J. H. Morse and Crew

A Clear Record for More Than Two Years

IN the above picture we have Car Foreman H. J. Morse at the extreme right, his assistant foremen and safety committee of the Car Department force at Deer Lodge, Montana. Reading from left to right the names of the men are D. A. Rittenhouse, Theodore Meyers, Rudolph Swanson, Tom Nelson, A. W. Kaeding, F. E. Dunton, F. E. Willoughby, E. B. Wahl and H. J. Morse.

The efficiency of the men in the picture in Accident Prevention work is clearly indicated by the fact that there have been no reportable or lost time injuries in the Deer Lodge car shops since December 31, 1928. A clear record of more than two years is something to be proud of, and the 130 men at this point feel that while they have accomplished something worth while, still that is not going to deter their efforts, for it is their intention to continue on indefinitely. We're plugging for you, Deer Lodge, and hope that your record will go on and on.



Twenty-one-Car Train of Canned Fruits and Vegetables from C. S. Kale Canning Company, Everson, Washington

SAID TO BE HUMOROUS

They Like Our Facilities

Because ambitious truckmen competing with the Milwaukee Road were using its stock yards and scales to sort out and weigh live stock, the railroad's agents at several stations in Iowa and South Dakota found it necessary to padlock these facilities.

This is bad enough, but insult was added to injury some time ago when bus passengers complained because they found the toilet rooms in the railway station locked when their bus arrived.

Perhaps the railroad could make a little money out of their ex-patrons by renting out these concessions.

Kessingerisms

No wonder "horse sense" is proverbial. The horse knew at first that an automobile was something to be afraid of.

You can say one thing for old dobbin. He could stop without being smashed in the rear with anything worse than a whip.

There are two kinds of drivers—brakers and dodgers. You can tell the kind by the location of the dents.

Hard times: A period when most of the automobiles you see on the street are paid for. —Mid-West Review.

An Apt Adjective

An able propagandist for commercial buses and trucks says that these vehicles "are making a staggering contribution to the material welfare of the nation."

He's right. And even in these dry days we all know what causes staggering. It is due to carrying too great a load—internally, externally or financially.

Old, But Still Good

Pat was crowding his gang of track layers at top speed, when the superintendent walked over the work on an inspection trip. He approached Pat and displayed three nice new spikes which he had picked up a mile back. He upbraided Pat for being so wasteful with company material, leaving the spikes to be lost in the surfacing. "Glory be," says Pat, "did you find them? I had three men three hours looking for them."

Fortune-teller (to motorist)—"I warn you, a dark man is about to cross your path."
Motorist—"Better warn the dark man."

Mogul Mike Says:

A bunch of fellows skyhooting about the country in airplanes are getting a lot of credit for speed that don't mean anything.

If a shipper has a couple of thousand tons of freight to be hauled 500 miles, my train can handle it in one day, but one of those fancy fliers in a one-ton 100 m.p.h. plane would take more than two years to do the job.

What do they mean—"Speed"?

Switch Shanty Reminiscences

"'Tis glad I am that you got the veterans' annual, and I hope that you'll live long days to get much mileage out of the pass." The speaker was Brian O'Rourke, veteran switch tender in the lower yards. His audience consisted of the coach yard switch crew; "on the spot" in the yard clerk's shanty.

"But, speaking of transportation," continued O'Rourke, who was affectionately known to the yard employees as "King," because of his

insistence that he could trace his lineage to the early kings of Ireland, including the illustrious Brian Boru, "did I ever tell you of the upstart whose pass we put out of commission in the early days when we were buildin' out near the river? Well, then. 'Twas a checker or an inspector of one kind or another, he was, and he rode with us a whole lot in those days when I was in train service. I don't know just what his business was, but he was an unpleasant cuss. Always pokin' his nose around into other people's business. Nobody had a good word for him. For a while he'd hand up a telegraph pass or a trip pass. Then one day he showed up with an annual. My what a proud peacock he was when he came by that card.

"We fellows figured that holding a card pass meant that he'd be with us for some time to come, so the boys got to figurin' some way we could get rid of him, and 'twas Con Kelly who hit on the idea. What a man was Con. Con was his title and Con his name. Never a finer looking man wore brass buttons than Conductor Cornelius Kelly.

"Says Kelly to the boys one night in the beanery, 'Tell you what we'll do. Every time 'His Nibs' hands up that card, we'll punch a few holes in it.' 'Twas agreed.

"Sure, it wasn't long 'til the bloomin' thing looked like a sieve. So he sends it in to the General Office and they send him another. And what do you think the bugger did? Bless me, if he didn't take it to a cobbler's and have a piece of sole leather cut to the size and stitched to the back of the pass. Well, now, one would think that would stump the boys. But mind you he hadn't reckoned with Con Kelly. 'Twas but a day or two 'til he boarded Con's train.

"Con walked down the aisle to where this spalpeen was sittin' and in his most pleasant voice, said Con, 'Tickets, please.' Out comes the pass and all, most an inch thick. As solemn as a judge, Con writes up an 884; shoves it in his pocket; puts his pencil back behind his ear; then, holding the card to the open window, draws a pistol from his hip pocket and shoots three holes through the middle of it."

The arrival of the yardmaster on the scene terminates the tale.

Milwaukee Road employees are invited to send in contributions for this page. We will be glad to receive jokes about transportation matters and suggestions for MOGUL MIKE. Address The Milwaukee Magazine, Union Station, Chicago.

An Epoch-Making Event

Portending the Passing of the Plank Road

AN AGED and yellowed page of the "River Times" of Fort Winnebago, Wisconsin, of November 25, 1850, yields the following, a reprint from The Milwaukee Sentinel of a slightly previous date:

Excursion to Wauwatosa

"Yesterday afternoon, pursuant to an invitation from the officers of The Milwaukee & Mississippi Railroad Company, a number of our citizens took a ride on the cars as far as Wauwatosa. The company included the Mayor and Common Council, the President and Directors of the R. R. Company, a representative from each of our city papers and a few other invited guests: making about two carloads in all. The locomotive 'Wisconsin' started with her freight shortly before four o'clock, and in twelve minutes brought up at Spurr's Tavern in Wauwatosa, going at the rate of thirty miles an hour without any special effort. The track was found to be in capital order, solid as a rock, and comparing favorably in all respects with the best made eastern roads. Among the guests we must not forget to mention our esteemed friend and former Mayor, Solomon Juneau the founder and first settler of Milwaukee, who, yesterday for the first time in his life, saw a locomotive and enjoyed a ride on a railroad. He *did* enjoy it emphatically, and where our readers remember that

but sixteen years ago he was the only white man living here, when now we can show a city of 22,000 inhabitants, with five plank roads and one railroad "penetrating the interior" they will admit, we think, that he had good cause to do so.

"After a brief stop at Wauwatosa, and with a fair addition to their number, the guests were whisked back to the city in a quarter of an hour, all highly pleased with the excursion and proud of so good a beginning for our Railroad to the Mississippi. We heartily congratulate the intelligent and energetic President and Directors of the road, at their successful progress thus far, and cordially wish them God speed in their great work. The enterprise is one which commends itself to the good wishes and hearty help of every citizen of Wisconsin.—Milwaukee Sentinel."

The village of Wauwatosa, now almost a part of Milwaukee itself, was then five miles from the new city, and it was a good pair of dobbins which could negotiate the distance over the clay roads, up hill and down dale, in an hour and a half.

As we all know The Milwaukee & Mississippi Railroad, projected from the metropolis of Wisconsin to the Mississippi River and built in installments, finally reaching the River at Prairie du Chien, was the beginning of "The Milwaukee Road."

at Deer Lodge, Mont., which I held until April, 1913, when I was sent to Lewistown as material foreman for the building of that line from Lewistown to Great Falls. In 1914 I was appointed roadmaster from Geraldine to Great Falls, 62 miles. I ballasted this line with gravel. In December, 1914, this track was put back under the regular roadmaster and I was given charge of the terminals at Great Falls.

"I worked there until the latter part of 1917 under Mr. C. L. Whiting, our superintendent at that time. Mr. Whiting is now superintendent of the Chicago Terminals.

"I left the Northern Montana Division in 1918 and took charge of the terminal yard at Marmarth, North Dakota. I left there in the latter part of 1918, and came to Iowa as a section foreman at Delmar on the Davenport and Maquoketa Line, for Mr. E. G. Drury, Mr. J. A. Chervinko, Mr. F. Kovaleski, and Mr. J. J. Van Bockern, up to January 1, 1931.

"When I first came to what is now the Iowa Division, it was called the Sabula, Ackley and Dakota. At that time the division headquarters were at Oxford Junction. Mr. D. Flanagan was superintendent, Mr. C. A. Cosgrave, chief dispatcher, and Robert Steen, roadmaster.

"I have been with the Milwaukee Road in the aggregate of 49 years and 10 months and with the L. S. & M. S. 3 years and 2 months, a total of 53 years spent railroading."

Completes Forty-Four Years of Service

ON April 12th, Section Foreman Arney Bertleson, at Parker, S. D., completed his forty-fourth year in the service of The Milwaukee Road, having started his railroad work as section laborer under Ole Severson, at Parker, S. D. He worked at this job two years when he succeeded Mr. Severson as foreman, and has held that position continuously since. He is still going strong, never missing a day from his work on the railroad.

Mr. Bertleson is a native of Norway from whence he came forty-four years ago, going immediately into railroad service on his arrival in this country. Mr. Bertleson was married in 1889 to Miss Mary Hansen, a niece of Mr. Severson, and is the father of nine children, five of whom are still living.

Two of Mr. Bertleson's sons are also in Milwaukee service, one, Albert Bertleson, is agent at Kennebec, and Carl is section foreman at Everly, Iowa. Both of these young men may also be termed "old-timers" with this company, having never known any other employment.

Mr. Bertleson's brother, S. K. Bertleson, of Spencer, Iowa, is also a veteran in the service, with forty-one years to his credit. Mr. S. J. Bertleson is at the present time confined to his home on account of illness.



Jacob Schauss

Fifty Years' Continuous Service

JACOB SCHAUSS, upholsterer at Milwaukee Shops, completed fifty years' continuous service with The Milwaukee Road on March 2, 1931. Mr. Schauss started as an upholsterer at the old Mississippi Shops, Second and Fowler Streets, Milwaukee. He was 26 years of age on April 5, 1931, and still has a hearty and ambitious to serve 50 years more. On the day of this momentous anniversary, his foreman and the young ladies of the sewing room presented him with a beautiful rose bush, which, Mr. Schauss says he prizes highly because of the fine sentiment connected with it. His fellow employees tendered congratulations and the wish that he continue to enjoy good health so that he may remain in the good old Milwaukee Road family many years to come.

Public Benefits from Railroads

EVERYONE knows about the services afforded by railroads in transporting passengers, mail, express and freight.

But everyone does not realize the importance of the other benefits received from the railroads.

The Milwaukee Road, for example, pays over Nine Million Dollars in taxes each year in the twelve states it serves (6.7 cents of every dollar received last year), thus helping other taxpayers provide educational and highway facilities, local government, etc.

It pays in normal times about Eighty-four Million Dollars per year in payrolls for about fifty thousand employes, who, with their families, are your fellow citizens and spend this money in your community.

It pays more than Thirty Million Dollars yearly for materials and supplies purchased from producers and manufacturers in its territory, to maintain and operate its property, thus giving employment to large numbers of workers in these other industries.

Although The Milwaukee Road has paid no dividends in the last thirteen years it has paid out in that period a vast sum—over \$1,500,000,000—for the purpose above mentioned.

By advertising and by personal efforts it interests travelers and settlers in the scenic attractions, resources, and industrial and agricultural advantages of the regions served by its rails.

Under existing laws railroads are prevented from competing on an equal basis with commercial buses and trucks and water carriers.

This is one of the factors that has forced the railroads to reduce their forces and payrolls and other expenditures, as well as their train service. Naturally, the people in the towns served by the railroads are affected by these retrenchments.

The Milwaukee Road's passenger train service expense last year was greatly in excess of its passenger train earnings. But railroads are required to maintain passenger service, even at a loss, so that the public may have trains to ride on when weather is bad and highways are impassable.

A railroad, like any other large concern, can operate most economically when working to capacity. Expenses cannot be cut in proportion to decreases in business, for many trains must be run no matter how small the load, and roadway and equipment must be kept in a safe and serviceable condition when business is light as when it is heavy. This means that the greater the diversion of business to highway and water carriers, the more difficult becomes the problem of giving satisfactory service.

Insurance companies and savings banks have huge sums invested in railroad bonds, and every policy holder and depositor is vitally interested in the welfare and fair treatment of the railroads.

We call your attention to these facts that you may realize the widespread benefits derived from patronizing the railroads.

The MILWAUKEE ROAD

(Above is copy of an advertisement to be placed in weekly papers in towns served by this railroad)

ENGR J. M. TAYLOR is now employed in yard engine service in the yards at Mobridge, South Dakota, on the Trans-Missouri Division.



J. M. Taylor

Mr. Taylor entered the service of The Milwaukee Road on February 22, 1882, as a fireman in the Chicago Terminal, and was promoted to engineer on September 13, 1887. He went to Lines West in the early construction days, doing his part in the building of that section of the railroad, having a service date of August 22, 1907, on Lines West. During his entire period of service he has never sustained an injury while on duty, which is quite a record.

Fifty-Five Years Without an Injury



D. McEwen

THIS is a picture of Chief Lineman D. McEwen, who has been in charge of the Telegraph Department work on Lines West since 1906.

Mr. McEwen enjoys the distinction of having served the Milwaukee for fifty-five years without ever having sustained an injury.



Julius, August and Albert Bergman

A Fine Record

ABOVE are the three Bergman brothers, August, Julius and Albert, of the Car Department at Janesville, Wisconsin. The total of the service records of these three brothers is 107 years, and Julius and Albert have never had a reportable injury.

These brothers compose the "wrecking crew," and August is in charge, being rated as one of the outstanding "trouble busters" in that section. In addition to his other duties, August directs the safety work of the Car Department at Janesville, which boasts of one of the best safety records on the system.

August, with a 37-year record, has been with The Milwaukee since 1894; his brothers, each with a 35-year record, started in 1906. August has been with the Car Department since 1907. Julius since 1905, and Albert since 1908.

After 53 Years of Railroading

Section Foreman George Dollmair, Delmar, Iowa, Retires

FOLLOWING is Mr. Dollmair's own story:

"This is my career since I started railroading:

"I started as a track laborer on the Lake Shore & Michigan Southern Ry., which is now the New York Central, in 1878 at \$1.10 per day; worked there until the latter part of 1880, when I went to Illinois and drove spikes for Robert Steen for \$2.00 per day. Mr. Steen had charge of the track laying between Byron and Kittredge, 27 miles on the Milwaukee Road.

"Mr. Steen came to Iowa as roadmaster from Savanna to Cedar Rapids, which was the end of the line at that time. Mr. Steen sent me to Martelle as section foreman in June, 1881. Mr. Steen left this line as roadmaster in 1886, when Mr. E. G. Drury came as roadmaster. I worked for him as section and extra gang foreman until Mr. Drury was transferred to the Calmar Line sometime in 1892, when Mr. W. H. Barnes came. Mr. Barnes was here but a short time when Mr. G. Barnoske came as roadmaster. I worked for him until April, 1907, when I went to Mobridge, S. D., as material foreman for Mr. C. H. Marshall.

"I worked on the construction of this line as far west as Avery, Idaho. I was then sent back as terminal yard foreman

Prevent Fires

L. J. Benson

RECENT fires in all parts of the country have been sufficient in number to place the subject of Fire Prevention foremost in the mind of everyone who has at heart the preservation of his own or his employer's property. On our own railroad, fires during March cost over \$11,000, and in the first half of April they exceeded \$4,000.

How to stop this waste is indeed a problem worthy of serious thought. Most of us express regret after a fire occurs, but how many will apply the knowledge and foresight they have to prevent one?

The strange thing about fire is that it originates from the simplest cause imaginable. Usually it is a cigarette butt, lighted match or spark in dried weeds, rubbish or charred wood, an exposed electric wire, a collection of dust, a flame near volatiles, dirty, greasy clothes in unventilated lockers. We all know that these things and hundreds of others just as simple cause fires, but is it not true that very few will exert themselves to remove a known hazard?

The following item, prepared along the lines of Walter Camp's Daily Dozen idea, and reprinted here with apologies to the Associated Lumber Mutuals publication, has good thought in it. After reading it, perhaps it might serve as a reminder if you clipped it and placed it on your desk, or in some conspicuous place where it can be used as a guide in finding and removing fire hazards.

Daily Dozen for Fire Prevention

At some time during each day of operation, I will assure myself—

First, that there is no hazard from matches or smoking, that "No Smoking" signs are properly placed as a warning and reminder to employees and visitors, and that the "No Smoking" rules are being rigidly observed.

Second, that there are no accumulations of rubbish, grass, sticks or shavings anywhere in the yard or building where a spark of any kind could find a fertile nest to hatch a fire.

Third, that there are no accumulations of grease, gum or dirt on any machines, motors or shafting, upon which fire could spread and rapidly grow beyond control.

Fourth, that no oily rags, waste or greasy clothes are permitted to lie around in corners or hang in closets where spontaneous combustion might take place, that metal lockers and self-closing metal cans are provided for the disposal of such materials, and that these facilities are properly used.

Fifth, that there are no electric wires off the porcelain, no twisted cords in contact with wood or iron, no wires tied in knots or hung on nails; no insulation worn through.

Sixth, that there are no broken windows or skylights.

Seventh, that there are no breaks in the fences which would provide easy entrance for careless or malicious trespassers.

Eighth, that all gasoline and oils are properly stored and carefully dispensed; that there are no leaks or drippings, and no open containers from which explosive fumes might rise; that there is never more than one day's supply of paints or oils in the painting and finishing rooms.

Ninth, that ample clear space has been provided between cars in permanent or temporary storage yards and that such spaces are kept clean.

Tenth, that all hose lines are kept properly connected with hydrants, fitted with nozzles, and in condition for quick and effective service at all times.

Eleventh, that we have enough fire extinguishers, either hand or on wheels, to give proper protection to our plant; that they are readily accessible and always in shape for emergency use.

Twelfth, that we have plenty of water barrels and pails, placed at all vital points, where they can be used immediately—even more quickly than a hose or an extinguisher could be brought into service; that both barrels and buckets are kept in good repair; that all barrels are kept filled with water, and that the buckets are always in place, easily and quickly accessible.

To add to this list is unnecessary. When applied to the right-of-way, storage track, yard and shop, it covers just about everything on the railroad.

Frequent Inspections Prevent Fires.

An Ardent Booster for Accident Prevention

THIS is a picture of Mr. G. A. Jurgensen, who is foreman in charge of the trouble shooter car operating on the west end of the Rocky Mountain Division.

His crew consists of three high voltage linemen and the cook on the car, and he has completed a period of two years and eleven months without a reportable or lost time injury to himself or any of his men. Considering the hazardous nature of the work handled by the trouble shooter crew, where the slightest miscalculation or lack of forethought would result in fatal injury, Mr. Jurgensen and

his men are to be commended for such a fine safety record. He is known to be an ardent booster for Accident Prevention and insists upon his men complying with the rules and knowing that they are taking the safe course at all times.

Mr. Jurgensen has been in the service of the company thirteen years, working over the electrified sections of both the Coast and Rocky Mountain Divisions during that time.

The Minn. Central and I. & M. Division Veterans' Annual Meeting

THE 21st annual meeting of the Minnesota Central I. & M. Division and McGregor Western Veteran Railroad Men's Association will be held at the West Hotel in Minneapolis, Minn., on Thursday, June 4, 1931.

Secretary S. S. Johnston requests that those attending assemble at eleven o'clock A. M. for greeting and informal talk before the luncheon, which will be served at twelve o'clock noon. After the luncheon, the business meeting will be held, with election of officers.

A good attendance is urged and notice sent to Secretary Johnston in advance, in order that the necessary arrangements for accommodations and transportation may be made.

A cordial invitation is extended to all railroad men who were in service prior to 1870, and it is hoped that a number of old-timers may be present on that occasion.



A Girl from "Charmed Land"

SYBIL EDWARDS, 4-H Club girl, from Gray's Harbor County, Washington, wins silver cup as high individual in meat identification contest at 1930 International Live Stock Show, Chicago. This young lady, with 34 other farm boys and girls, composed the M. St. P. & P. 4-H Club delegation from the state of Washington to the National 4-H Club Congress.

PLAYING FOR A JOB

"So he's taking the boss out for a game of golf? Will that get him a better job?" "Yes, if he doesn't know how to play golf."

Applicant: "Here is my diploma in public speaking."

Employer: "Very well, go out in the other room and address those envelopes."

SPORTS

TENTH ANNUAL BOWLING TOURNAMENT OF THE MILWAUKEE ROAD BOWLERS, 1931

TOTAL ENTRIES—Five Men, 59 teams; Doubles, 103 teams; Singles, 199 men. 1932 TOURNAMENT has been voted to Green Bay, Wis.

TEAM EVENT

TEAM	CITY	CAPTAIN	PINS	PRIZE
1. Arrow Limited.....	Chicago, Ill.	H. Krumrei	2787	\$40.00
2. Fritzie Scheff Cigars.....	Chicago, Ill.	C. Albright	2784	35.00
3. Copper Country Ltd.....	Milwaukee, Wis.	W. Hoffman	2770	30.00
4. Crosstown Tires.....	Milwaukee, Wis.	J. Morrissey	2740	20.00
5. Dutch Masters.....	Chicago, Ill.	R. Blohm	2711	15.00
6. Milw. Road No. 2.....	Kansas City, Mo.	J. Talbott	2694	14.00
7. Pioneer Limited.....	Chicago, Ill.	W. Sunter	2680	13.00
8. Arrows.....	Milwaukee, Wis.	C. Witt	2667	12.00
9. Store Dept. No. 1.....	Milwaukee, Wis.	A. Epp	2666	11.00
10. Milw. Road GFD.....	Chicago, Ill.	J. O'Brien	2660	10.00
11. Aud. of Inv. No. 1.....	Chicago, Ill.	O. Lamberg	2649	9.00
12. Columbian.....	Milwaukee, Wis.	A. Beier	2642	8.00
13. Twin Cities.....	Chicago, Ill.	R. Gentz	2641	7.00
14. Olympian.....	Minneapolis, Minn.	C. Behr	2612	5.50
15. Kickapoo Special.....	Milwaukee, Wis.	C. Pfannerstill	2612	5.50

First High Single Game

Copper Country Ltd.....	Milwaukee, Wis.	W. Hoffman	996	10.00
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Second High Single Game

Arrow Limited.....	Chicago, Ill.	H. Krumrei	987	5.00
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TEAM EVENT—BOOSTERS

1. Varsity.....	Milwaukee, Wis.	E. J. Forg	2422	\$12.00
2. Milw. Road Plamoor.....	Kansas City, Mo.	H. Fehler	2365	10.00
3. Fast Mail No. 2.....	Milwaukee, Wis.	E. Kellerman	2364	8.00
4. Muskego Yd. Boosters.....	Milwaukee, Wis.	R. J. Foley	2353	7.00
5. Fisherman Special.....	Milwaukee, Wis.	J. J. Schuh	2305	6.00
6. Dav. Repair Boosters.....	Milwaukee, Wis.	W. A. Stark	2284	5.00

First High Single Game—Boosters

Fast Mail No. 2.....	Milwaukee, Wis.	E. Kellerman	862	5.00
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Second High Single Game—Boosters

Muskego Yd. Boosters.....	Milwaukee, Wis.	R. J. Foley	858	2.50
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GOOD FELLOWSHIP PRIZES

Union Street Boosters.....	Chicago, Ill.	B. Zientz	\$5.00
Rondout H. & S.....	Rondout, Ill.	M. W. Spoor	5.00
Signal Awkward Squad.....	Milwaukee, Wis.	P. Lindouth	5.00
M. T. Car Inspectors.....	Milwaukee, Wis.	C. Kabacinski	5.00

SINGLES

Name	City	Pins	Prize
1. J. Burke, Chicago.....		667	\$20.00
2. A. Epp, Milwaukee.....		637	18.00
3. E. Blankenburg, Milwaukee.....		634	16.00
4. J. Johnson, Minneapolis.....		632	14.00
5. J. Hegard, Chicago.....		630	13.00
6. G. Carlson, Chicago.....		629	12.00
7. H. Zunker, Milwaukee.....		628	10.50
8. J. Morrissey, Milwaukee.....		628	10.50
9. V. Borgeson, Minneapolis.....		622	9.00
10. E. Hoerl, Milwaukee.....		619	8.00
11. W. Geisinger, Milwaukee.....		618	7.00
12. J. Finn, Chicago.....		609	6.00
13. A. Boehmke, Milwaukee.....		603	5.00
14. C. Albright, Chicago.....		602	4.00
15. R. Leaton, Kansas City.....		600	3.00
16. S. Jones, Minneapolis.....		597	3.00
17. R. Palmquist, St. Paul.....		597	3.00
18. A. Thekan, Milwaukee.....		596	2.00
19. C. Behr, Minneapolis.....		595	2.00
20. E. Koehn, Chicago.....		595	2.00

DOUBLES

Name and City	Pins	Total Pins	Prize
1. J. Pluck.....	614		
M. Makutz.....	631	1245	\$25.00
Milwaukee, Wis.			
2. W. Koester.....	562		
J. I. Morrissey.....	682	1244	20.00
Milwaukee, Wis.			

13. F. Specht.....	524		
H. Treskett.....	598	1122	5.00
Chicago, Ill.			

14. A. Epp.....	562		
C. Klug.....	553	1115	4.00
Milwaukee, Wis.			

15. R. Melzer.....	597		
M. Stallaway.....	516	1113	3.00
Chicago, Ill.			

16. L. Dooley.....	546		
J. Morrissey.....	561	1107	3.00
Milwaukee, Wis.			

17. M. Ellgass.....	533		
J. Polenzani.....	573	1106	2.00
Chicago, Ill.			

18. E. Hanson.....	593		
E. Brock.....	512	1105	2.00
Milwaukee, Wis.			

ALL EVENTS

1. J. Burke.....	614		
Chicago, Ill.	612	1893	Medal
	667		\$10.00

2. C. A.	551		
Chicago, Ill.	670	1823	8.00

HIGH SINGLE GAME—ANY EVENT

1. L. Leisinger.....	267		\$ 5.00
Green Bay, Wis.			

2. M. Woertz.....	265		2.50
Milwaukee, Wis.			

HIGH GAMES—DOUBLES

First High Game—

J. Pluck.....	224		
M. Makutz.....	235	459	\$ 8.00
Milwaukee, Wis.			

Second High Game—

R. Gentz.....	213		
A. Peterson.....	237	450	4.00
Chicago, Ill.			

FREIGHT AUDITORS' BOWLING LEAGUE

WITH the close of the Freight Auditors' Bowling League season, but two weeks away, the competition becomes more and more acute for the honors of first place, with the Kansas City team, under the guidance of Captain Christ, still in the lead.

The annual banquet and theatre party will be held on April 23, and all the bowlers look forward to having a wonderful time.

Standings in the league April 9, 1931:

TEAMS

Kansas City.....	47	37
Omaha.....	46	38
Seattle.....	43	41
Milwaukee.....	39	45
Twin Cities.....	39	45
Chicago.....	38	46

INDIVIDUAL AVERAGES

Gentz.....	177
Malczynski.....	174
Peterson.....	174
Becker.....	172
Hardys.....	170
Reinert.....	167
Kennitz.....	165
Steller.....	164
Woelffer.....	164
Bartels.....	162
High Team Series—Omaha.....	2666
High Individual Series—Bartels.....	608
High Team Game—Twin Cities.....	1001
High Individual Game—Reinert.....	255

Choteau, Montana

(Continued from page 4)

The Teton County Shipping Association and the Teton Wool Pool function especially in the latter. The former organization is a farmers' organization and ships all kinds of livestock and poultry, about 70,000 pounds of turkeys being disposed of yearly. The wool pool has handled as high as 25,000 fleeces. The Choteau Creamery manufactures the "Glacier Park Trail" butter and "Quality Brand" ice cream and affords Teton farmers a market for their dairy products.

The total area of Teton County is 1,470,080 acres, of which roughly speaking, there are 904,997 acres of grazing lands (including state and federal lands), 518,083 acres of tillable non-irrigable land, and 47,000 acres of irrigable land. Within the past few years the amount of irrigated land has been materially increased with the development of the Sun River

and the Bynum irrigation districts—both served by The Milwaukee Road. During the summer of 1930, water was first used from the Gibson dam for the Sun River project. This is one of the federal government's large reclamation projects. The total assessed valuation of Teton County in 1930 was \$18,526,326.00.

The annual average precipitation in Teton County is around 14 inches, and the average precipitation during the growing season is from 8 to 9 inches. The average annual temperature is about 43 degrees, and the average number of days the region is free from frost is about 115. The winters vary greatly in intensity, but do not average nearly as severe as many people in sections of the United States erroneously suppose. Mild, open winters with little, if any, snow are not uncommon, and zeroless winters have been known.

THE MILWAUKEE RAILROAD WOMEN'S CLUB

Tacoma Chapter

Mrs. M. A. Seivert, Historian

ON March 30, at the annual meeting of the Tacoma Chapter, more than one hundred members were present. Officers of the Seattle Chapter were special guests for the day.

The annual reports were interesting. Mrs. Chris Schmidt, chairman of the Sunshine Committee, reported hospital calls 210, telephone calls 153, and cards of sympathy 141. Mrs. W. G. Densmore, membership chairman, gave 468 as the entire membership, of which 215 were voting members.

The report of the treasurer, Mrs. Geo. Beachwood, showed a successful year, with receipts of over \$2,500 in all funds. Relief funds were sufficient to care for all calls for aid, and to close the year with a satisfactory balance in the treasury.

The benevolent committee chairman, Mrs. Geo. Loomis, reported relief extended to 38 families of 192 persons, in supplying food, \$428; clothing, new and used, \$510; fuel, \$37; taxes, \$54.50, and other items amounting to \$50. The 500 telephone calls, 450 personal calls and the collecting and working over used clothing shows that many hours of valuable service were rendered by this committee.

Mrs. Devlin, in closing the reports, commended her co-workers for their faithful, efficient, cheerful services which made the past year so successful in meeting the added responsibilities due to unemployment.

Mrs. Harry Micklethwait, on behalf of the retiring officers, paid a fine tribute to Mrs. Devlin, who has closed a year which is considered the best in the history of the Tacoma Chapter.

Mrs. Devlin then introduced each new officer: President, Mrs. Geo. A. Loomis; first vice-president, Mrs. M. A. Seivert; second vice-president, Mrs. Phillip Emanuel; recording secretary, Mrs. Geo. T. Felzer; treasurer, Mrs. Herbert E. Jones; corresponding secretary, Mrs. W. A. Monroe, and historian, Mrs. Harry A. Lyons.

Mrs. Loomis announced the following chairmen of committees for the new year:

Benevolent, Mrs. F. W. Trout; Ways and Means, Mrs. George Pyette; House and Purchasing, Mrs. J. S. Griffith; Membership, Mrs. H. W. Gunther; Sunshine, Mrs. Chris Schmidt; Program, Mrs. Homer H. Williams; Refreshments, Mrs. Earl Hurd; Sewing, Mrs. F. W. Rasmussen; Social, Mrs. Harry Hatch; Publicity, Mrs. A. J. Kroha; Scholarship, Mrs. J. A. Wright; Constitution, Mrs. H. A. Buchen; Telephone, Mrs. H. J. McMahon; Library, Mrs. Harry Micklethwait; Auditing, Mrs. A. D. Browning.

Perry Chapter

Mrs. John Heinselman, Historian

THE March meeting started with a pot luck supper, to which all members, prospective members and their families were invited, after which a short business session was held, a feature of which was a pretty form of presenting the officers-elect and their installation by Mrs. J. S. Evans. The names of the officers were announced last month. The new chairmen for the standing committees are:

Mutual Benefit.....Mrs. Roy Prettyman
Membership.....Mrs. H. Haskell
Ways and Means.....Mrs. Wm. Thompson
Sunshine.....Mrs. Geo. Havill
House and Purchasing.....Mrs. Wm. Young
Program.....Mrs. Geo. Taylor
Safety First.....Mrs. Ralph Van Horn
Auditing.....

...Mrs. Thos. Rellihan, Mrs. J. S. Evans
Serving Committee.....Mrs. Arthur Heiser
Pianist.....Mrs. E. E. Banyard

A fine program of music and readings, in charge of Mrs. Irving Chubbuck, was followed by dancing and cards.

It is well known that when the Perry Round House force decides to do things for the Milwaukee Women's Club, they do them.

One of their events given for us was a minstrel show and dance on March 9. The show went over big, and Harry Hull, whose efforts made the show a success, is entitled to much praise. He was assisted by an able cast, who were Messrs. F. Cooper, C. Groves, E. Fitzgerald, Dick Rodden, Gerald Rodden,

Wm. McGowan, F. Wagner, F. Martin, D. Taylor, E. Hopkins, H. Nelson, C. Gallivan, D. Hansen, I. Dettman and Lewis Brown Interlocutor. A rainbow chorus, which included Mesdames Wheelwright, F. Wagner, H. Haskell, R. Grimm, C. Brouard and Miss Lucile Wright at the piano.

The show was enthusiastically received, and they have a very good sum of money for our treasury.

Terre Haute Chapter

Alice M. Church, Historian

TERRE HAUTE CHAPTER held its regular March meeting March 19. About sixty members and their families enjoyed the supper.

At the business meeting reports of the activities of the committees were given. Coal was furnished one family, and the Sunshine Chairman, Mrs. Wilson, reported twenty personal calls and nine telephone calls. The Ways and Means Chairman, Mrs. Engman, reported \$76.83 cleared from the Jiggs supper, which was held March 16 in connection with the Safety First meeting.

Our new president, Mrs. Valentine, appointed the following chairmen of committees: Mutual Benefit—Mrs. W. R. Barnes. Sunshine—Mrs. R. M. Blackwell. Ways and Means—Mrs. O. G. McCurdy. House and Furnishing—Mrs. V. E. Engman.

Social and Entertainment—Mrs. Chas. Wilson.

Membership—Mrs. C. W. Pearce. Constitution and By-Laws—Mrs. T. J. Lentz.

Auditing—Miss Martha Swanson. Scholarship—Mrs. R. M. Burns.

We are sorry to lose another member of our club, Mrs. W. T. Dalton, who left March 24 for Miles City, Montana, where she will live.

Madison Chapter

Mrs. P. H. Hayes, Historian

OFFICERS of the Madison Chapter elected at the meeting in February, assumed the duties of their respective offices at the April meeting.

Mrs. H. F. Dittmar was re-elected president; Mrs. Grace Suwalski, first vice-president; Mrs. Broderick, of Mazomanie, second vice-president; Mrs. Frank Hazen, recording secretary; Mrs. Ray Schmacker, corresponding secretary; Mrs. Jesse Gray, treasurer; Mrs. P. H. Hayes, historian.

Two business projects, a food sale May 2 and a rummage sale May 26, were planned by Mrs. J. Specknir, chairman of the Ways and Means committee. The secretary is present accepting the club dues for 1931.

Marion Chapter

Mrs. Robert Cessford, Historian

MRS. A. J. ELDER, newly-elected president, was hostess at luncheon Tuesday March 17, to the members of the club board. Interesting plans for the proposed activities of the club for the coming year were discussed.

On Thursday afternoon, April 9, occurred the regular meeting of the club, which was opened with community singing, led by Mrs. O. I. Miller, with Mrs. Ralph Kendall at the piano.

During the business session reports were given. The treasurer's report showed a balance on March 31, of \$990.22, which is

gratifying, as it will be needed. The committee distributed used clothing, dental work was taken care of for school children in co-operation with the school nurse, calls were made and flowers sent to the shut-in members. Plans were completed for a benefit card party on the evening of April 18.

An advertising scheme offered by a business firm in Cedar Rapids was taken advantage of.

Plans were announced for a membership drive during a two-week period, between May 4 and May 18, and immediately following the drive a May breakfast will be given, at which 1931 membership cards will be the admittance requisite.

A telephone committee was appointed, with Mrs. Margaret Leming as chairman, the duty of this committee being to broadcast over the telephone the special activities of the club.

A social hour followed.

Green Bay Chapter

Mrs. Chas. Heyrman, Historian

ON March 11, Green Bay Chapter held its usual social afternoon meeting in the nature of a pot luck luncheon. Talks were given by the outgoing and incoming officers. Much credit is due Mrs. Meyers and her committee for the successful afternoon.

April 2, the regular business meeting was held, with our new president, Mrs. Thos. McLean, presiding. Repots were given.

Our Welfare and Sunshine chairman, Mrs. M. E. Hastings, reported on the good work that had been done during the month of March. Twenty-five telephone calls were made and six visits to the sick; four cards were sent to sick members.

Ways and Means Chairman, Mrs. Glen Jones, is planning a public card party, to be held sometime this month. Proceeds to be used to swell our fund for relief work.

Bensenville Chapter

Ethel Brakke, Historian

BENSENVILLE CHAPTER met on April 1. After the usual business the president, Mrs. Rands, welcomed the new officers to their places. The officers for the ensuing year are: President, Dorothy Tonning; first vice-president, Alice Harney; second vice-president, Elizabeth Steffin; recording secretary, Laura Rands; corresponding secretary, Louise Sutter; treasurer, Olive Hugdahl and historian, Ethel Brakke.

Mrs. Tonning has appointed the following as chairmen of the various committees: Benefit, Mrs. Linderman; Sunshine, Marian Rands; Social, Matilda Beyers; Program, Emma Capoot; Library, Jesse Bartholmey; Constitution and By-Laws, Mrs. Eggert, and Membership, Mrs. Bodenberger.

Mrs. Bodenberger already has 25 voting and 5 contributing members enrolled. She hopes to increase this rapidly even though many railroad families have been lost through the many reductions of the past year. The previous enrollment was 115 members.

During the past season effort was directed only toward spending for the sick, needy and unemployed of the Milwaukee families. Mrs. Linderman, Benefit Chairman, and Mrs. Rands, who has had charge of the Unemployed in this chapter, have given reports each month that show much earnest work.

Engineer Uden donated \$10.00, which he wishes used for relief work. The club voted to thank Mr. Uden by sending him a membership card.

The Sunshine Committee reported sending only cards to the sick. They expect to do this

for a few months so that more may be had for the Relief Fund.

The Auditing Committee was entertained at the home of the treasurer, Mrs. Hugdahl, and reported her to be a perfect bookkeeper.

After the meeting Miss Evelyn Bosnell entertained with several encores of tap dancing. Miss Dorothy Peck accompanied at the piano.



Mrs. W. P. Moran and Two Children

Mobridge Chapter

Dora Anderson, Historian

THE last meeting of the fiscal year was held on Monday evening, March 23rd, with a fine attendance, our retiring president Mrs. W. P. Moran, presiding. The past year has been a trying one for our president as well as the chairmen of the various committees, but they have all carried on and much good has been accomplished.

We are sorry to lose Mrs. Moran as our president; her work in the club has been outstanding, in fact she has been a sweet angel of mercy, giving of her time and strength at all times to aid those in distress and want. We wish to thank the retiring officers and chairmen and their committees for their loyalty. Will take this opportunity to welcome the new officers who take charge April 1st:

President, Mrs. Frank Schneider; 1st vice-president, Mrs. Roy Herschleb; 2nd vice-president, Mrs. Frank Williams; recording secretary, Mrs. James Hopper; corresponding secretary, Mrs. Lon Green; treasurer, Mrs. Leo Swanton; historian, Mrs. Bess Bunker.

Mrs. Beaver, of the Sunshine committee, reported nine cases taken care of, forty-nine personal calls made, ten telephone calls, five gifts and eighteen letters and cards sent.

The Ways and Means committee reported \$7.00 collected for rent of the club room and \$1.50 for the sale of rug cleaner.

The Welfare chairman reported twenty-five personal calls made, twenty-five telephone calls, and \$332.22 expended for doctor bills, nurses' care and good cheer, also loans amounting to \$200.00 were made.

At the conclusion of the business meeting we enjoyed a musical program.

Council Bluffs Chapter

Mrs. Carmen Underwood, Historian

AT the regular meeting April 1st, our new president, Mrs. George Wehran, was introduced by the retiring president, Mrs. Jensen.

Mrs. Jensen's term as president has been one of great success. Council Bluffs Chapter appreciates deeply the splendid work she has done for the club. We welcome Mrs. Wehran and will strive to give her our hearty co-operation so that united as one we may accomplish still greater things in the future.

On March 23rd was held our annual pot-luck dinner for the families of the club members, with a large attendance. A social hour followed.

A benefit card party at the home of Mrs. M. Gallagher is planned.

Tomah Chapter

Mrs. George Bernet, Historian

REGULAR meeting of Tomah Chapter was held April 1st, with our new president, Mrs. B. Shaw, presiding. Interesting reports were rendered by the chairmen of the various committees.

Mrs. Archie Harris was elected treasurer to succeed Mrs. Protz, who resigned.

A pleasing program followed the business meeting.

The chapter wishes to express its appreciation of the untiring work of our officers during the past year when conditions were depressing. Much of the success of the club has been due to our retiring president, Mrs. Brown, who, no matter how hard the task, always met it with a smile and a ready, helping hand. We are more than grateful for the work she has done and offer her our heartfelt thanks. Let us all strive as we take our respective places, to keep up the wonderful work she has inaugurated and to keep our club up to the standard to which she has raised it.

Black Hills Chapter

Mrs. Thos. Hickson, Historian

ANOTHER successful get-together party was held by this chapter on March 5th. An old time party brought out many quaint and interesting costumes and a program followed by cards was enjoyed.

The regular meeting was held on March 9th, with twenty-two members present. Routine business was transacted, followed by a social hour. On March 24th a Safety First meeting was held in the depot to which the members of the chapter were invited.

Superintendent Ingraham was present and delighted the women very much by announcing that the chapter was to have a club room in the new depot. We hope soon to have as nice a club room as any of the chapters.

Milbank Chapter

Cloa M. Phelan, Historian

THE annual meeting was held on February 27th, with a goodly number present. The following officers were elected; president, Mrs. Spencer Baird; 1st vice-president, Mrs. Frank Reeves; 2nd vice-president, Mrs. F. J. Zolock; secretary, Mrs. Carl Leonhart; treasurer, Miss Huldah Grassman.

Reports showed many enthusiastic meetings during the past year. \$225.75 was taken in for relief work by renting the club house for parties, bake-sales, etc. Orders were issued amounting to \$126.51 for urgent relief work; and special mention should be made of the splendid work of our relief chairman, Mrs. Frank Reeves.

Our chapter tied five quilts and reported them to the General Board, and three of these were distributed in our own community and two were sent to Aberdeen in answer to an urgent call from Mrs. H. M. Gillick.

Our social programs have not been neglected, for we boast of one of the finest orchestras, under the leadership of Roundhouse Foreman Carl Leonhart. The trio consists of Carl Leonhart, violinist; Mrs. Wm. Miller, pianist, and Mr. Wm. Miller, clarinet; and with our genial agent, F. J. Zoback as callmaster, the

sick forget their pains and the unemployed that they have no jobs. We wish to take this opportunity of thanking this splendid quartette for helping to keep up the morale of our Milwaukee employees.

Milbank Chapter is endeavoring, in conjunction with the city council, to develop the old Milwaukee reservoir into a park, and we are anxious to call it "Gillick Park," the Gillick brothers, J. T. and H. M., having served the H. & D. Division as superintendents and are natives of this division, also. Our club artist, Engineer Baird, has already drawn plans for a beautiful entrance, with Gillick Park lettered in the arch. The Study Clubs of Milbank are just waiting to do their bit, and without a doubt, this will be one of the nicest parks along the line.

Aberdeen Chapter

Mrs. Gus Reuland, Historian

THE past month has been a busy one for Aberdeen Chapter. A series of card parties, under the direction of the president, Mrs. Smith, and the Welfare chairman, Mrs. H. M. Gillick, have been very successful from every viewpoint; and every department had a representation there. These parties will be continued for some time, the proceeds to be used in the welfare work.

Two Aberdeen industries made attractive offers to the Chapter to visit their places of business in return for a contribution from them. Several delegations have already gone and more will go later.

The March 26th meeting was well attended, at which the various chairmen rendered their reports. Mrs. Soike, Sunshine chairman, reported 35 personal calls and 22 telephone calls; Mrs. Gillick, Welfare chairman, reported 65 personal calls and 30 telephone calls—showing these two committees are still very busy. Mrs. Gillick explained to the ladies that with the Relief Fund ceasing to be available April 1st, many cases would revert to the Women's Club, making it necessary for us to continue to raise money.

A delightful program was enjoyed following the business routine.

Sioux Falls Chapter

Mrs. Tom Cavanaugh, Historian

THE annual Gallatin Gateway Ball, given by our chapter, was held on April 6th, and was a very happy as well as profitable affair. Mrs. Pete Larson, assisted by Mrs. J. R. Bankson, were the committee, who with the help of the many members and friends, sold over 800 tickets. The prize drawing took place after the dancing, and Mr. L. W. Haxby held the lucky number entitling him to the Gallatin Gateway all-expense trip or to a \$50.00 gold piece. A wonderful time, a good crowd, a splendid boost for the Milwaukee R. R. Women's Club, and someone pleased with a wonderful prize, concluded this year's annual affair.

The Sunshine committee reports a busy month. Death has taken two of our Milwaukee family and illness has given the committee much relief work.

Beloit Chapter

Mrs. George Brinkman, Historian

THE regular meeting was held April 8th and was well attended. The newly-elected officers were installed as follows: president, Mrs. John Yohn; 1st vice-president, Mrs. Wm. McIntyre; 2nd vice-president, Mrs. John Connors; recording secretary, Mrs. Ray Connors;

corresponding secretary, Mrs. Edgar Ruck; treasurer, Mrs. James Barrett; historian, Mrs. George Brinkman.

The following chairmen of committees were named: Constitution and By-Laws, Mrs. Jack Collins; Mutual Benefit, Mrs. Thomas Flanagan; Sunshine, Mrs. Edward McCann; Ways and Means, Mrs. A. J. Barbee; Membership, Mrs. Henry Raasch; Social, Mrs. James Ferrero; Program, Mrs. L. J. Lightfield; Telephone, Mrs. N. P. Thurber; Publicity, Mrs. W. G. McIntyre; Auditing, Mrs. John Corbett; Safety First, Mrs. J. M. Hohenthaler.

Following the business session a program was rendered.

Mason City Chapter

Mrs. J. A. Nelson, Historian

ON March 19th Mrs. Guy Davis, retiring president, entertained the members of the board at a bridge luncheon at her home. An enjoyable afternoon was spent.

The regular March meeting was held on the 31st. Yearly reports were given by the different committee chairmen.

Mrs. Davis thanked the members for the honor of being the 1930 club president and thanked all for their support. She then introduced the new officers for 1931.

Mrs. S. V. German, our new president, took the chair and asked the support of all for the coming year. She announced her chairmen as follows: Mrs. Walter Gaffney, Constitution and By-Laws; Mrs. Henry Smith, Mutual Benefit; Mrs. W. F. Ingraham, Ways and Means; Mrs. L. R. Meuwissen, Membership; Mrs. E. J. Patton, House and Purchasing; Mrs. F. J. McDonald, Social; Miss Irma Wilhelm, Program; Mrs. Frank Ulrick, Hospitality; and Mrs. Faye Stirn, Publicity. The meeting was then turned over to the Program chairman.

Janesville Chapter

Mrs. E. W. Lueck, Historian

INSTALLATION of officers was held at the regular meeting on Tuesday evening, April 7th, following reports of all chairmen on the work done for the year. Mrs. George Ryan gave a splendid report on Welfare work which included over 200 personal calls, \$838.53 amount

spent for relief, besides several hundred dollars' worth of donations not requiring any expense to the club. Also Mrs. J. W. McCue, chairman of Ways and Means committee, reported \$423.40 made by her committee during the year in card parties, dances, and rent of club house to outsiders. Mrs. Arthur Wobig, chairman of Sunshine committee, reported 400 personal calls, 800 telephone calls, flowers sent, and 15 babies remembered. The following officers were installed:

President Mrs. Albert Hummel
Elected for a second term. She works cheerfully and wholeheartedly for this club, giving her time, money, and car for the benefit of the welfare.

First Vice-President Miss Blanche Hayes
Second Vice-President Mrs. Frank Dreier
Secretary Mrs. Charles Nease
Corresponding Secretary Mrs. H. Dallman
Treasurer Mrs. Wm. McAuliffe
Historian Mrs. E. W. Lueck

The following chairmen were appointed to the president for the different committees:

Ways and Means Mrs. Charles Young
Welfare Mrs. George Ryan
Sunshine Mrs. T. H. DeCoster
Membership Mrs. Robert Young
Social Mrs. Phil Carolan
Scholarship Mrs. J. W. McCue
Program Mrs. Belle Dagg
By-Laws Mrs. J. J. Keenan
Social Mrs. J. Hyma
Safety First Mrs. Wm. Tasse
House and Purchasing Mrs. Willis Taylor
Auditing Mrs. Arthur Wobig

After the meeting adjourned a clever play was put on by nine of the members in which Mesdames Willis Taylor, Charles Gregory, John McCarthy, Arthur Wobig, John Davenport, Herman Dallmann, Paul Trambly, Jack Jarman and Miss Blanche Hayes took part.

Refreshments were served to 75.

The club extends its sympathy to Mr. and Mrs. W. W. Wooll in the sudden death of their son, Dr. Gerald Wooll, who was the Milwaukee's doctor.

Also to the family of John Dalton, veteran employee of the Milwaukee for the past 63 years who died March 27th, after being in the hospital three months.

Marmarth Chapter

Mrs. Harry Wood, Historian

MARMARTH CHAPTER met March 20th in the club house. The report of officers showed that several families had been given

Their Golden Wedding Anniversary

ON April 6th Mr. and Mrs. F. L. HUDSON, of Wausau, Wisconsin, celebrated their golden wedding anniversary. Mr. Hudson has for many years held the position of ticket agent at Wausau.

A family party of children, grandchildren and other nearest of kin gathered at the Hudson home, and in the afternoon open house was held to their scores of friends throughout the city and neighboring towns who called with congratulations and offerings to commemorate the event. Many telegrams were received from old Wausau friends now living in other parts of the world—one from Mrs. R. Goodrich, son Bert, who are now living in California. Mr. Goodrich was for many years agent at Wausau and was a close personal friend of Mr. Hudson.

In the evening of the 6th a family dinner was enjoyed at Hotel Wausau.

assistance of food and warm clothing. Another needy family, which had been unfortunate in serious illness was made happy in receiving financial assistance for a nurse and doctor. Forty persons were cheered with cards, gifts, telephone and personal calls. \$1.75 was received from the library. The librarian reported receipt of a number of new books.

Reports showed the chapter to be in good financial condition, with much relief and happiness given and much credit due our splendid hiring president, Mrs. A. E. Moxness and her assistants, for their untiring efforts in placing chapter on the list as one of the best on the system. We are again anticipating another record year and hope to make Marmarth Chapter a shining pathway of happiness for those who need it most.

Officers for the ensuing year are as follows: president, Mrs. Chas. Williams; first vice-president, Mrs. Leo Rushford; second vice-president, Mrs. Ed Strieble; secretary, Mrs. A. Moxness; treasurer, Mrs. S. L. Richey. Chairmen of committees were appointed as follows: Constitution and By-Laws, Mrs. H. V. Lyman; Mutual Benefit, Mrs. Wm. Morris; Ways and Means, Mrs. A. Bude; Membership, Mrs. J. Stapleton; House and Purchasing, Mrs. Phil Carolan; Social and Program, Mrs. C. A. Crowley; Sunshine, Mrs. Ray Douglass; Librarian, Miss Rosemary Frisch; Auditing, Mrs. P. Bott; Scholarship, Mrs. L. Larson; Historian, Mrs. Harry Wood.

The Milwaukee Chapter

Miss Leona Schultz, Historian

THE installation of officers was held at the March meeting, Mr. D. W. Kelly and Mr. C. Prien conducting the ceremony in a most impressive manner. These gentlemen have been staunch supporters of the chapter ever since was organized, and their kindness in acting installing officers was greatly appreciated.

Mrs. Carey announced the appointment of the following members as chairmen of the respective committees listed:

Program Mrs. Deards
Constitution and By-Laws Mrs. Wightman
Sunshine Mrs. Kaiser
Ways and Means Mrs. Lohf and Mrs. Luicht
Membership Mrs. Telfer
House and Purchasing Mrs. McConahay
Social Mrs. Armstrong
Librarian Miss Chambers
Mutual Benefit Mrs. Graf
Musician Mrs. C. J. Schunk
Auditor Mrs. Wm. Hinsey
Mrs. Brew reported that eight cards of sunshine and sympathy had been sent out during the previous month.

Wausau Chapter

Mrs. Albert I. Lathrop, Historian

FULL of enthusiasm and vim for a successful year, Mrs. Warren Essels, the new president, called a board meeting at the club house Thursday afternoon, April 2nd. Those present were: Mesdames John L. Brown, Felix Slomski, Elsie Nienow, William McCarthy, Bert Nelson, Warren Essels, B. F. Hoehn, A. I. Lathrop, Leo Ziebell, Jay Campbell, John Dexter, E. J. Czamanske and Miss Mildred Conklin.

The situation regarding welfare cases in Wausau was discussed, and plans made to bring matters of importance before the club April 24th. The members of the board familiarized themselves with local conditions concerning unemployment of railroad men, but postponed concrete action as to means of raising money until the next meeting.

The new committee chairmen are: Constitution and By-Laws, Mrs. B. F. Hoehn; Mu-

tual Benefit and Welfare, Mrs. Will McCarthy; Sunshine and Good Cheer, Mrs. John L. Brown; Ways and Means, Mrs. Leo Ziebell; Membership, Mrs. Ed Gangaware; Social, Mrs. Felix Slomski; Program, Mrs. J. Campbell; Publicity, Mrs. A. I. Lathrop; Auditing, Mrs. M. M. Harrington; House and Purchasing, Mrs. E. J. Czamanske.

At the next meeting of the chapter Mrs. Phillip Lennert, Mrs. J. E. Dexter, Mrs. A. I. Lathrop, Mrs. E. B. Fowler and Mrs. Jule Manhart will entertain.

Sioux City Chapter

Mrs. Ben Rose, Historian

A GOODLY NUMBER attended the pot-luck supper and regular meeting of the chapter, March 29th. The newly elected officers assumed their duties following an impressive address, interspersed by reading of the by-laws, applicable to the occasion by Mrs. F. T. Buechler, the outgoing president. These annual occurrences are always occasions of considerable sentiment, love and appreciation for those who have labored so faithfully and well, and anticipation for the fulfillment of the opportunities which lie before the new leader and her staff. Briefly and befittingly, Mrs. F. R. Doud most graciously accepted the gavel and the responsibilities of the leadership of the chapter, which is no small item with a membership of nearly 600.

Then followed a humorous skit, presented by the Effective Speakers' Class of the Sioux City Women's Club, our own Mrs. R. L. Robson proving herself a very effective leading lady. The remainder of the evening was danced away by old and young—special feature, the Highland Fling, being suddenly improvised and most successfully executed by Mr. E. T. Palmer and Mrs. Homer Snow.

Seattle Chapter

Mrs. Clyde Medley, Historian

THE Seattle Chapter held their March meeting on the 13th. New officers were installed as follows:

Mrs. F. A. Muehlhausen, President
Mrs. F. N. Hicks, First Vice-President
Mrs. Clyde Medley, Second Vice-President
Mrs. C. C. Steed, Secretary
Mrs. B. W. Zille, Corresponding Secretary
Mrs. M. G. Skacel, Treasurer
The committee chairmen appointed were:
Mrs. B. R. Stevens, Telephone
Mrs. S. O. McGalliard, Membership
Mrs. F. W. McDougall and Mrs. W. L. Bartholomew, Entertainment and Social

Appointments

EFFECTIVE April 15th, Mr. Carl F. Rank has been appointed manager of mail, express, baggage and milk department, with headquarters in Union Station, Chicago. The baggage and milk department is placed under Mr. Rank's supervision and the office of general baggage agent is abolished.

Effective April 1st, Mr. W. C. Givens was appointed trainmaster of the La Crosse-River Division, First District, with headquarters at Portage, Wisconsin, vice R. C. Falck, assigned to other duties. Also effective on the same date, Mr. H. C. Munson was appointed trainmaster of the Kansas City Division, with headquarters at Ottumwa, vice Mr. W. C. Givens, transferred.

Mrs. O. O. Mercer, Publicity and Scholarship

Mrs. Clyde Medley, Historian
Mrs. R. H. Robbins, Luncheon and Custodian
Mrs. M. W. Hurd, Ways and Means
Mrs. E. T. Beaumont, Sunshine
Mrs. E. H. Barrett, Mutual Benefit
Mrs. F. N. Hicks, Relief Work
Mrs. R. Beeuwkes, House and Purchasing
Mrs. C. F. Goodman, Constitution and By-Laws

Miss Ethel Burris, Auditing

After the business meeting we were entertained by Mr. Hamilton Howe, composer, giving us several of his own compositions of our native folk-lore, and Mr. Carmichael contributed tenor solos.

Butte Chapter

Beatrice Rodgers, Historian

BUTTE CHAPTER met with Mrs. L. K. Sorensen on March 6. Mrs. Sorensen graciously offered the club the use of her home for meetings until we have permanent club rooms. Later, however, we decided to meet at the homes of different members who will entertain, in alphabetical order.

After a rather strenuous winter, during which we were glad to be able to do our part in relief work, we find our treasury rather low and various ideas were discussed as a means of raising money. At this time we decided to use the "Little Apron" idea and Mrs. Sorensen donated many tiny, dainty aprons for the plan. Each member or friend to whom an apron was mailed was asked to put a penny in the pocket for each inch of her waistline. If vanity and honesty had a struggle when the pockets were being filled, honesty surely was victorious, as the sum realized, with many aprons not yet returned, was \$7.95.

Our Apron meeting was held at the home of Mrs. John Mahon, and a most interesting business session was held. Various plans were outlined for future activities. Later bridge and refreshments were enjoyed.

That these informal meetings are successful has been demonstrated by the splendid attendance and we are delighted to welcome to Butte Chapter the following new members: Mrs. Ray Engstrom, Mrs. C. A. Olsen, Mrs. George Baker, Mrs. Art Jersey, Mrs. M. Welch, Mrs. C. G. Bleichner, Mrs. Milton Mason, Mrs. Arthur Piper and Mrs. L. Wegner.

Fine Records

Yardmaster D. R. Leaman, in charge of the Chestnut Street yards in Milwaukee, reports that during the past three and one-half years approximately 190,000 freight cars were handled without a reportable injury. There is an average of six locomotives worked in this yard every 24 hours. Mr. Leaman is very proud of this fine safety record.

* * *

Deer Lodge Locomotive Shops, under Master Mechanic E. Sears, started out the year 1931 in the right manner, going through the months of January and February, working 38,887 man hours, without an injury of any kind. This is a fine start, and it is Mr. Sears' intention to go through the entire year with a similar accident prevention performance.



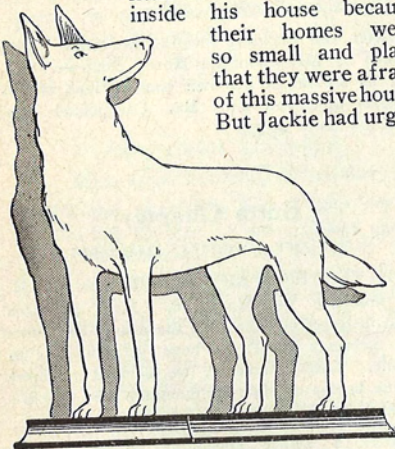
Mr. and Mrs. F. L. Hudson

OUR LITTLE FOLKS

Aunt Betty

Peter

LITTLE JACKIE lived in a huge, beautiful house, far more beautiful than any of his playmates lived in. And his little friends had never been inside his house because their homes were so small and plain that they were afraid of this massive house. But Jackie had urged



Peter

them and begged them to come in to see his dog "Peter." Peter was a German police dog with a long, pointed nose and pointed ears and an "awfully smart face." They teased Jackie to bring Peter out, but no, Jackie was firm with them and determined that they should come in.

One day when no one was home the boys stole in the front door. All but Jack, walked mincingly and all gazed about in wonder. Jackie's eyes danced. At last they would see his dear Peter—Peter who was far more wonderful than any other dog. He brought the boys to the library and had them wait there for him to get Peter. While he was gone they talked about Peter, wondering "if he's as good as my dog, Scamp," or "if he can say his prayers like my dog, Tricks, can." And then the door opened and there was Jackie with a small iron dog in his small hand. True—he was a beauty but not to those boys. They stared open-mouthed. "But he's not alive, he's not a dog"—until Jackie could hardly stand it any longer to have his beloved pet sneered at. He could not understand why they should not love Peter as he loved him.

Just as Jackie was about to let the big tears roll overboard, a deep voice came from a big chair whose back was to them, "Wait a minute, boys, while I tell you a little story about Peter." And Jackie's dad stood before them. They gathered around to hear the story that Jackie had heard so often: "Once there was a little boy who wanted a big dog for a pet. All he asked for on his birthday and all he wanted Santa Claus to bring him was a big dog that could romp with him on their great big lawn. But this little boy had an invalid mother and the house had always to be very quiet. So the little boy, in spite of all his prayers and wishes couldn't have what he wanted most. But one day his daddy came home and told him he had a surprise for him—something he had

DEAR LITTLE FOLKS:

Hello, little folks! Aren't you surprised to see a whole page for you alone? But just think, it is going to be here every month—that is, if you like it, and let me know that you do. There will be stories for you to read or for your mothers to read to you; puzzles for you to work, things that you can make, and lots and lots of other things.

Now what I want you to do is to write to me. Tell me how old you are, what you like to play, what kind of a pet you have and what his name is. And send me snapshots of yourself and your dog, or cat or pony or doll—whatever your pet is, so I can know what my little friends look like and so I can put the pictures on this page for other boys and girls to see.

And besides that I want to know if you like this page and what kind of stories you like best. I'll be looking for ever so many letters from my little readers, so write right away. Address your letters to Aunt Betty, in care of The Milwaukee Magazine, Libertyville, Ill. Don't forget now!

AUNT BETTY.

wanted for a long, long time. The little boy nearly shouted for he knew it was a dog. And then his daddy gave it to him, saying, 'This will take its place until you can have a real one.' It was only a little iron police dog painted gray. Try as he might, the little boy couldn't keep the tears back because he had expected a big dog that he could call Peter and could romp and play with. This

little lifeless animal—what could it do? And so he put it away without even a thought to thank his daddy.

"Month after month he hoped that his wish would come true, but his mother became worse and the house became quieter. Finally the little boy thought he should die if he didn't have his Peter and so he looked in the closet where months ago he had thrown the little iron dog. There it was, cheerful and beautiful as ever, but covered with dust. He brushed it off and sat gazing at it. It was a pretty dog—almost like the one he had told daddy so many times that he wanted. The next day he put it on his dresser and the day after that he talked to it a little, calling it Peter. It wasn't long before the live, romping Peter that he had dreamed about had gone from his mind and this little gray iron Peter had taken his place. I was the little boy, and now my Peter is Jackie's," finished the father.

All the eyes of the little boys were fastened to the father's face. Maybe it was as he said and Peter *was* like their dogs. Finally, one after the other, came to see Peter through Jackie's and his father's eyes, as a live and precious playmate.

Word Puzzle

MY name has two words and fourteen letters. I am outside your window every morning talking to you.

My letters 3, 7, and 8 spell something you use each night.

7, 12, and 14 spell something you do each day.

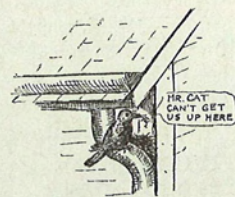
1, 7, 12, and 7 spell something you learn to do in school.

5, 2, 4, 13, and 11 spell something that naughty boys make.

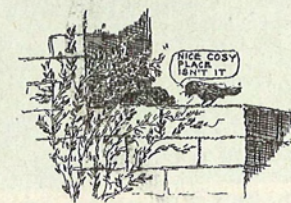
6, 2, 9, 11, 10, and 14 spell a boy's name.

My name will be found on this page next month.

House-Building



Modest little Mrs. Wren
Will rent her house
And then move in.



Cheerful Robin Redbreast,
Has begun to build his nest
Of clean dry grass and mud.



But Mr. Sparrow,—Chatterbox,
Neither toils nor spins;
He gets his house by any means
And builds his home within.

The Patterns

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

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

7149. Costume for Misses and Ladies. Designed in 2 sizes for misses, 16 and 18 years, and in 4 sizes for ladies, 40, 42, 44 and 46 inches, bust measure. An 18-year size requires 5 3/4 yards of 35-inch material. The waist and shorts (without the skirt) require 3 yards. The skirt alone requires 2 3/4 yards. Price 12c.

7021. Ladies' Dress with Slender Hips. Designed in sizes 38, 40, 42, 44, 46, 48, 50 and 52 inches, bust measure. A 46-inch size requires 4 7/8 yards of 39-inch material. For contrasting material 1/2 yard 39 inches wide, cut crosswise is required. The width of the dress at the lower edge with fullness extended is 3 3/4 yards. Price 12c.

7153. Ladies' Apron. Designed in sizes: small, 34-36; medium, 38-40; large, 42-44;

extra large, 46-48 inches, bust measure. A medium size requires 2 3/4 yards of material 35 inches wide. The facing on pocket facings and belt requires 1/4 yard 35 inches wide. 7 1/2 yards of bias binding are required 1 1/2 inches wide. Price 12c.

7140. Ladies' Dress. Designed in sizes 34, 36, 38, 40 and 42 inches, bust measure. A 38-inch size requires 7 3/8 yards of 35-inch material. The width of the dress at the lower edge with fullness extended is 4 3/4 yards. Price 12c.

7147. Misses' Dress. Designed in sizes 16, 18 and 20 years. A 20-year size requires 4 3/4 yards of material 39 inches wide. The belt of contrasting material or ribbon requires 1 yard 3 inches wide. Price 12c.

7164. Girls' Dress. Designed in sizes 6 months, 1, 2, 3 and 4 years. A 2-year size requires 1 1/2 yards of 29-inch material. To finish with bias binding or piping, or with lace edging requires 1 1/2 yards 1 1/2 inches wide. Price 12c.



7158. Girls' Dress. Designed in sizes 8, 10, 12 and 14 years. It requires 2 1/2 yards of 32-inch material for a 12-year size. The sash of ribbon requires 2 1/4 yards. Price 12c.

6841. Girls' Dress. Cut in 4 sizes: 2, 4, 6 and 8 years. A 4-year size requires 2 3/4 yards of material 32 inches wide. To finish with bias binding requires 3 3/8 yards 1 1/2 inches wide. Price 12c.

7161. Boys' Suit. Designed in sizes 2, 3, 4 and 5 years. A 4-year size requires 2 1/2 yards of 29-inch material. Price 12c.

Good Things to Eat

Blitz Torte. Three-fourths cup powdered sugar; one-half cup shortening; four egg yolks beaten; one teaspoon vanilla. Mix and sift one teaspoon baking powder, one cup flour and one-fourth teaspoon salt. Add this to first mixture alternately with three tablespoons milk. Put in two layer cake tins. Spread on these layers four egg whites beaten stiff, and mixed with one cup powdered sugar. Lay sliced almonds on the cake and sprinkle two tablespoons granulated sugar. Bake 35 minutes in moderate oven.

Filling for Blitz Torte. Three tablespoons flour; one cup cream and one-fourth cup granulated sugar. Cook over slow flame ten minutes until smooth, then add two egg yolks beaten, and cook about two minutes. Add lemon extract.—Contributed by Mrs. M. B. Mortensen, Chicago.

Chocolate Rice Meringue. Scald two cups milk; add one-fourth cup rice, one-half teaspoon salt and cook until rice is soft. Add one tablespoon butter, one-third cup sugar, one square melted chocolate, one-half teaspoon vanilla and one-half cup seeded raisins. Cut and fold in the whites of two eggs beaten stiff. Pour into buttered baking dish and bake fifteen minutes. Cover with a meringue made of the whites of three eggs, six tablespoons powdered sugar and vanilla flavoring. Brown in a moderate oven.

Roxbury Pudding. Cream one-half cup butter and add one cup sugar gradually while beating constantly. Add one-half cup milk, two and one-half cups flour mixed and sifted with three and one-half teaspoons baking powder. Then add the whites of four eggs beaten until stiff. Turn into small, well-buttered moulds or baking powder tins, adjust covers, also buttered and put in steamer, or on a trivet in a kettle with boiling water that comes about half way up around the moulds. Cover closely and steam one hour, always having the water boiling hard. Serve with hot chocolate sauce.

Hot Chocolate Sauce. Melt one square bitter chocolate in double boiler; add one tablespoon melted butter and when thoroughly blended, pour on gradually, one-third cup boiling water and add one cup sugar. Let boil fifteen minutes, slowly. Cool and add vanilla flavoring.

Chocolate Ice Cream. One-half cup sugar, one square bitter chocolate, one scant tablespoon sparkling gelatine, pinch salt, one cup milk or coffee cream and one cup double X cream. Melt chocolate in double boiler, add hot milk slowly and blend well, then the sugar and heat. Dissolve the gelatine with cold water and stir into the hot mixture. Cool, add one teaspoon vanilla and the cream whipped stiff. Put in refrigerator tray and freeze one hour. Remove from icebox and whip up the mixture again. Then replace in tray, set cold control to top and freeze three hours. Then reduce cold control about one-half and let remain that way until time to serve.

The Car Department Organization

K. F. Nystrom, S. C. D.

THE editor of the Milwaukee Employees' Magazine has expressed a desire to reserve space in The Magazine for the Car Department. Thinking that readers of The Magazine could become better acquainted with that group of Milwaukee Road employees known as "Car-men" and that the "Carmen" themselves could become better acquainted amongst themselves, I have assured our respected and capable editor of our full support with the understanding that the editor and her staff have full authority to "Bad Order" any Car Department article.

A "Bad Order Car" is one marked out by car inspectors from trains as unfit for service and all trainmen know that a "Bad Order Car" must be switched out of the train and placed on the repair track or in the repair shop for retirement or repairs. It is therefore understood and expected that the editorial staff of The Magazine will carefully inspect any material furnished by the Car Department, and if in "Bad Order" editorially, grammatically, literally, or otherwise, that said material shall be moved to the editorial shop for retirement or repairs. For the protection of the Car Department employees and particularly for the good of The Magazine, the editor is requested to comply with the above regulation.

The Car Department family, although in recent years considerably reduced in size, is still about 4,200 strong. It may be a surprise to some of the readers to learn that a number of craftsmen and

even professional men go to make up the Car Department organization. Among the craftsmen we have: blacksmiths, machinists, tinsmiths, structural iron workers, sheet metal workers, steamfitters, pipe fitters, plumbers, carpenters, cabinet makers, painters, interior decorators, electricians, upholsterers, seamstresses, locksmiths, silversmiths, car repair men, car inspectors, oilers, and coach cleaners. In the supervisory staff we have mechanical engineers, electrical engineers, chemists, draftsmen, and others.

It has always been my desire and aim to have every employee in the Car Department feel that he or she is filling a real important position, carrying with it responsibility. This policy will be carried out in connection with articles which appear under the heading "Car Department," in that the author will sign his or her name and thereby have the satisfaction of seeing the fruit of his or her labors.

The Car Department represents teamwork and although it is a new experience for all of us to write articles for magazines, I think we can produce interesting articles describing our work, our troubles, and also pleasant experiences. Car Department employees are servants in the truest sense as it is our duty to build and maintain passenger cars which are comfortable and clean for passengers, and freight cars which are suitable for loading. We will in the future tell you more in detail of our duties and our problems.

The Gondola Car

J. L. Brown, G. S. T.

VISITORS from everywhere under the sun marvel and are thrilled by that great masterpiece of architecture, the New Union Station, in Chicago. As they enter they are breathless with its magnificence and vastness, its lights and shadows, its subdued hum of a small city under one gigantic roof, busy with its work and play.

Little do they realize that this great structure and others of its type would be impossible of construction were it not for the so-called "coal car." To erect such a building requires the services of hundreds of gondolas, carrying thousands of loads, each load contributing its part to the intricacies of the engineers' plan of design.

It is a curious fact, however, that even those of us who are in almost daily contact with the so-called "coal car" are unimpressed with its significance in the scheme of our everyday lives. We do not appreciate the tremendous possibilities afforded by the gondola ownership of the Milwaukee Road, or the foresight of the company in the acquisition of this type equipment during the past decade.

In the year 1920 our line had an ownership of cars of this class amounting to approximately 9,425 units, while during the year 1930 our ownership consisted of approximately 19,499 units. Stirs the

pride, doesn't it, to know that our ownership has increased 10,074 cars, or more than doubled in the short span of ten years.

Not only have the number of units been increased, but the 40-ton and 50-ton cars that were standard a few years ago are being rapidly replaced with 70-ton cars, the last 4,000 units acquired being of that capacity. This has increased the average carrying capacity 6 tons per unit or a total increase of 1,192 million pounds.

Each time it was found necessary to add to our ownership, the Transportation Department, with the aid of the Traffic and Car Departments, made an exhaustive study from every angle to determine the exact type of car which would best fit in with the needs of changing conditions, and the cars already in our ownership.

These studies have brought to light the fact that additions of new gondolas were not necessitated particularly by increased coal loading, but due in large measure to changes taking place in the economic life of our country. In fact, the days when the so-called "coal car" was a coal car are no more, and no "commodity" name can be justly or appropriately given it.

The car of this type is not the drab fellow we have so often pictured but has grown into a "General Service" car going

forth each day meeting life's varying demands and is truly a worker in the sun. In addition to the coal and coke transported, we have used gondola cars for every imaginable commodity.

From cannons during the war, to arsenic, we enumerate a few of the more common loadings: sulphur, sand, gravel, crushed and building stone, sheet steel, slag, motor trucks, highway trailers, ore concentrate, long timbers and poles, ties, rail, structural steel, pig iron, scrap iron and steel, automobile under-frames, tractors, cord wood, tanks, marble, granite and steel pipe.

One may readily see the numerous demands and types of car required for the various commodities. Often some new product or loading plan taxes our ingenuity to the full in supplying just the right type of car, notwithstanding our having cars with solid bottoms and ends; drop end or drop bottom or both, some of which have four small hoppers, others four drop doors or eight drop doors; long cars, commonly known as mill types; hoppers or battleships, with two and three hoppers that dump crosswise of the rails, other cars with longitudinal drops, which may be emptied either inside or outside the rails.

The scope of the demands for gondola equipment may be seen by the fact that a single industry on our rails has loaded upwards of 200 carloads of steel pipe in a day.



The Jacobs' Party

The above picture was taken at Rock Valley, Iowa, of a party of ladies who inspected the limousine-parlor car on L. & D. Train No. 3, March 24th. They traveled from Hull to Rock Valley on the new train and thoroughly enjoyed the luxury of the new type car. The party was arranged by Agent C. W. Jacobs, of Rock Valley.

From the Cross Roads of the World

WHAT some of the boys say—

Jack Hornbeck—"I will not go back to the farm this summer."

Charles Francis—"Please arrange—"

Bill and George—"What you got on the Red Ball?"

Doc—"Has he whistled off yet?"

Harrison—"I think I will leave my car the garage."

H. H. McCandless—"Why don't you some of these box cars at night?"

Guy Kelley—"I get my car pulled out snow drifts at least once a year. It helps garage man."

Joe Wright—"That Chicago operator, Moss, says I sure can send!"

SPECIAL COMMENDATION

Name	Date	Division	Cited for	Cited by
S. D. Pearce, Operator	3-28	Terre Haute	Discovered brake beam down and wheels hot.	J. H. Valentine, Supt.
E. W. Gautsch, Special Officer	2-20	La Crosse	Discovered brake beam down	M. J. Flanagan, Mgr., Safety Dept.
C. L. Rhoneds, Brakeman	3-10	Coast	Observed broken flange on wheel of passing train	F. E. Devlin, Supt.
J. H. Burns, Brakeman	4-1	K. C.	Observed broken flange on wheel of passing train	P. H. Nee, Supt.
Grant Young, Brakeman	3-25	K. C.	Discovered broken rail in C. B. & Q. crossing at Ottumwa	P. H. Nee, Supt.
C. Blanchard, Lineman	3-18	I. & D.	Discovered broken rail east of crossing at Clear Lake, Iowa	W. F. Ingraham, Supt.
L. B. Hughes, Brakeman	3-6	I. & D.	Discovered brake beam down on tank car loaded with gasoline	W. F. Ingraham, Supt.
L. E. Bergeron, Agent	2-23	Superior	Discovered broken rail in main track near station	E. A. Meyer, Supt.
Fred Arnett, Conductor	4-6	Superior	Discovered broken rail in main track at middle inlet	E. A. Meyer, Supt.
R. Wallace, Conductor	3-28	Superior	Discovered broken rail east of east switch at Amberg. Break was not easily visible because it was covered by the joint fastenings.	E. A. Meyer, Supt.

Our Business Getters

G. P. F.

THE division officers commend East H. & D. Division Engineer Frank T. Warner for soliciting and securing carload of linseed oil from Minneapolis to Chicago.

Perishable Freight Inspector George McCamant, in the Chicago Terminal, has secured the routing via our line on the entire output of a large paint concern in Chicago, both L. C. L. (which amounts to between 45,000 pounds and 50,000 pounds per day), and carload. This business all formerly moved via competing lines. Nice work, Mr. McCamant.

The Passenger Department at Minneapolis commends Operator Marion Cashill, local freight office, St. Paul, for soliciting and securing a passenger from Minneapolis to Seattle.

Assistant Cashier Carl Weems, Ottumwa, is credited with securing twelve carloads of coast lumber during the month of February. Mr. Weems was able to secure the routing via our line because of his friendship with the management of the lumber company.

Due to the interest taken by Mr. Slattery with reference to a shipment made by a large concern at Chicago, they were so well pleased with the effort he made that they advised him they were re-routing via our line a car for Mitchell and a car for Sioux Falls, South Dakota, which had been routed via a competing line. We have had like experiences in requesting information from Mr. Slattery.

The following paragraph indicates that our loyal Milwaukee Road porters are alert for business-getting and leave nothing undone to give satisfactory service:

On March 10th, a lady boarded La Crosse Division train No. 14 and questioned the porter in regard to connections at Chicago, for Buffalo, New York. The porter, George Jack, gave her the desired information and upon reaching Milwaukee, went into the station and bought her railroad ticket and sleeping car berth without the need of the passenger leaving the train.

Mr. J. R. Killkelly, boilermaker at Othello, was instrumental in securing the entire business on a removal of The New World Life Insurance Company headquarters from Spokane to Seattle. Mr. Killkelly is a policy holder in that company and was able to influence the

General Passenger Agent Dixon reports the following employees interested in securing passenger business for our line:

Otto Timm	General Freight Department	Chicago, Ill.
F. C. Wanner	Sleeping Car Conductor	Chicago, Ill.
Miss Marion Cashill	Operator Local Freight Office	St. Paul, Minn.
Ralph Haslan	Car Department	Milwaukee, Wis.
Jacob Herzog	Machinist	Austin, Minn.
L. A. Patton	Agent	Waucoma, Iowa.
J. G. Frey	Freight Claim Office	Chicago, Ill.
Arthur Sabey	Office of Agent	Galewood, Ill.
Wesley Nehf	Assistant General Freight Agt's Office	Chicago, Ill.
Son of Charles Poshuta	Engineer I. & D. Division	Mason City, Iowa.
Miss Mary G. Braheny	Stenographer Superintendent's Office	Mason City, Iowa.
Joe Hogan	Yardmaster, Halsted St.	Chicago, Ill.
Austin Wagonette	North 2855 North Fourth St.	Milwaukee, Wis.
	(Formerly employed Milw. Shops)	
Edward Huslein	Storekeeper's Department	Milwaukee, Wis.
Miss Julia Johnson	Superintendent's Office, Superior Div.	Green Bay, Wis.
George Lange	Brakeman, Superior Division	Green Bay, Wis.
Zif Hudson	Helper	Sheldon, Iowa.
John O. Jones	Asst. Gen. Foreman Locomotive Shops	Milwaukee, Wis.
Fred Jones	Section Foreman	Beloit, Wis.
Ray Clark	Brakeman, Superior Division	Green Bay, Wis.

business to The Milwaukee Road. The shipment consisted of one baggage car, loaded with office fixtures and one sleeper for the office staff. And later, when the city office force of the same insurance company was invited to visit the new headquarters at Seattle, our company was favored with the business, the group occupying practically an entire sleeping car.

Frank Gross, assistant foreman at freight house, Sioux City, secured 2½ tickets to the north Pacific Coast in March. Some of Mr. Gross' relatives, who were here attending a funeral and intending to return via Omaha and U. P. Ry., were the persons who used our line.

B. J. Mitchell, chief clerk, Sioux City freight house, secured two cars of monuments from Mr. Chas. W. Johnson, manager of the Anderson Brothers and Johnson Company, of Wausau, Wis., to Sioux City. This was for the personal interest he took in looking up some records for Mr. Johnson recently.

Engineer A. B. Main secured a round trip ticket to Miami, Florida, in the forepart of March.

Mr. Herbert Unmacht, storekeeper, Dubuque shops, secured one trip passenger for Los Angeles, for March business.

Section Foreman George Christ, at Sioux Falls, obtained two tickets via our line to New York from Sioux Falls, these two passengers were en route to Europe.

Section Foreman George Christ is at it

again. He reports that he has induced another to use our line, Sioux Falls to New York.

Mr. F. S. McCulloch, W. V. Division conductor, secured two tickets in coach on No. 156, March 28th, for Minneapolis after the passengers decided to use a competing line.

One of our Extra Section Laborers, Teafil Szurmach, boarded train No. 67 at Winona on March 29 and told the conductor of a brake beam that was down. The trouble was corrected before any accident resulted.

Our attention was directed to the fact that Mr. D. F. Hardt of Winona, Minn., a non-employment, noticed damage to crossing two blocks east of Mankato avenue caused by brake rigging down on our train No. 67, and he immediately reported the matter for correction. This was on March 30. We are very grateful to those who, upon discovering such conditions, make prompt report of it so it can be taken care of.

Retires On Pension

PORTER LEVIN C. PRICE just passed his seventy-fifth birthday on March 21, retired from service and applied for his pension. Mr. Price has been in the employ of the Sleeping Car Department since April 10, 1894, and during all of the years has rendered uniformly good service. A great number of his years were spent on the Pioneer Limited.

ON THE STEEL TRAIL

THE DIVISION NEWS-GATHERERS

Guy E. SampsonNight Yardmaster, Bensenville
Vila M. GravesEngineering Dept., Chicago
A. M. DreyerFullerton Avenue, Chicago
John T. RaymondDispatcher, Marion, Iowa
M. J. StarkeCare of Superintendent, Savanna, Ill.
Ruby M. EckmanCare of Asst. Supt., Perry, Iowa
Maude FrenchCare of Superintendent, Des Moines, Iowa
E. L. SacksCare of Trainmaster, Dubuque, Iowa
Lucille MillarCare of Storekeeper, Dubuque, Iowa
M. G. BrahenyCare of Superintendent, Mason City, Iowa
C. M. GohmannCare of Superintendent, Ottumwa, Iowa
Sybil M. CliffordCare of Asst. Supt., Kansas City
Mrs. Ann MillardMuskego Yard Office, Milwaukee
C. M. BrowningCare of Superintendent, Green Bay, Wis.
Eileen StoryCare of Superintendent, La Crosse, Wis.
L. J. LightfieldTicket Office, Beloit, Wis.
Harriette M. BadgerCare of Car Department, Milwaukee Shops
Cora R. OuimetteDrafting Room, Milwaukee Shops

Margaret MaherCare of Roadmaster, Wabasha, Minn.
Leda MarsCare of Local Agent, Minneapolis, Minn.
N. A. HiddlestonCare of Mechanical Dept., Minneapolis, Minn.
Marie KuklaCare of Car Department, Minneapolis, Minn.
V. J. WilliamsCare of Superintendent, Austin, Minn.
Lillian AtkinsonCare of Superintendent, Wausau, Wis.
B. M. SmithCare of Superintendent, Aberdeen, S. D.
M. F. KasakCare of Superintendent, Sioux City, Iowa
Harriet SchultzeCare of Refrigerator Dept., Fullerton Ave., Chicago
Helen KirwanCare of Local Agent, Mobridge, S. D.
Dora M. AndersonCare of Superintendent, Miles City, Montana
Nora B. DeccoTelegrapher, Three Forks, Mont.
A. M. MaxeinerAgent, Lewistown, Mont.
L. W. PrattCare of Superintendent, Butte, Mont.
R. C. PetersonDispatcher, Spokane, Wash.
F. E. KirklandCare of Superintendent, Tacoma, Wash.
R. R. ThieleCare of Local Agent, Tacoma, Wash.
H. W. AndersonCare of D. M. M., Tacoma, Wash.

Twin City Terminals

Leda Mars

ON Wednesday, March 26th occurred the passing of Mr. George A. Brewster in his 75th year. Mr. Brewster was for many years agent at Twin City Transfer prior to which he had served as agent at Stillwater, Minn., and elevator B, Minneapolis. He had retired from active service some time ago on account of ill health.

Entering the service of the Milwaukee Road in 1880 in the Accounting Department, he advanced to the position of traveling auditor, from which position he resigned to enter station service.

Mr. Brewster had made his home at the Normandy Hotel, in Minneapolis, for some time past, his family residing in the Orient. He had been a patient sufferer, respected and loved by all those with whom he was associated, and he will be sadly missed by those of us with whom he labored for many years.

Mr. John Spillane was a visitor at the office last month. Everybody was pleased to see such an improvement in his health and looking so well.

Miss Katherine Nichol森 spent a week of her vacation visiting friends in Brookings, South Dakota.

Gene Jacobson spent her vacation visiting Mr. and Mrs. Jerry Walsh in Washington, D. C. Mrs. Walsh formerly worked in the Accounting Department.

The girls of the local freight had a get-together chow mein dinner last month at Hylda Swanson's. The evening was spent with musical entertainment; Grace Quinn, Hylda Swanson and Elizabeth Hessburg gave vocal selections, with Miss Jennie Goss at the piano.

A LITTLE DITTY ON HARD TIMES

The plumbers are still in the hole.
The sewer men have to keep digging to make a living.
The brick men are hard pressed.
The sand and gravel people are on the rocks.
The cement business is somewhat mixed.
The lumber people are only getting their board.

The structural steel men are just hanging on.
The floor men can see their finish.
The plasterers are going to the wall.
The paperhangers are right up against it.
There are no openings for sash and door men.

The tile people are down on their knees.
The glass men are all broke.
The painters have spread out too much.
The heater men are in hot water.
The refrigerator people have been frozen out.
The electricians' business is light.
The roofers are up in the air.
The shinglers are laying down on the job.

Tacoma District Accounting Bureau

A. L. BOYD made a business trip to Chicago during March. Came back looking happy, so must have had a pleasant journey. Miss Armitage and Mr. Baughn were both on the sick list for a week, but are now back on the job working harder than ever. No foolin', we missed you.

We are congratulating Dr. and Mrs. Hubert Watson on the arrival of Junior. Mrs. Watson is better known as Ann Howland, formerly of the Car Department office.

We now have three Milwaukee veterans who recently received badges: Messrs. Pyette, Dahl and Forest Mason. The "boys" are proud of the honor.

We sure have talent in the Milwaukee family. Jane Kirkland, charming daughter of Francis Kirkland, took the leading role in "Kalinka" at Stadium High School.

Several from the office saw Walker Whiteside play in "The Chinese Bungalow" when it appeared at The Temple Theatre. Franc Hale, his leading lady, being a Tacoma girl, was an added attraction.

Walter Evans visited us recently. He wore a dark blue suit and black hat; at first we thought it was the Prince of Wales. He also had a new sport car. Kittitas was a good move for Walt—away from the big city.

FAVORITE SONGS

C. A. L.—Three Little Words.
F. O.—99 Out of a Hundred Want to be Kissed, Why Don't You?

A. I. J.—Kiss Me Again.

C. J. P.—My Baby Just Cares for Me, and Hello, Beautiful.

W. M. E.—Your Eyes Have Told Me So.
F. C. M.—It's Nice to Get Up in the Mornin' but it's Nicer to Lie in your Bed.

A. L. B.—Sweet Jennie Lee.

M. J. A.—One Alone.

F. B. T.—In My Merry Oldsmobile.

W. E. S.—Waltz Me Around Again, Willie.

R. G. B.—Just a Cottage Small.

R. R.—We'll Call It Yours and Mine.

O. D.—When Irish Eyes are Smiling.

H. E. H.—I Want What I Want, when I Want It.

L. J.—The Stein Song.

L. B.—Following the Sun Around.

C. J. T.—Three o'Clock in the Morning.

Des Moines Division Items

Frenchy

WE regret to announce the passing on April 10th of Mr. J. L. Tidball, one of our veteran conductors. Funeral services were held at Dunn's, in Des Moines, on April 13th. Mr. Tidball had been in the service of the Milwaukee Road for the past 35 years and had a large number of friends on the railroad. We wish to extend our sympathy to Mrs. Tidball and children in their bereavement.

Section Foreman Nels Young, who has been off duty account illness, is improving and expects to be back on the job soon.

Miss Jean Dallas spent the week-end of April 12th in Davenport. I wonder what the attraction is in Davenport at this time.

Fred White, section foreman, Panora, left about April 15th to take charge of an extra gang for the summer.

Mr. and Mrs. L. L. McGovern were called to Chicago on April 8th by the death of an uncle of the former, Mr. Thos. Connolly.

We are sorry to hear of the death of Vincent Bartle, son of Agent E. V. Bartle, of Churdan.

W. J. Hakes relieved Mr. Bartle for about a week at the time of the death of the latter son.

Relief Agent E. E. DeLacerda recently relieved W. J. Stout at Adaza for a few days.

Henry Welch is operating a filling station on Avenue Frederick Hubbell, Des Moines, serving the latest in automobile food and drink.

Howard Lee, from Adel, has accepted the position as helper at Jefferson. Paul Quinn has transferred as clerk from Jefferson to Rockwell City and Ward Locke from Churdan to Milford.

We now have the gas-electric motor cars operating on all passenger trains between Des Moines and Spirit Lake.

C. W. Moore has accepted the position of bus operator between Des Moines and Madrid on Sundays only.

I. & D. Items

M. G. B.

THE following was reported by Tiny Thoma, to the G. Y. M., on a recent calamity in the battlefield:

"The little dog was running 'round the engine, The engine was a-running in a fog; There came an awful yelp, which the engine couldn't help,

'Cause the engine couldn't run around the dog."

A very interesting Safety First meeting was held at Rapid City March 24th. We folks on the East I. & D. felt rather left out when we heard that the ladies served a very charming lunch to the men after the meeting.

Michael Berry, veteran employe, died at Mason City, March 16th. Mr. Berry was 75 years old and had worked for the Milwaukee 30 years, and was employed in the Store Department at the time of his death. Sympathy is extended to his family.

Mr. M. A. Bost, division engineer, made a trip to Wilmington, Del., to attend the hearing in the case of the four railroads at Mason City versus the Mason City & Clear Lake R. R. Hearing was held March 21st.

Mr. C. E. Mutschler, chief clerk in the superintendent's office, represented The Milwaukee in a bus hearing at New Hampton, March 25th.

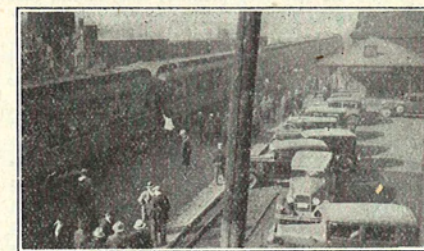
Mrs. Henry Smith, who has been active in the Milwaukee Employes Relief Committee, went to Emmetsburg and Spencer March 21st to investigate several cases. From there she left for Chicago on personal business.

Noticed an incident one night, which showed the interest the employes take in the railroad, whether they admit it or not. It was at an evening service in one of the local churches. Towards the close there was heard in the distance the long blast of the whistle that meant only one thing to employes at Mason City—No. 22 was coming in. The man who was standing next to me pulled out his watch and looked at it, another Milwaukee man was not far away, and he also had his watch in hand, and a girl employe was surreptitiously looking at her wrist watch—all timing No. 22. It was on time, too.

Sympathy is extended to the family of Conductor Frank E. Ulrick, veteran I. & D. conductor residing at Mason City, who died March 31, 1931. He had forty years of service with the Milwaukee.

We always figured that our coal supervisor H. R. Howard and District Safety Inspector G. R. Hannaford were some pumpkins when it came to bowling, at least, we were lead to believe that, after hearing so much of the high scores that they make and we had figured that they were in a class of their own. We are now rather skeptical when we learn that C. E. M. and O. A. B. (who hardly ever see a bowling alley) took them on for a three-game series, and mopped the alleys with them.

We now understand that a couple of our lady bowlers have challenged them and we know the results will be the same.



Party of Mason City Business Men Down to Meet the New I. & D. Train No. 3

Conundrum: If a bowler bowls 245 at Sioux City, what score would he bowl at Mason City? (Send your answers to this office, please.)

The first casualty of the baseball season occurred at Mason City April 13th (of all days), when our hero, the youthful Eddie, cut his hand and practically ruined the looks of his wrist watch. The noon baseball games are in full swing, however, and it takes an accident happening in a big way to stop this sport. We had the house across the way taken down in order to avoid having the boys arrested for breaking windows. It may be we will have to do away with the superintendent's office building entirely to give the boys more room. But then, where would the boys come from? Oh, well, this is getting too complicated—let's drop it.

Mrs. Clifford Long, wife of cashier at Spencer, and living temporarily in Los Angeles, made a trip back home the first part of April.

Squeaks from the Milwaukee Division—First District

OUR best wishes for a speedy and complete recovery are extended to Conductor Wm. Carr, who has been confined to his home for some time by sickness.

We expect to see Brakeman Wm. Carlin back on the job most any day now that the sun is getting high. Bill, you know, passes up the bad weather by taking a trip to the sunny south.

Won't be long now until the boys begin to spin fish stories.

Conductor Al Proeber is now officiating as G. Y. M. at Rondout.

Our best wishes for a speedy and complete recovery are extended to the mother of Brakeman Frank Pape, who has been sick for some time.

As president of the Purity League, Conductor Walter Emery will be glad to receive petitions and pass on the merits of prospective candidates. But as the restrictions are so severe it is doubtful whether very many will be accepted as several candidates have been black-balled to date.

Conductor "Spoof" Rohde can be seen out in the lot at Rondout most any day drilling the Rondout old-timers' baseball team and whipping them into shape for the coming season.

Guess most everybody has heard the news that Brakeman Arthur Kapke is now a benedict. Don't know who the young lady is that fell for "Abie's" charms. Our best wishes to the happy couple for a long, happy and prosperous life.

When it comes to being on the job at all times, Engineer Roy West is at the head of the class. Roy now carries a focusing flashlight so he can look back and watch the train for hot boxes.

Conductors Bill Martin and Henry Furman are making preparations to leave for their country estates to oversee the spring plowing and seeding.

Our best wishes for a speedy recovery are extended to Conductor "Smoke" Suydam, who has been laid up for some time with sickness.

Conductor Harry Jewell and wife have returned from a month's sojourn at Hot Springs, and Harry sure looks in the pink of condition. Welcome back to the fold, old kid.

Engineer Hugh McManus is expected back on his engine shortly, after being laid up for some time with injuries suffered in a fall.

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

D. H. A.

MRS. BEDNAR, wife of Agent F. W. Bednar, at Dupree, spent a few days here visiting at the home of Mr. and Mrs. R. S. Lewis.

Mrs. Chas. Nath went to Huron, S. D., for a meeting of the State Parent Teachers' Association held there. She reports that a district meeting comprising nine counties will be held in Mobridge, April 16th.

We are glad to know that Claire Coutts, who has been seriously ill with pneumonia, is much improved. His sister, Mrs. Geo. Elger, of Duluth, came to be with him during his illness.

Sincere sympathy is extended to Mr. and Mrs. Frank Morrison on the death of their infant son, which occurred on March 17th.

Congratulations to Mr. and Mrs. Anton Schmitt, at Deer Lodge, Montana, on the arrival of an eight-pound boy, born April 9th. Mrs. Schmitt was formerly Besse Swanton, general clerk at the Mobridge freight office.

Harold Fuller, of Miles City, exercised his seniority and displaced Ernie Rinderneck as call boy at Mobridge.

Roundhouse Foreman J. P. Leahey has been on the sick list for a few days.

Misses Nadine Beaver and Mazie Ahrens, students at Yankton College, spent the Easter vacation at home. Miss Mazie went from here to Chicago to visit her aunt, Mrs. Bloom.

We extend our sincere sympathy to Mrs. Pearl Pengray and Harry Shields on the death of their mother, Mrs. John Shields at Bowman, N. D., on March 12th.

Miss Helen Conger has recovered from an attack of the flu and is back on the job again as night operator at the local telephone office.

Demurrage Inspector H. W. Flucke, of Missoula, checked the Mobridge freight office this week.

Post-Adjutant H. H. Rinderneck attended the American Legion officers' conference held at Watertown, S. D., on March 29th.

Ann Anderson, of Miles City, spent the week-end here with her husband, Norman Anderson.

While on a recent visit to her home, the writer had the pleasure of meeting the agents' wives at Fairmount, N. D., and White Rock, S. D., the two Mrs. Geisers.

Agent B. C. Brockoff, of Selfridge, is a patient at the Mobridge Hospital.

Superintendent G. H. Hill conducted a fuel conservation meeting here. J. S. Griffith, of Tacoma, was also in attendance.

Traveling Freight and Passenger Agent Thos. A. Dodge spent Wednesday in Mobridge.

Mrs. Leo Middleton and daughter, Jo, left for Freeport, Ill., to visit Mrs. Middleton's mother, who is ill.

Mr. and Mrs. Leo Stone and family have moved to Bowman, N. D.
Topsy Rinderneck went to Omaha to meet his wife on her return from an extended visit to the west coast and California.

Red Hot Coals from the Second District of the Milwaukee Division

L. J. L.

THE head of the batting list this month is Operator Bert Wickler of Davis Junction, Ill. It seems strange that during all these months of reporting, that we have neglected the citizens at that point, and if some kind-hearted passenger conductor, who is in sympathy with the work of the magazine in building up friendly spirit, had not called this to attention, we would, perhaps, never have thought of it. We certainly should recognize the sacrifice that a man is making in taking up duties at that point. Years ago, when passenger traffic and freight business was heavy, Davis Junction was an exceedingly busy place. Now, with buses, air competition and private motor cars, travel to that point is very light, and the operator must spend many lonesome hours at his desk. Bert, we apologize for our unintentional neglect. Would it be possible for you to write us some reminiscences of the good old days, when Hammer's Cafe did a land-office business?
It has been decided to give a May dance instead of one in April. Employees will receive notice of date, and all the details by a special bulletin.

Willard Scott, former brakeman on the milk train, and now on the extra list, is taking orders for one of Chicago's leading mail order houses. Simply call Mr. Scott when you wish to send for something, and he will take your order, and give you the best of service.

John Cioni has issued a call for candidates for the Kitten Ball Team. All interested please report for spring training at once.

When in need of electric service, call on Louis Franz, he especially likes to fix the lights in the passenger station. Further information may be had by asking the ticket agent.

Felix Raue, now working in the Milwaukee offices, paid us a visit during the last week of March. Felix is looking fine, and Milwaukee must agree with him. In fact the entire force who left Beloit seem to have taken on a contented and prosperous look. I wonder if there are more positions open in that thriving city. Please give this information to passenger station, Beloit.

Former Baggageman F. J. Fairchild has turned out to be quite an architect. He has built and disposed of several model bird houses, and if anyone is contemplating on purchasing bird houses they will be wise if they see what Mr. Fairchild can do.

In connection with the above the honorable F. A. Matson has purchased two, and says by so doing he is being good to the birds, providing them a home, and also stimulating business for the lumber industry.

I am extremely sorry to impart the sad news of the death of Mrs. Harry Zimmerman, who passed away March 17th, at Spring Valley, Ill. Mrs. Zimmerman was well known to many Beloit people, her maiden name being Gertrude Jordan. Her demise was very sudden; she was stricken with pneumonia on March 10th, taken to the hospital on March 11th, and seemed to be on the gain after a few days there, but a relapse followed, from which she could not rally. Funeral services were held at Peru, Ill., March 19th, and many from Beloit motored down to attend the ser-

vices. Two children, her husband, father, mother, two brothers and one sister are left to mourn her loss.

Notes are not very plentiful this month, and I trust to be able to make up for this deficit in the June issue.

Coast Division "Kirk"

AGENT ALLEMAN recently received, through the mail, one dollar (\$1.00) from a conscience-stricken fellow in Seattle, in payment for a box car ride which he had taken some time previous. If only science would develop some means of affecting the conscience of all riders of side door Pullmans, we could put back to work the rest of the gang who have been laid off on account of the depression in business. Some of you inventors get busy.

Harry Lyons, of the Engineering Department spent several days at home recently on account of a visitor named flu. Glad to say he has fully recovered now and expects to be able to cast a wicked fly by the 15th, when all good Isaac Walton's start to do their stuff.

Mrs. McMahon, wife of our chief clerk, has also been on the sick list with the flu, but is now back on her feet, and in full charge of the household. During her illness Mac found out that his little girl Bobbie was just about 100 per cent as a cook and housekeeper; he didn't look as if he had missed any meals, either.

Mrs. Negley spent three or four days in Spokane the first part of the month as a delegate to the D. A. R. convention, so Charles Freemont was a bachelor. Quite sure he behaved himself as becomes his years, and the Filipino boy got the meals, so Charles was sitting pretty.

April 1st to the 4th, a rate of one cent per mile was in effect from Butte—west, tickets good for return trip until the 9th. This was in the nature of an experiment to get the people travel-minded, and it sure worked. This old station hasn't seen so many people in it for a long time, extra coaches had to be added to the trains and another motor to help them over the hill. Have not seen any statistics as to just how much money was taken in or tickets sold, but it sure did seem good to see so many people at the station and on the trains; seems like old times.

Willie Lindsey, formerly of Agent Alleman's office, Tacoma, should now be addressed, care of the agent, Seattle, having taken a billing job in Mr. Campbell's office.

Sorry to report the death, March 9, of Switchman James A. Dickson, Seattle Yard. Mr. Dickson was 56 years old, and had a service date of July 5, 1917. He had not been working for a year or more on account of ill health. The sympathy of the Coast Division employees goes out to his family.

Section Foreman Charles Perron, who returned to work recently as a crossing watchman, after having been off for some time due to a bad foot, is again unable to work on account of trouble with the same foot.

W. M. Evans, sometimes known as "Doc," blew into town the other day from Kittitas, where he holds down the second trick substitution job, in a brand new Chevrolet sedan, all nickel plated and spare wire wheels, 'n everything. Doc also had on all the new clothes that any fellow ought to have at one time. Wish I could get a substitution job.

Speaking of Chevrolet sedans, Geo. Loomis, of the Engineering Department, has just consummated a deal whereby he becomes the proud possessor of a used Chevrolet landau

sedan. George has always been a Ford addict and sure enjoys the new hack. He could have traded in the old Ford coupe on the new car for forty dollars, but decided he would sell it himself, and did, for fifty dollars, "cash money".

Ethel Cushing and Adolph Carufel were Spokane week-end visitors recently. They came back on the same train Monday morning, both confessing ignorance of the other's presence on the train until they arrived at Tacoma. Seems like Adolph should inspect the train better than that.

Chief Carpenter McFadden has quite a booster in his son Dan, who is attending college in Eastern Washington. The other day Dan gave a note of introduction to two embryo bridge carpenters, and told them to see his father at Tacoma. Tom took one look at the applicants and then wanted to know whose writing that was, as it looked familiar. Anyway, the gangs were all full up or some other excuse was offered, and I expect Dan will receive full instructions, by mail, how to, or rather, not to pick out bridge carpenters.

River-Lax Division M. M.

MR. P. J. MEYERS, operator at Hastings, spent a few days the past month at Wabasha, visiting home folks.

Engine Watchman Frank Hintz and wife, of Menomonie, spent a week in Chicago visiting their son. Mr. Hintz has been taking a week's vacation from his duties at Menomonie.

Engineer Cavanaugh is back from his trip to Florida, and he thinks there isn't any place like Minnesota. Attention, all you folks contemplating going to Florida, and perhaps you will change your minds.

A Safety First meeting was held at Red Wing, March 24th, and Roadmaster C. Carlson and Safety First Inspector E. B. Crocker gave interesting talks to the men.

On April 1st Mr. John Turney, who had been master mechanic at Minneapolis for many years, was transferred to Sioux City. Nearly all of the past thirty-five or forty years Mr. Turney has spent in Minneapolis in supervisory capacity. He holds a record difficult to equal for no matter how stormy or how late, Mr. Turney was always to be found working. It can be truly said of Mr. Turney that he lived in deeds, not years.

Before his departure, the engineers surprised him with a watch and chain, and the supervisors presented him with a leather traveling bag, which, no doubt, manifested the esteem in which Mr. Turney was held. Although every one regrets the departure of Mr. Turney, still Sioux City is to be congratulated and everyone wishes him the best of success.

District Master Mechanic Mr. F. P. Miller came to the River Division April 1st, and will take this opportunity to welcome Mr. Miller to this territory and pledge our support and co-operation.

Mr. J. Daugherty, captain of police, of Minneapolis spent a short time at Wabasha en route over the C. V. Division. He was accompanied by Mr. Conway of Minneapolis.

Chief carpenter, Mr. John Ostrum has been very busy the past month with a great amount of work, and he has two work trains on the C. V. Division, also pile driver.

Mr. F. Aumen, special officer, is stationed at Wabasha, with headquarters at that place. From now on Wabasha will be a law-abiding city, no doubt.

The death of Mr. W. W. Conley, conductor on the River Division, occurred at St. Joseph's hospital at St. Paul after several months

of illness. Mr. Conley was one of the most popular conductors on the River Division, and his winning personality gained him many friends. His home was at Hastings, so nearly all of his life was spent on the River Division. At an early age he took up the occupation of trainman and followed that career, with the exception of a few years that he spent at Wabasha, when he was proprietor of the Merchants Hotel. He leaves to mourn his loss his wife, two sons and a daughter, his mother, brothers and sisters and many friends. Mr. T. T. Conley, of the River Division, is a brother of the deceased.

Sympathy is extended to the relatives. His funeral was largely attended.

Watch next month's issue for some thrilling fish stories.

The good word comes that Mr. F. G. Hemsey is slowly recovering and is able to be out. Sincerely hope that he will soon be back on the River Division among his many, many friends.

Hot Shots from the Trans-Missouri Division

Helen Kirwan

SPRING arrived here about January 1st. Miles City and vicinity has enjoyed the mildest winter experienced here in over 49 years, according to the old timers. Robins have been eating worms here as a steady diet since Christmas. Think of it!

P. J. Burns, assistant timekeeper, celebrated his 24th year in the service of the Milwaukee last week.

C. A. Nummerdor is the proud father of the new marble champion of this district. Charles Jr. is the proud possessor of the silver trophy awarded to the winner of the honors.

Mr. A. L. Lester, of the store department, has been ill in the hospital for a couple of weeks. He is reported improving at this writing.

T. E. Corbett has been transferred to the Spokane Division as trainmaster. Mrs. Corbett and the children expect to follow him to their new home shortly.

A. F. Manley paid us a visit last month. Was that an April fool? (Not A. F.—just his visit.)

The question of home injuries is being brought before us by the Safety First Department, and I just want to say a word to the men who are helping with the heavy work around home—for instance, brushing down the cob webs and beating the angel food cakes, to have a care for safety. One big, strong man I know of, burned himself last week basting the chicken for Sunday dinner, while his wife was attending church. He said he wasn't properly instructed by the supervisor in charge. (Ever notice how the women always get the blame?)

Vacations are all sorted out, and we all know when and where we are going, but HOW is the important question now to be settled. How, yes, "how much"—will it take?

Dunc. Ritchey says it was a horse on him when he and the occupants of a car in which he was riding, en route home from Terry, recently, rammed into a horse which was trespassing on the highway a short distance from Miles City. All of the occupants of the car escaped serious injury, although they received numerous cuts and bruises when the car was overturned twice by the impact. The horse was shot.

Norman Anderson (Ann's husband), spent the week-end in Miles City.

Kansas City Terminals S. M. C.

MR. AND MRS. HAL REED are to be congratulated on the birth of a little daughter in April. Perhaps that accounts for the cheery look E. F. Reed now wears. Another new grandchild for him.

We have heard a good deal about bowlers and bowling since our boys returned from Milwaukee. The Kansas City boys take this opportunity to thank Mr. Brook and Mr. Carey for the fine, courteous treatment they received in Milwaukee. They say that Milwaukee is a fine town. Talbott, Leaton, Sellens, Riley and Rhodus finished sixth in the five-men event, and K. Lewis, Fehler, Lasho, Wyman and Crum finished second in the boosters. Not bad for Kansas City. Roger Leaton rolled 600 in the singles and shortly after they returned home Lasho shot 707 in the singles, Allied Ry. Tournament, winning first place. Evidently Lasho learned some fine points about the game while in Milwaukee.

Comments from the bowlers who went to Milwaukee:

Kay Lewis: "It's sure hard to find raspberry pie in Milwaukee."

H. Fehler: "I want to go to Green Bay next year, a fine time for everybody."

G. Rhodus: "A fine trip to a good town, but what's the use of having an ace in the hole?"
J. Talbott: "I can't understand why the hotel locks you in the room, it sure was casting insinuations at someone."

C. J. Sellens: "I told you fellows I knew where to eat."

R. Leaton: "Boys, it's hard luck when you go to bowl without your girl."

H. Crum: "Well, I'll know better next time, I'll take the Mrs. along."

P. Wyman: "Put me down for next year, boys. It's Green Bay or bust."

P. Lasho: "I liked the tournament with all the hard breaks, and I am ready to go to Green Bay next year."

W. Riley: "Milwaukee is a good town for a good time and count on me next year."

Jess Reeder, traveling freight agent, is the proud father of a baby boy. "Another golf player," says Jess.



Broadway Industry Engine and Crew. Left to Right: Lyman B. Davidson, Foreman; Bill Lynch, Switchman; Gus Kellogg, Switchman; Joe Fitzgerald, Engineer; Raymond Crockett, Fireman.

About time for Charles Wright to bring down a bouquet of flowers. Charlie says he could bring a bunch of onions and radishes. Well, Charlie, onions smell, bring them along, that will be one bouquet the boys can get in on.

Pauline Wilson and Nell McGraw say that work and lots of it never hurt anyone. They should know as they have plenty of it and from all indications it agrees with them.

La Crosse River Division Items

Eileen

ART REIFENSTUHL is sporting a new Chevrolet—green wheels and what not.

We are very sorry to chronicle the death of Charles Hamesburg on March 23, 1931. Shortly after he reported for work he dropped dead from heart trouble. He was employed for many years as a steamfitter at La Crosse.

Chief Gallivan confided to us that his daily trip on foot between the Linker Hotel and the depot at La Crosse was accomplished with a view of eliminating the twin goiters, fore and aft.

Effective the first of April, Mr. W. C. Givens has been transferred to the La Crosse Division as trainmaster, and Mr. Ellis Schmitz is appointed traveling engineer.

It has been discovered that Paul Duvey has been a much better man since he got married.

Too bad that Barney Larson of Grand Crossing had to spoil the beautiful Easter Sunday morning serenity by being A. W. O. L. The Easter eggs must have been badly colored. Maybe Barney will tell us about it later.

Mr. and Mrs. Donald Senogles have announced the birth of a daughter, Carol Gertrude.

We lost another of our veterans when Conductor W. W. Conley passed away on March 29. He spent nearly fifty years in the service, and was for a long time local chairman of the conductors.

How many of the Old Timers remember when we used to get an order reading like this? "Run wild La Crosse to Portage regardless of all trains," or "Run wild La Crosse to Portage and keep clear of regular trains," and when our orders were marked "OK" instead of "Complete," as is the standard vogue at the present time. Why the letters "OK" were abolished, we do not comprehend, for today in Hollywood, the hub of science and wisecracks, they have created a new word out of the letters "OK". Out there, it is spelled "Okeh".

Carl Schroeder is spending some time nosing out the two-legged mice around the dispatcher's office. Been working at it ever since they stole the lunch his girl brought down. And the worst of it is, says Carl, they didn't leave a crumb for him.

George Harmon, who worked as an engineer on the Old Line, was found dead in a street car at Milwaukee on April 4. He had many friends around Portage and on the road who will miss him.

We are confidentially advised—I mean the Superintendent's Office—that Wee Wee is going to give us a big time on the money he received from an unexpected source. Even the Ford is now out of hock.

Sam Hunter now occupies a flat at North La Crosse, furnished with the furniture he had stored in the attic at Portage, and he feels when he gets his bearings, he will bring up the balance of the furniture and open up a string of flats.

Fireman Fred Elliott passed away at his home in Portage on April 7, after a lingering illness. He was greatly interested in baseball and spent much of his leisure time scouting for promising baseball players.

Notes from the Local Freight and Yard Office, Tacoma

MR. FRED REHBOCK, general yardmaster, Tacoma yard, together with Mrs. Rehbock, took his vacation early, and made a trip to the sunny Southland of California, where the oranges can be had for the asking, and where the Hollywood stars shine brightly. He even went, as most tourists do, to the border, and crossed Mexico to see the beauties

GOOD NEWS!

Phenomenal Values in
Suits and Topcoats

Right in the UNION STATION. No
need to spend all your time shopping

SERVICE DEPARTMENT
Suits Pressed . 50c

JOSEPH KAHN
Union Station Chicago

of Tia Juana. However, being quite dry by principle, the famous long bar had no great attractions for him and he did not bring back any of those well known photographs showing the thirsty tourist with his foot on the rail, in the attitude familiar to all old-timers (familiar by hearsay, of course), and blowing the froth off a tall schooner in a thoughtful manner. No such levity for our Fred, no, sir! However, he enjoyed the warm sunshine to the limit, and his opinion of the almost continuous rain we have had since he came back is hardly fit for polite society.

We regret very much to chronicle the passing away of Mrs. Gordon, wife of Mr. Joe Gordon, of the local warehouse force, and mother of George Gordon, of our yard office force. She died on March 19. Besides her husband, she is survived by four sons and four daughters. A large circle of friends mourn her departure, and we also offer the sincere sympathy of the Milwaukee family at Tacoma to the sorrowing relatives.

Bill Stubbs, who was on the Industry Checker's job on the Tacoma Tide Flats, up to a few months ago, is now at the Seattle Yard Office, and has moved his family over to the metropolis of Elliott Bay. We were sorry to lose Bill's genial presence here, and wish him luck on the new job.

Kenneth Alleman has been on his vacation, but his mother started spring housecleaning the first day of Kennie's vacation, and you can imagine how handy Kennie came in on the occasion in moving furniture and pounding rugs, and then he was called back to the office to help out because of the sudden illness of Mr. W. S. Burroughs. However, Mr. Burroughs is able to be back on the job again and we wonder what will happen next to lay Kennie out of some more of his vacation.

Mr. Frank Clover, of the Yard Office force, has gone on the demurrage desk, and will now devote to average agreements and the like what little time his five-acre berry ranch may leave him.

Mr. Ralph Bement, the dynamic assistant agent, is one of the high lights of the Milwaukee Bowling League, and every Friday evening is the center of attraction at the match games of the League, he being a member of the Supervisor's team. His scores are so fabulous that we refrain from publishing them here, not wishing to invite any doubts as to our veracity, but he will certainly be in on the gravy money at the end of the season. He is also a golfer of no mean ability, shooting a fairly consistent 85 or thereabouts, which is not so bad, we should say. The weather has been a little too damp this spring to allow full scope to the golf hounds, but with the advent of fair weather, Mrs. Bement will become a mourning golf widow for the summer, and Ralph will talk of nothing but stymies and birdies and holes-in-one and all the rest of that mysterious language.

Fullerton Ave. Building

A. M. D.

IT is in order to extend our best wishes to the auditor of expenditures office's newest bride, Lauretta Casey.

The wedding took place April 18, followed by a dinner and reception at the bride's home. Her sister, Florence, was her attendant.

March 31st a shower was given by some of Lauretta's friends in the office, which turned out to be a reunion, because many girls who formerly worked in the office with Lauretta were there. The bride received a great many beautiful gifts, and all the guests enjoyed themselves immensely, as might be expected when the Casey's are at the party.

We all wish you the best of luck, Mrs. Jimmie Nolan.

Isobel Hughes, of the office of auditor of expenditures, is wearing a new diamond. Now, we want to know who, where and when.

A group of employees were entertained by Sherman Arpp and Chuck Woelffer with moving pictures of their trip to California, and of various trips to bowling tournaments.

Mr. Payne's life ambition, as described by him to Miss Doris Blake, in a recent contest staged by the Chicago Tribune—"To become a political power in Chicago and to drive out all evil and corrupt practices, etc., etc." Carry on, Alvin carry on!

While we are on the subject of politics, attention is directed to L. E. Moyer, the master mind of local political circles. When the rest of us were still dazed and astonished at Governor Emmerson's recent veto of the repeal bill, "Lemon" not only immediately grasped the diplomatic genius of the move, but was also a staunch supporter of the governor's action.

We're wondering how the bowling team is getting along without Margaret Porten, who is convalescing from an operation at the Illinois Masonic Hospital. We hope by this time that she is well on the road to recovery.

Ebba Anderson, Erna Anholt, Helen Eiffert and Mary Jones, of the Central Computing Bureau, toured the west coast, especially the golden state of California, stopping off at the most interesting points.

We met one of the former employees of the ticket auditor's office, Mayme Hiemos, who gave us some choice information regarding other former employees. We were informed that Ethel Hutchinson has a family of three or four children (not very definite) and now resides in Chicago. Her sister, Marcella, has a very nice family of three youngsters; Evelyne Collignon is in good health and has two children.

While we are on the subject of old-timers, please let me have any news you may have regarding our old friends which would be of interest to their one-time fellow employees.

Adolph Kopplin, of the Freight Claim Department, is the proud possessor of a new arrival—a baby daughter. The big event took place on the 24th of February and they named her Jean Dolores. Congratulations, Adolph.

EXTRA! EXTRA! Mr. Harry M. Baldacchini, of the switching bureau in the freight auditor's office, gave his girl a diamond ring. Looks like another maiden's prayer has been answered.

We understand that a new Ford was purchased by one of the boys in the freight auditor's office. However, Flint and Krause, looking it over before eight-thirty, a bad time for those boys, claimed they didn't like the color because it was Cermak car. A logical reason, what?

Miss Margaret Rose has returned to her desk in the statistical bureau after an absence of five months, and her many friends are happy to know that she has fully regained her health.

And again we hear that the popular little Louise Palmer, of the statistical bureau, is playing and singing with much success in the Lincoln Turner affairs.

The many friends of Miss Edith Marquis, of the freight auditor's office, were delighted to hear her beautiful soprano voice over the radio in a program of Easter music, April 4th. We hope that more treats like this one are in store for us.

Adeline Logan, of the freight auditor's office, has returned to her desk after a three-week sick leave.

Bridge is generally considered a game of skill. Innumerable books have been written, lectures delivered and lessons given by experts in order that the individual might learn to play the game skillfully and scientifically. It is said that one must be trained in order to gain the extra trick, which often means a game, giving the trained player the edge over the dub and naturally the long end of the score. However, true all this may be, the continual winning of Frank Patterson, of the assistant comptroller's office, refutes it. If Pat bid a spade, his partner will have five or six trumps; if his partner bids a no-trump, Pat will have three aces; if he fineses, it always works, etc. In other words, to get to the point of this story, Patterson is the luckiest bridge player this side of China, or otherwise stoops to using signals, and don't let him tell you different.

Final Standing of C. M. St. P. & P. Women's Jig Time Bowling League

	W.	L.	P.
Small Time.....	42	21	46
Big Time.....	37	26	58
On Time.....	24	39	38
Low Time.....	23	40	36

INDIVIDUAL AVERAGES

Player and Club	Games	Avg.
B. Albright, Small Time.....	60	14
E. Collins, Big Time.....	63	12
J. McDonald, On Time.....	63	12
M. Porten, Low Time.....	60	12
A. Byrne, Big Time.....	54	11
H. Henning, Small Time.....	63	11
C. Barber, On Time.....	57	10
M. Steffen, Low Time.....	57	10
I. McDonald, Small Time.....	63	10
M. Edwards, Big Time.....	60	10
R. Wennerberg, Low Time.....	57	10
A. Gaynor, On Time.....	60	10

High Team Average—Three Games:

(1) Small Time.....	120
(2) Big Time.....	120

High Single Game:

(1) Small Time.....	44
(2) On Time.....	44

High Individual Average—Three Games:

(1) B. Albright.....	58
(2) E. Collins.....	58

High Single Game:

(1) B. Albright.....	22
(2) M. Porten.....	22



Milwaukee Road Passenger Depot,
Lake City, Minn.

Splinters from the Wooden Shoe

Browning

YES, spring is really here, as the Superior Division had its annual spring snow storm on March 28 and 29. Whenever that is over with we can expect spring, but up until that time we can continue to expect winter.

Conductor W. W. Pritchard is back on the way freight out of Channing, after putting in the winter months on the main line passenger, while P. H. Donley was away.

Mrs. Ed. Schwanke, wife of Machinist Schwanke, Channing, is getting along nicely after a recent serious operation at the General Hospital at Iron Mountain.

Veteran Section Foreman Pat Maloney of Menominee, hale and hearty, paid the boys at Channing a short visit while he was on his way to Amasa recently, to see his son Edward, who is pumper at that place.

Engineers Ted Hansen and John Baum (Al Lindner) have finally talked Chas. Hornibrook into firing the Big League (East End passenger), although Charles has a Charlie horse.

Engineer Ed. Redline has purchased a new speed boat rated at 50 miles per hour, so Ed. says all Conductors Ed. Smith and Geo. Bloomer will have to do now is to sit and shoot ducks as Ed. chases them in.

Sympathy is extended to the family of Veteran Conductor Edward Chapman, who passed away at a Green Bay hospital April 8, 1931.

The Haresfoot Club of Madison, Wis., was handled by special train on the Superior Division, April 10, from Menasha to Milwaukee, and on April 13, Milwaukee to Green Bay.

The Rodgers Pocket started loading our way on April 14, this being the first ore to move this season.

Mr. H. B. Held, traveling freight agent, is sporting a shiny new eight-cylinder Buick. We are still waiting for a ride in it. Come on, Harry, open up your heart.

The Port of Green Bay was officially opened on April 14, when the Crescent City, of the Nicholson Universal Steamship Company, arrived with a cargo of drive-away autos.

Mr. G. C. Hiltel, division freight agent, has built a battleship for use on Lake Okauchee, and intends to do a lot of fishing Sundays this summer.

Mrs. Frank Hagendorn has been confined to her home on account of illness. We trust that she will soon recover.

Harry Held, of the traffic department, now has the golf bug and is looking for some opposition. Anyone desiring a round with him may also get a ride in the new Buick.

We see an addition to the Division Engineer's Office—Edward Brick has raised a mustache, and it is more than an improvement—it is fascinating.

The tie unloading train is expected on the division within a week. This is a new method to be tried over the system, of handling ties. With the cooperation of all, this can develop into a very economical method of handling ties. We hope everyone will give a helping hand.

As our friend "Caris" has not been to Crystal Falls of late, we have no news of standing. We understand an extra mail carrier is traveling the South Oakland beat. Things will be happening soon.

The bug has struck another member of our engineering force. Edward Brick has been singing love songs incessantly, and we are wondering if he is going to fall into the footsteps of R. J. F. Hang on, Ed, Francis doesn't want to be left alone.

The monthly record—Gunn vs. O'Neil.

MARCH—

Gunn exercised seniority and took Appleton Branch. O'Neil, on extra list, forced to Oconto in Gunns' place. Round 3—Gunn.

APRIL—

Rule in force prohibiting outside point man exercising seniority on temporary vacancy. Round 4—O'Neil.

Ruling to the effect that extra man must be off for 24 hours when laying off on sick or extra list. This affects Gunn and Millea. Round 5—O'Neil.

O'Neil gets decision as the bout ends, having knocked out Gunn and Millea, both back firing.

General Office—Chicago

Vila

THE employees of the District Accountant's Office again enjoyed a treat of candy, for on April 7, Miss Margaret Tuchlinsky became Mrs. W. P. Amfaldern. We all wish the bride and groom "oodles" of success and happiness.

Miss Dorothy Sodman has been required to take a leave of absence on account of ill health. We hope for a speedy recovery and her early return.

We all wonder why Walter Grenlin smokes a pipe.

It is with deep regret that the Treasurer's Office announces the death of Edgar J. Kubicek, who passed away on April 8, after a very brief illness. During his many years of service with the Milwaukee, he acquired, by his geniality and friendliness, a host of friends who deeply mourn his passing. To his wife and son these friends extend their sincere sympathy.

Doesn't it look natural to see Ruth back in her place in the Accounting Department office? This news gatherer "pro tem" is certainly glad to see her back.

And who do you think came in to see us on April 16? None other than Margaret Pagels, hobbling along fairly well on her crutches. We were all so happy to see her, and hope she will be able to discard the crutches very soon.

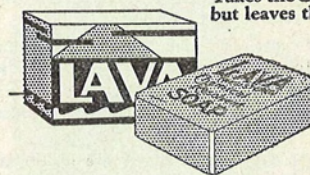


There's one thing we fellows who work with our hands are bound to agree on—Lava Soap is the quickest and kindest hand-cleaner that ever came to town.

It's the powdered Italian pumice in Lava Soap that does the dirt-disappearing trick like a magician.

George, the Lava Soap Man

Takes the dirt,
but leaves the skin



THE FAIR

Dependable with Long Life

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

THE P. & M. CO.
Chicago • New York

From the General Traffic Department comes the news that Mr. and Mrs. Earl J. Hyett are receiving congratulations on the birth of a baby girl, born March 27. Donna Marion is the name of this treasure.

Mrs. Mary Gunderson, of the Advertising Department, left the service of the Company on March 31. Mary is better known to many of us as "Mary Lauk," and her many friends will miss her, but, of course, are happy that she is going to "lead the life of Riley" now.

Well the Pass Bureau is getting all set for a busy summer, and the girls have started taking their vacations early. Miss Rose Wishneff left April 18 for the East to visit the historical cities.

The deepest sympathy of the Engineering Department, and the many railroad friends, is herein extended to Mr. Charles Kuchel in the loss of his wife, and to Mrs. Yappen in the loss of her husband.

Transportation Department

News items in the Transportation Department are scarce these days—no parties, christenings, weddings, engagements, etc. Let's get going, folks. How about starting the ball rolling, Jerry, Sally, Lora, Don and a few others?

Rosemary Stevens was in the hospital recently undergoing an operation, but is getting along just fine. She is now vacationing in the wilds of Elgin and thereabout.

Margaret Pederson Creutzberg paid us a visit recently with her darling daughter, Joan.

Ray Hansen, formerly of this department, surprised us with a letter recently. He is now at Rapid City, and writes that the Black Hills is an ideal vacation spot, also that the fishing is great.

Ida Tucker and Emma DeLong are vacationing in the Northwest, where men are men. Watch your step, Cowboys!

Take care of your health, Grandmothers, Paul Jones is looking for an excuse to see the Cubs play ball. Had a chance the opening day, but it fell through—his grandmother recovered too quickly.

"These pre-election rallies are not what they are cracked up to be," says Doc Ohlson, after attending a Thompson meeting some time ago.

Since the weather has permitted outdoor exercise, the track elevation boys have been playing indoor during noon hours. The star player being none other than MacDracket.

Russ, the contractor timekeeper, was busy paying election bets after the last election. Mr. Eddie Rohde being one of the fortunate ones.

All indications out at Evanston, recently, point to the fact that the track elevation office is about to suffer the loss of another of their heretofore "confirmed bachelors". The esteemed draftsman, "Hank" Johnson, shows all the symptoms of having been pricked by Cupid's dart. He can be seen at numerous intervals throughout the day sneaking a peek at a framed photograph confined in the innermost portals of his drafting table, and heaving great sighs. Then, too, quite often, he can be heard inquiring into the price and domestic value of this or that bit of household appliance. Although he refuses to commit himself, the boys are saving their pennies for a June, July or August wedding present. (He can't possibly last longer than that.)

I. & S. M. Notes

V. J. W.

TEAM TRACK INSPECTOR H. J. RAFFERTY returned March 25th from Moberly, S. D., where he has been assigned the past 18 months. It was fortunate that he was granted membership in the "Hounds Club" soon after his arrival, as the card came in handy to present to the judge Monday, April 13th, along with his plea that he was just a country boy in the city, and that where he came from water was carried from the creek, and he did not know that the little green thing on the curb was a fire plug. We might add that he got away with it, too.

Word reaches us that Conductor A. M. Evenson has qualified as a village marshal and at present is putting the run on the boys at Whalen, Minn. Can you imagine "Snook" in pursuit of a law violator?

Rafferty is not the only one of the force that received greetings from the police department during the past month. Assistant Cashier Ellory Barker also joined the docile group when an officer pulled up on his now famous "blind side." Of course Barker got off easy as the light had just gone out.

Agent J. E. Ober is back on the job after a short stay at Rochester. Some of the boys motored over to see him, March 17th, but his recovery had been so rapid that he checked A.W.O.L. at the hospital.

City Officer McDermott, assigned to the beat near the yards, recently had the distinction of being picked to officiate at a most unusual "cricket" game. With the report that the exhibition is to be repeated in a few months, Jack has been deluged with requests for pasteboards, and if you expect to attend you must

make your reservations early. Bill Clerk Robt. McCoy is handling the advance sale.

Switchman L. E. (Skinny) Beers thinks that he is in a position to define just what happens on April 1st. While it seemed incredible that business had picked up to such an extent that an extra engine was needed at 8:30 a. m., "Skinny" responded to the mythical call only to learn it was April Fool's Day. We heard later that it was the only way to get him up to take the storm windows off.

Car Foreman M. R. Johnson returned to work April 13th after a six weeks' illness.

We are pleased to hear that Mrs. Luskow, wife of Roadmaster F. F. Luskow, is much improved after her long illness.

I. & M. Conductor Lou King moved to Calmar March 27th, where he will work on the Decorah Line.

Do your work the Safety Way,
And live to work another day.

Reports are to the effect that Material Clerk "Scotty" Breingen rather overdid the "farewells" on his trip to Minneapolis March 14th, and, after missing the train, was forced to return to Austin by bus.

Miss Lila Harrison is the new comptometer operator in the superintendent's office. Welcome.

Mrs. Wm. Smith, wife of freight house foreman at Austin, went through the clinic at Rochester, March 24th.

We are indeed sorry to hear that James Gallagher, veteran sectionman in Austin yard, is off sick. Here's hoping for a speedy recovery, Jim.

Boilermaker Foreman Joe Hillam, of the Austin Shops, left April 1st for Montevideo, where he will become roundhouse foreman.

Word reaches us from Madison, S. D., that Mr. and Mrs. A. D. Moe are the proud parents of a baby daughter, born March 28th.

Spring must be here for sure. Barker has opened his "Curb Stone" grocery.

Sympathy is extended to the bereaved family of Conductor J. M. McDonnell, who passed away at Madison, S. D., April 2nd. Mr. McDonnell was 48 years of age and entered the service of the company August 31, 1907.

While a summer home in the wide open spaces has its advantages, it also has some drawbacks. O. S. & D. Clerk Flanigan discovered recently that his is just four blocks too far from the freight office.

Just Another Variable

HE brushed his teeth twice a day with nationally advertised tooth paste. The doctor examined him twice a year. He wore his rubbers when it rained. He slept with the windows open. He stuck to a diet with plenty of fresh vegetables.

He never over-ate.
He relinquished his tonsils.
He golfed, but never more than eighteen holes at a time.
He got at least eight hours' sleep every night.

He never smoked, drank, or lost his temper.
He avoided coughers and sneezers.
He did his daily dozen, daily.
He was set to live to be a hundred—

* * *
The funeral will be held next Wednesday. He tried to beat a train to a crossing!

—Selected

S. C. & D. Notes

M. F. Kasak

B. J. MITCHELL is back on the chief clerk's desk at the freight office, Sioux City, after an absence of a few days on account of sickness.

On March 11, the accounts at the Sioux City Stock Yards were consolidated with the freight station accounts and are now being handled through the cashier's office at the freight station.

Mr. and Mrs. H. L. Rabun and sons, Tommy and Jimmie, were visitors in Sioux City over Easter from Kansas City. Mr. Rabun was machinist foreman recently transferred to Kansas City.

Alice Ebersole, stenographer, Sioux City Freight Office, says, "Store door delivery offered by the National Freight Company cannot be beat for service."

Our new fast freight service out of Sioux City (SCSX) is a whiz bang for speed, making New York delivery the fourth morning. This train leaves Sioux City at 5 p. m. daily, except Sunday.

Mildred Ness, of the superintendent's office, you will remember from the last issue of the magazine, received a big diamond ring. The fact is that Mildred is engaged and is seriously considering the life of a housekeeper. The other morning Mildred came to the office with a "shiner," which she says was the result of a head-on collision with a clothes rack. We are wondering if Mildred was not practicing at tossing the rolling pin when it turned out to be an unexpected boomerang, or taking boxing lessons in preparation for any marital dimculties that might develop in the future.

Section Foreman Herb Anderson of Sioux Falls and W. Anderson, of Avon, were in Chicago during the first week of March to help move snow. However, "Old Sol" and the mechanical snow melters beat them to it. Incidentally the boys had to look over the Appliance Show as long as they were there.

If Helen Flynn continues to lose weight at the present rate she will be a likely prospect for a new Austin.

A strictly sanitary greeting for Gene Lovejoy, first trick operator at Sioux Falls: Hy-Gene!

A Courtesy-Traffic-Operating-Fuel Conservation meeting was held in Sioux Falls' Passenger Station March 19th, and the above subjects were discussed before a good gathering of employees.

If all the truckers were up against competition such as Art Anderson and Glenn Maysonholder, section foreman and agent at Westfield, are giving them, the trucks would be relegated to the junk heap of antiquity. We have a corner on the stock business out of Westfield, all due to the above mentioned "live wires." Incidentally, with this activity the station at Westfield will not be closed. Others take notice!

Bill Helmhold wishes to announce to the world at large, and particularly calls the following to the attention of Henry Hurt: "I have moved to Platte, S. D., to make my home."

Mr. B. O. Johnson has been appointed division engineer on the S. C. & D. Division, succeeding Mr. H. C. Munson, who has been promoted to trainmaster on the Kansas City Division to succeed Walt Givens, who has been appointed trainmaster on the La Crosse Division. Just seems like the S. C. & D. boys are constantly in circulation, always going from one good job to one still better. The engineer bunk room at Sioux Falls has been completed and surely is an inviting place

to sleep for so little a charge as 50 cents. C. Shugart is the gentleman responsible for making the place appear as homelike as possible.

Engineer William Bowers was in Chicago recently on business. He also escorted 45 bushels of seed to its final resting place on his farm near Murdo. Bill figures that he will have corn enough to feed all the hogs in South Dakota next fall.

Fast freight service between Sioux City and Chicago has been inaugurated by the Milwaukee Road without the displacement of other trains or derangement of present schedules. The train leaves Sioux City at 5 p. m. every day, except Sunday, to connect with eastern lines, and will operate on almost a passenger train schedule, cutting the running time between the two cities nine hours. No stops will be made between Sioux City and Manilla, where the train will connect with a similar train from Omaha for Chicago, and will carry live stock and perishable freight. The run will be made in 22 hours. It is very probable that a train will be operated out of Sioux Falls to connect with the Sioux City train, which would give Sioux Falls approximately a 26-hour service to Chicago.

We still hear from our good friend Mr. H. B. Olson, who was formerly third trick operator at Sioux Falls. "H. B." is always on the lookout for possible business for our railroad, and we all certainly appreciate everything that he can do for us along this line.

Bill Clark and Phil Kemish, we understand, are pinch-hitting for the call boy at Sioux City. Their specialty is calling brakemen for "Extra West," especially on the first of April. Ever since that it seems that their

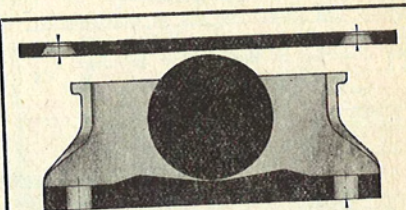
telephones have an awful habit of ringing in the small hours of the night.

Word has been sent us that our genial conductor in the west end pool, Mr. Emery Stewart, is growing a hedge on his upper lip. Why are you trying to disguise yourself, Emery?

Lars Lindsley and his right hand men, John and Bob Kvidahl and John Trang, were in Sioux Falls during the last part of March doing a lot of miscellaneous carpentering.

Pump Repairer Chris Kvidahl has installed a new shower bath for the hogs at the tank near the Sioux River bridge at Sioux Falls. The pigs seem to have all of the luck.

Engineers Hubbs and Weaver relieved Engineer Bowers on the Canton and Sioux Falls job for a few days in March and the first part of April.



STUCKI SIDE BEARINGS
One Piece Cage, Large Plain Roller,
Top Plate to Suit
ALL ROLLED SPECIAL HIGH-CARBON
STEEL, HEAT TREATED

A. STUCKI CO.
Oliver Bldg., PITTSBURGH, PA.

Fireman votes a pipe his Favorite pleasure smoke

WHEN you want to settle down and enjoy a long cool smoke there's nothing like a pipe and good tobacco. Fireman E. O. Snell of the Pennsylvania says, "A pipe and good old Edgeworth is my smoke, and believe me I'm mighty glad I found it."

If you've never tried Edgeworth, today is the day to begin. It's for sale everywhere. Or for a free sample packet, address: Larus & Bro. Co., 208 S. 22d Street, Richmond, Va.



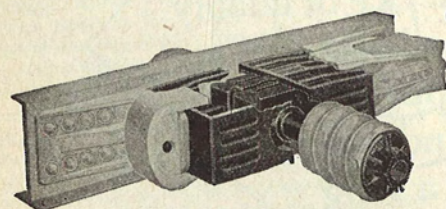
Edgeworth is a blend of fine old burleys, with its natural savor insured by Edgeworth's distinctive eleven process. Buy Edgeworth anywhere in two forms—"Ready-Rubbed" and "Plug Slice." All sizes, 15¢ per package to pound humidor tin.

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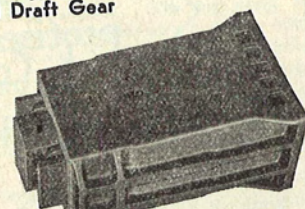
Page Thirty-five

GREATER PROTECTION FOR CAR AND CARGO

The New Type L-25
Cardwell Draft Gear



Cardwell and Westinghouse Draft Gears defeat impact. They lengthen the span of the car's life.



The New Type NY-11-D
Westinghouse Draft Gear

CARDWELL WESTINGHOUSE CO., 332 S. Michigan Ave., Chicago, Ill.
PITTSBURGH, PA.
MONTREAL, QUE., CAN.

Mrs. Omar Wells passed away at McKennan Hospital April 7, after a short illness. Services were held at the Miller Undertaking Parlors. Interment was made at Olwein, Iowa. Surviving her are three children and her husband. We extend our sympathy to the bereaved ones.

Many of you who make your home in Sioux Falls, and others who have occasion to visit Sioux Falls, often are, no doubt, wondering who is responsible for the clever advertising display in the large show window on the west side of the street at 113 No. Philips avenue. This display, beyond doubt, will be the big reason why a large number of people will avail themselves of the many and splendid travel trips along the Milwaukee. Herman Griller is the artist who did the appropriate art and poster work. Frank Griller and Lloyd West, ticket clerk and passenger and ticket agent, had charge of the arrangement of the pieces, making up the display and securing the donation of the window privilege.



Virginia and Kenneth, Daughter and Son of Yardmaster G. E. Sampson, Bensenville

Chicago Terminals

Guy E. Sampson

TRAINMASTER E. E. JOHNSON, of Spokane, has moved his family back to this big town, and is now comfortably seated in the general yardmaster's chair at Galewood. We haven't seen him but the boys all say Ed is just the same old smiling sport he always was. Hope we get to see him soon. And we feel sure we will, for he will just have to attend the monthly Safety First meetings if he works in the Chicago Terminals, and we know he will. Speaking of Safety First meetings, it would do any of our readers good to have been at the March meeting when the big conference room in the Union Depot was more than filled. Approximately 225 men gathered there in the interest of safety. And every meeting attended makes one just a little more safe to work with.

When these lines are read Royal Kirch, machinist helper at the Bensenville roundhouse, will be sailing on the sea of matrimony as we are informed that he and a little lady who now resides in Chicago are to be married on pay day (April 18th). And that's one pay day he will remember, ha ha! We all wish them the best of luck and a happy life together. We might be able to give more about the wedding next month.

A number of Milwaukee employes who have children in the Bensenville School Band are rejoicing over the fact that their band took first place in the Class C bands of the Central District of Northern Illinois. Twenty bands entered in the contest and Bensenville carried off first prize, which entered them in the state contest to be held at Urbana, Ill., the latter part of April.

Iowa East Division and Calmar Line

John T. Raymond

THE news of W. D. Carrick's death was received with deepest regret by friends on the Iowa Division.

Especially had he greatly endeared himself to the members of the Veteran Employees Association by his indefatigable efforts on their behalf in providing fine programs and a good time at the annual reunions for several years past. As chairman of committee on arrangements he gave himself unreservedly to the big task.

Those who attended the Seattle reunion in 1929 were amazed at the thorough provision that had been made for the comfort and enjoyment of everyone and realized that Mr. Carrick was one of the big factors in the success of that occasion.

We saw him at Seattle receiving, with countenance beaming, expressions of appreciation from many happy veterans.

The memory of Mr. Carrick is deeply enshrined in the hearts of innumerable Milwaukee veterans and will ever be cherished by them.

Engineer W. R. Barber attended the funeral of W. D. Carrick at Milwaukee.

Mr. and Mrs. Stuart Rodger and daughter Jeanne, of Green Bay, Wis., spent Easter at Marion with Mrs. Rodger's parents, Mr. and Mrs. J. T. Gallivan.

Mr. and Mrs. L. A. Turner returned to Marion March 28th after a three months' visit in southern California, reporting an enjoyable visit with the George Van Tassels located at Pasadena, and the A. J. Rozums at San Diego and Frank Jackson, of Santa Ana.

Mrs. William Dahl, of Savanna, en route home, spent several days with Mr. and Mrs. A. J. Elder at Marion, the forepart of April. She had been visiting two months in Oakland, Calif., with relatives.

Mr. and Mrs. William Reep, of Marion, arrived home April 11th after an extended visit with relatives in Oregon and California.

William Cheek, car foreman at Atkins, has been transferred to Chicago and assigned to other duties.

Conductor Frank Cornelius completed 50 years' service with the company April 11th and now wears a fifty-year veteran's button. We extend congratulations, Frank, on this fine achievement.

Milwaukee Railroad Employees in Chicago District!

THE KENMILL APARTMENTS

3701-13 No. Kenneth Ave.

CHICAGO

(Opposite Grayland Station on Milwaukee Div.)

3½ and 4 Rooms—Unfurnished

Apts. \$50 and \$55; Furnished, \$70

Modern in Every Respect. Free Gas,

Electric Refrigeration

TRANSPORTATION—Twenty minutes to Union Station by Train, also Milwaukee Ave. surface line and frequent Addison St. bus service.

For appointment, phone Whalen LaF. 4431 during day, or Pensacola 5297 in evening. Janitor on premises at all times.

See These Apartments Before You Sign a New Lease

A well attended Safety First meeting was held March 26th in the hall on the second floor of the Cedar Rapids passenger station. Superintendent A. J. Elder presided and spoke at length. Inspector V. Hansen, W. N. Foster and L. M. Farley also addressed the meeting. This was followed by general participation of employes with various suggestions. Everyone was much pleased at the fine showing made by the Iowa Division last year and are resolutely determined to make still further improvement along Safety First lines for the ensuing year.

Tiling is being placed in several cuts between Marion and Martelle.

Chief Operator J. T. Gallivan, of Marion, was off duty for several days account of illness. E. E. Edwards relieved him during his absence. T. J. Allen relieved on the clerical job.

Brakeman Fred Golden has been confined to his home at Monticello since March 18th account illness. Brakeman L. E. Peckosh relieved on the main line wayfreight.

Conductor Wes Pulley, who has been laying off for the past three months, resumed work March 24th on Nos. 90 and 97, between Monticello and Wyoming, relieving Art Young, who has taken the braking job on the same run.

Passenger Brakeman Jim Neff was off the last part of March on account of sickness. G. Larkin relieving on Nos. 7 and 20, between Marion and Omaha.

Passenger Brakeman Otto Keickhaefer took his wife to Rochester the last of March for an examination in the Mayo Brothers Clinic. It was decided that an operation would not be necessary and that the trouble can be taken care of by treatments.

Conductor Elmer Shook, who has been off for several weeks on account of sickness, has resumed work on Nos. 90 and 97, between Davenport and Wyoming.

Conductor C. W. Rollins is in St. Luke's Hospital at Cedar Rapids in a serious condition due to an infection caused by a cut on his right hand. His many friends on the division hope for his speedy recovery. Conductor D. G. Hickey is relieving on Nos. 93 and 94, between Marion and Calmar.

Brakeman Bruce Nichols has moved his family from Marion to Savanna.

Brakeman L. A. Franke spent a few days in Humboldt, Iowa, visiting his son and family, Brakeman L. J. Pazour relieving on Nos. 93 and 94, between Marion and Calmar.

Dubuque-Illinois Division—First District

V. F. D.

MRS. O. W. VICKELL, wife of agent Kingston, passed away at her home Wednesday, March 18, after an illness which kept her confined to her home most of the time since July, 1929. Funeral services were held March 21, with interment in Rockford. Our deepest sympathy is extended to Mrs. Vickell in her bereavement.

Lola Lynn Fisher treated the office to candy and cigars on the event of her marriage, which was recently announced. Many thanks, Lola, we certainly enjoyed it, Elmer seems to think he missed out didn't get any, but I have my doubts about that.

Sympathy is extended to Cornelius Sullivan, Savanna Freight House, on the death of Mrs. Sullivan, who passed away at Savanna City Hospital Monday, March 23, after illness of several weeks with influenza. Funeral was held March 26, with burial at Savanna. Besides the husband, one daughter survives.

Congratulations are extended to Roadmaster Mullen's office, is on a three-months' leave of absence. Her place is being filled by George Hansen.

Congratulations are extended to Brakeman Wm. Shipley and wife on the birth of a daughter at Savanna City Hospital, March 14.

Emma Behrens, clerk in Master Mechanic Mullen's office, is on a three-months' leave of absence. Her place is being filled by George Hansen.

Congratulations are extended to Brakeman Wm. Shipley and wife on the birth of a daughter at Savanna City Hospital, March 14.

Tri-City Terminals News

SYMPATHY is extended to the family of Harry Hansen, Illinois Division fireman, who died March 16.

We had a get-together Safety First meeting at the Times Auditorium on March 31, with 116 men and women present. Interesting talks were given by our superintendent, Mr. L. F. Donald, and Safety Inspector H. G. Smith, also by Mr. Ennes, of the Claim Prevention Department.

Fireman Harry T. Hadaway was called to Chestertown, Maryland, last week on account of the illness of his mother.

Mr. and Mrs. John J. Pierce celebrated their eighth wedding anniversary, April 7. A group of friends called to help them celebrate the event.

The Milwaukee Women's Club held a card party at the Hibernian Hall on April 9. There were over 100 present, and an enjoyable time was reported by all. The evening was spent playing "500," bridge and bunco.

Mr. Koepke, of the Perishable Fruit Department, is back with us again after spending several months at Deer Lodge, Mont. Mr. Koepke returned on account of the illness of his father.

A sure sign of spring is the annual whitewashing of the roundhouse, which is completed and makes a wonderful improvement.



Handy Light

LIGHT

WHEN and WHERE YOU NEED IT

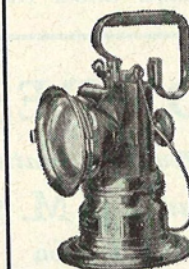
The Handy Light is of the safe and economical

carbide-to-water type. The feed plunger automatically drops the carbide into the water only when the light is in use and shuts the carbide off instantly when the light is turned out.

Greater Candle Power

—Stronger and better diffused light. —Sturdy construction.

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



"Carbide Lantern" With or without rear light

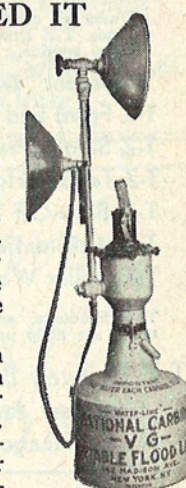
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For work under ground, for night construction, loading, railroads, etc., or work on dark Winter afternoons, this "portable daylight" is always at your command to increase the speed and efficiency of the job.

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

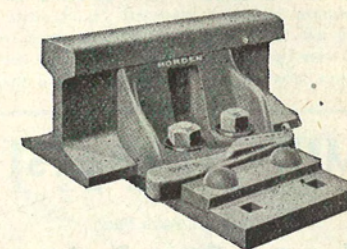


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"Crescent" Metallic Packing
T-Z Front End Blower Nozzles
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T-Z Blow-Off Valve Mufflers
T-Z Automatic Drain Valves
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T-Z Products, as standard equip-
ment, are daily proving their merit.

T-Z Railway Equipment Co.
14 East Jackson Blvd.
Chicago, Illinois

Rocky Mountain, East

Northern Montana

Max

ABOUT eighty employees were in attendance at the monthly Safety First meeting held at Harlowton on April 13. The meeting was presided over by Superintendent Sorenson, with Mr. Fuller, assisting. The matter of proper observance of the instructions contained in the book of rules was the topic discussed. Very few suggestions were offered for the betterment of the safety movement on the division, which would indicate that as far as appliances were concerned, everything was being kept up to standard. Those in attendance from this territory were Assistant Superintendent N. H. Fuller, Roadmaster George Fritzen, Car Foreman G. L. Wood and Agent A. M. Maxeiner.

W. L. Ennis, manager of Refrigerator Service and Claim Prevention, accompanied Traveling Inspector A. DeGarmo to Harlowton for the District Claim Prevention Committee meeting, which was also held on April 13. Twenty-five members were present. Mr. Ennis reviewed the work of his department and was glad to say that there had been a great improvement in the matter of the handling of freight, and that he appreciated the assistance given by all and the activity of the Claim Prevention Committees on the different divisions. He told of the scope of the work, which not only dealt with the matter of handling of freight by the railroad, but by getting in touch with shippers of freight for the better loading of cars and preparation of freight for less than carload movement. The check that had been made with large shippers developed that an improvement could be made in their loading by making their shipments more compact so as to avoid shifting in transit. Mr. Ennis suggested that notwithstanding the vigilance on the part of railroad employees that we still are confronted with a great number of claims, especially of a concealed nature, which could be caught by the station employees before delivery to consignee. He stated that much had been done in the betterment of our live stock handling, that claims for loss on such shipments had decreased. It was Mr. Ennis' hope that the Milwaukee Road would put itself in such a position for the safe transportation of freight that our patronage would increase, which meant more men to be employed. The meeting lasted about two hours. All present entered into the general discussion of claim prevention.

Constance Niccola and family have moved to Silver Bow, where Mr. Niccola will have charge of a section. They will be missed at Lewistown, as they were very active in relief work connected with the Milwaukee Women's Club.

Yard Foreman Earl C. Short was elected alderman for the third ward in the city of Lewistown at the municipal election held

April 6. He was unopposed. Mr. Short's election gives the Milwaukee Road two representatives in the council, the other being William Foshag, who, by the way, is passing around the cigars upon the advent of a baby daughter.

Tom Graham and "Woody" Wilson are doing extra work in the Lewistown yard.

Vern Jenks and family have moved from Great Falls to Lewistown on account of Mr. Jenks' going on the local run.

C. H. Baker, who has been very popular in the position of cashier at the freight office at Lewistown, has gone to Butte to take a similar position.

A. W. Berge, formerly cashier at Harlowton, "bumped" C. H. Baker, at Lewistown. Conductor J. L. Lindblom was successful in securing a carload of automobiles for the Milwaukee Road from the Jones Motor Company at Lewistown.

Iowa, Middle and West Division

Ruby Eckman

TRAVELING AUDITOR J. B. WALLIS was in New York City in connection with his work the latter part of March. Mrs. Wallis accompanied him on the trip.

Engineer Emmett Collins and family were called to Cedar Rapids the fore part of April, as Emmett's mother had been struck by an automobile and quite severely injured.

The re-examinations on standard rules were started April 1, with classes held by Assistant Superintendent Dodds that day, and April 3 and 4. A good representation of train, engine and yard men were in the first classes for re-examination.

Engineer Jack Kuykendall, who has been on leave during the slack business, has been working for a construction company in Cincinnati. He returned home the first of April. The Perry Shop Minstrel Company, which put on a show at Perry in March, made such a hit with their show that the Parent-Teacher association of one of the nearby schools asked the boys to repeat the show at their school house. The boys did, and netted the association a nice sum of money. They made about \$60 for the Perry Chapter of the Milwaukee Women's Club.

A wedding of double interest in the railroad family occurred in Chicago on March 28, when Marjory Meyer, daughter of Division Storekeeper H. R. Meyer, and Raymond Colburn, son of Engineer H. Colburn, were united in marriage. Mrs. Colburn will complete her work as instructor in the schools at Marion, Iowa, her home town, and will then go to Chicago to live as Raymond is employed in the offices of the Wildman Boiler Works. The parents of the young people witnessed the marriage ceremony.

Conductor E. G. Keenan was in the Washington Boulevard Hospital in Chicago in March and April for an operation.

Engineer William Abbott and wife, who live in Council Bluffs, have a fine baby girl in

their home. The little miss arrived April 1, and being the first child in the family, is just about the best ever.

Easter Sunday was a big day for Master Dick, son of Engineer Harley Woods, and grandson of Engineer Oscar Woods. That day was the 52nd consecutive Sunday the lad had attended Sunday school. In view of the fact that the little fellow is not of school age, the record is a good one.

Engineers George Saucer, James Donahue and John Giligan were all down at Excelsior Springs in March to take the baths and enjoy the benefits of the waters.

John Murphy, the third son of Engineer and Mrs. W. T. Murphy, died at the home of his parents the latter part of March, following an illness which had confined him to his bed for a month. John was a civil engineer in the employ of the C. & E. I. railroad, and was located at Salem, Ill., until his health failed, and he was forced to give up his work when he came to his parents' home. Burial was made at Perry. Besides his wife and his parents, he is survived by three brothers and two sisters.

Conductor and Mrs. A. B. Cate, who have been at Rochester, Minn., for several weeks, were able to return home April 11. Mrs. Cate had a very serious operation, and Mr. Cate was also in the hospital for treatment.

Engineer Clate Kerlin and wife have a new grandson, Thomas Harry Upton, Jr., who arrived at the home of their daughter in Newton on April 1.

Engineer Earl White took his regular layoff the fore part of April, a practice he has made for a number of years. This time it was to be present at the sixty-second wedding anniversary of his parents, which was celebrated at their home in Marion, April 5. There are few children who have enjoyed the anniversaries with their parents as Earl has, and nothing would keep him from being with them on that date.

Engineer Addison Birdsall, who has been on the reserve list for some time, has taken a leave of absence and has gone to Mason City, to engage in the ice cream business.

Jean Ann Courtney is the latest addition to the Milwaukee Railroad family in Perry. The little miss arrived at the home of Conductor Gayloru Courtney on April 11.

Conductor and Mrs. G. T. Burnham have a new granddaughter, a young miss born in Chicago, March 30, to Mr. and Mrs. Paul Hodge.

Station WLE

Harriet

"T'WASN'T initiation, 'twere spring—Thursday morning after Wednesday eve that our sylph-like blonde came to work with one moire pump and one leather pump. The ears have been scrubbed to catch the lilt of the spring song, "I love you," to confirm the fact that our Ruby has fallen in love.

Pop Wheeler's not blushing! He's come back to us baked well after that three weeks' sojourn in the smile of California's sunshine. It pays to advertise. Pop's promoting prosperity for the railroad and California hotels by letting everyone have a glimpse of the wonderful collection of California's best to offer the traveler.

Mr. Dougherty's been on the hop, skip and jump from Milwaukee to Mason City and the Twin Cities, attending meetings. Now, you boys along the line had better be on your toes, for watch the boy's smoke when he gets back and starts dictating. Take it—constructive criticism helps you up the ladder of success.

In again, out again, Everson! Since Bob Weber's prolonged illness, Harley Everson has been in the office having a punch at the schedules and out again on the road lending assistance to the boys along the line. Them thar schedules sure are going to be the berries, having an inward and outward observation. Ask Miriam, she knows.

A carload of birthday joys to the following, and a tip, too: E. O. Bakken, Harold Crager, M. F. Lanham, W. C. Scott and John Stoia. The tip: (People born in May are blessed with strong, active brains, have remarkable powers of concentration, keen observation, and great patience; are diligent, and can acquire superior attainments.) Applying the above to your job certainly can help you to success.

Dubuque- Illinois Division 2nd District

E. L. S.

OUR division was visited with a bad snow storm on Saturday, March 28, and the Cascade Line was quite badly snowed under. Trainmaster Whalen, Roadmaster Kelsey and E. H. Johnson, division engineer, spent a few days with the Sno-Go on the Cascade Line, and the Sno-Go was given a good opportunity to do its stuff.

J. M. Cassidy has displaced Conductor Graham on the Waukon Line, and Conductor Graham in turn displaced Conductor Handley on the Cascade Line. Conductor P. J. Handley is now on the assigned runs 93 and 62, opposite Conductor Dunham.

Superintendent E. A. Meyer, from Green Bay, paid us a visit at the shops Monday, April 6, having made the trip to Dubuque by auto to attend the funeral of Chief Clerk Railway Mail Service A. B. Hanger.

Mr. Hanger has held the position of Chief Clerk railway mail service for quite a number of years, and a great many of our railroad employees were well acquainted with him. He was held in high esteem by all who knew him. Friends and employees on this division extend their sincere sympathy to members of Mr. Hanger's bereaved family.

On April 7, a Safety First meeting was conducted at Dubuque, attended by approxi-

mately 75 employees and officers, and we were very glad to have Mr. Flanigan with us at this meeting. Mr. Flanigan gave a very interesting talk, which was appreciated by all present.

Mrs. J. J. Reuham has now returned to her home at Harpers Ferry, and we are advised that she is getting along very nicely after having undergone a successful operation.

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Relieved of a Severe Case of Hemorrhoids

R. A. Hemann, a Chesapeake & Ohio Engineer, Urges All Who Are Suffering from Rectal Troubles to Write The McCleary Clinic

R. A. Hemann of 1313 Lexington Avenue, Ashland, Kentucky, an engineer for the Chesapeake & Ohio Railroad, who was entirely relieved of a severe case of Hemorrhoids (Piles), urges all railroad men or members of their families who are afflicted with rectal trouble of any kind to write The McCleary Clinic, 2551 Elms Blvd., Excelsior Springs, Mo., for a free copy of their book which fully describes the McCleary treatment. Mr. Hemann suffered many years before taking the McCleary treatment but was completely relieved and is now back on his run. The McCleary treatment is endorsed by thousands of other former patients, including railroad men from every section of the United States and Canada. There is no cost or obligation in writing for this book.—Adv.

Northern District Car Department

M. J. K.

HELLO, everybody!

Now that the flu has gone the rounds, the advent of spring and beautiful weather should make us hopeful of better things.

Carl E. Johnson, of the Heavy Repair, our former Safety First Committeeman, experienced the thrill of his first airplane ride March 21.

We have the following item of news which may prove of interest to many 4-H Club members:

"Expenditure of \$20,000 has been authorized by the C. M. St. P. & P. Road to pay expenses of 4-H Club members to the International Livestock Show at Chicago late this year.

"In making this announcement, J. J. Osle, assistant general passenger agent, said that about 200 boys and girls living along the Milwaukee lines would be able to take advantage of this offer.

"This is the seventh consecutive year that that company has made possible such prize trips. The 4-H Club work is done under the direction of various state agricultural colleges."

Drafts from the Drafting Room

C. R. O.

"BATTling MONTGOMERY" is training for his annual pummeling. Better take a mattress along, Monty, it will help break your fall.

The oil and waste reclamation plant is completed and in full swing. With Sky as engineer, and "Hooks'" help, it should become a great industry. Sky is a busy man now, we only see him occasionally since he left us. He says his future seems so bright and shining that it dazzles him.

Horton says the new gas tax brings him that much closer to the poor house. He's been trying to wean his old Stude for some time, but it's no use, it just won't run on its reputation. Why not try burning soft coal, Horton? It should be cheap now after the mild winter we had and coal dealers would be glad to accommodate you, I'm sure.

"Has anybody seen Hooks?" That was the passing phrase for about an hour one day shortly after the new oil and waste reclamation plant opened up. He had disappeared suddenly without any warning and couldn't be found anywhere. All of a sudden someone emerged from an oil tank and after wiping the thick oil from his face they recognized it as being Hooks. Now when he works over an oil tank he ties a rope around his waist so he can be pulled out easier in case he should fall in again.

Leonard has traded in his lemon-colored Chevy for a maroon-colored one. He must have picked that color to match his brindle suit. With all the business he gives the Chevy people every year the stock market should be in for a big leap.

Harry Viergutz, Jos. Mazanec and "Baldy" Grassl are practicing baseball every noon. They intend showing off their skill some of these days if they can get a booking. Cheer up boys, it won't be hard to beat the Brewers. Einar still runs his faithful "Old Franklin," and in any old kind of weather he leaves them all behind. Even the sturdy Cheviets.

If you want to get in touch with George L. at any time after office hours, just page him at the "Lynx" golf course. Now that Bobby Jones is out of the race, he is working for a try-out at a trophy. He takes Jas. Lindsay

along occasionally. Maybe to keep tally for him.

L. Grant has taken a mascot unto himself. A stray cat strolled into his office one day and jumped in his lap and settled himself down very comfortably. Wherever Mr. Grant went, the cat was there, too. There are no more mouse traps in that office, the mascot has taken care of that.

The three Ruths were out taking pictures one windy day and they climbed some dead engines, cars and any other suitable place that made a good background. Ruth E. ruined a perfectly good skirt, but the pictures turned out good so she feels she has been repaid.

1st Steno: "Who is the new draftsman in your office?"

2nd Steno: "That's not a new draftsman, that's Roy with his new mustachio."

Give it a coat of Valspar, Roy, it will help preserve it.

Wanted: A second-hand set of golf clubs for a beginner.

If you have or know of anyone who has a set of clubs for sale cheap, please notify Eddie O'Brien. But beware and do not try to sell him a bum set of clubs. He may be a tyro at golf, but he's a professional inspector. We suggest Ed starts in some farmer's field. It would help with the plowing and save re-sodding the golf links after the first nine holes, as he has a mean swing.

The mechanical engineer's office extend their sincere condolences to Mr. G. Reichart, superintendent of the Freight Car Department, in the loss of his wife.

The mechanical engineer's office and the Test Department extend their deepest sympathy to Ed O'Brien, of the Test Department, whose father died April 14th.

Kansas City Division

C. M. G.

ANOTHER change has been made in the official staff on our division and Mr. W. C. Givens, who had been with us for almost five years, left the latter part of March for Portage, Wis., to take up the duties of trainmaster on the La Crosse Division. Mr. Givens had served "par excellence" in his official capacity, and was very popular among the employees; he left the division with the good wishes of all who knew him. On Saturday, March 28th, a dinner was served at 6:30 in the evening in the private dining room of the Ballingall Hotel, honoring Mr. Givens, which was attended by twenty-five officials. Mr. M. P. Hannon, division master mechanic, acted as toastmaster and during the evening presented Mr. Givens with a handsome Gladstone bag.

Tribute to Mr. Givens from the Brotherhood of Locomotive Engineers, Division 538, in the form of resolutions, adopted at one of their recent meetings, was presented to Mr. Givens before his departure from Ottumwa.

Mr. H. C. Munson, division engineer, Sioux City, Iowa, has succeeded Mr. Givens as trainmaster on our division. We wish to welcome Mr. Munson and his family to our division.

On March 20th occurred the death of James Arthur Santee, 20-year-old son of Mr. and Mrs. E. E. Santee, who died in the naval hospital at Pearl Harbor, Honolulu, on Saturday, March 14th. His death was attributed to sepsis on the brain and a fever contracted following an operation for tonsillitis. He enlisted in the navy about two years ago and had been taking a medical course at the Pearl Harbor Hospital. His remains were brought to Ottumwa, the funeral services were held and interment made here. His parents, Mr. Mrs. E. E. Santee, three sisters and brothers survive him.

Also received the news of the death of Frank Biel, an ex-conductor on this division, who went to the Puget Sound when the new line was constructed there. His death occurred on March 17th and the funeral services were held in Mitchell, S. D. Mr. Biel had many friends on the K. C. Division, who regretted to learn of his death.

On March 19th Night Chief Dispatcher J. Niman returned from his vacation which he spent on his farm in Sigourney, Iowa. It was a little early for garden making, but Farmer John says he made a thorough inspection of the farm and that everything is in tip-top shape to begin the 1931 season.

On March 20th a son, James Edward, was born to Mr. and Mrs. C. J. Hinson at the Ottumwa Hospital. Mrs. Hinson is the daughter of Engineer Clyde Dornisfe.

Jno. Herzog, of the local office of the superintendent, had his 1931 vacation of two weeks during the month of March, which he spent in Ottumwa.

The marriage of Miss Edna Mertice Stucker, daughter of Mrs. M. G. Stucker, of Ottawa, Kansas, to Chief Dispatcher Lloyd H. Wilson, took place on Wednesday, April 8th. Dr. C. B. Lewis and Mrs. Lewis attended the couple. Following a dinner in the evening at Hotel Ottumwa, the bridal couple departed on an Eastern trip. After May 1, they will be at home in Ottumwa.

Arthur, Jr., arrived on the morning of April 10th in the home of Mr. and Mrs. Arthur Anderson. Mr. Anderson is connected with the local Engineering Department.

Mrs. Frank Kemp, daughter-in-law of Engineer T. H. Kemp, with her two young daughters, Susan and Sandy, of Long Beach, Calif., visited for ten days during March in Ottumwa. Division Storekeeper G. C. Sheridan was confined to the hospital for a week, threatened with pneumonia.

W. H. Vosburg, division engineer, and A. C. Daacke, division accountant, attended the meeting in Chicago on March 16th, of division engineers and division accountants in connection with A. F. E. accounting.

The annual vacation of Roadmaster F. M. Barnoske was this year spent in St. Louis, Mo., visiting in the home of his daughter, Mrs. W. C. Smith, and several days with his son Francis, who is now located in Hastings, Nebr.

On the evening of April 3 occurred the death of Mrs. James Gordon, after a long illness. Her death is greatly mourned by her many friends. Mrs. Gordon is survived by her husband, one son, Bernard L., of Kansas City, Mo., and sister, Miss Elizabeth Campbell, of Cedar Rapids. Mr. and Mrs. Frank H. Allard, of Chicago came to Ottumwa to attend the funeral services.

Frank Vaughan, machinist helper, west yard, Ottumwa, has been appointed to the position of city clerk under the new administration, for a period of two years, effective April 6th. Pete Adams, machinist helper, west yard, has been made a member of the city park board; also, Mrs. W. F. Bottenfeld, wife of Engineer Bottenfeld, has been appointed to serve on this board.

Wisconsin Valley Division Notes

Lillian

THE special train carrying the Haresfoot Club, University of Wisconsin students taking part in the Musical Revue, arrived at Wausau at 11:00 a. m., April 8, and were presented at the Grand Theater the same evening. Edwin Lattimer, senior in the University of Wisconsin, and son of Engineer and

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Mrs. Charles Lattimer, took part in the dancers' chorus. Edwin has been prominent in campus activities during his career at the university. He is a member of the Union Board, has charge of Sunday concerts, was chairman of last year's Venetian night, and is a member of the Delta Sigma Chi Commerce fraternity. For the famous chorus twenty-four men were selected from one hundred aspirants. "It's a Gay Life," was the first musical revue ever presented by the Haresfoot Club, which boasts the slogan "All our girls are men, but every one's a lady," and is a satire on modern collegiate life.

Mrs. John Bernard of Necedah, and Mrs. John Anderson, of Aberdeen, South Dakota, who spent a few days at the homes of William Bernard and Bert Rasmussen, left for Necedah the early part of this week.

Several letters have been received from Paul Stoff, who is receiving treatments at a hospital at Madison. He is very much encouraged and feels that the treatments are very beneficial and that he will soon be able to return to Wausau.

We were sorry to learn of the death of Mrs. Gillette, mother of Mrs. R. H. Janes, which occurred at Milwaukee on March 12. The funeral was held at Necedah on Sunday, March 15. Several friends from Wausau attended the funeral.

Miss Gertrude Conklin, a student at the Teacher's College, at Stevens Point, Wis., spent the spring vacation at the home of her parents, Mr. and Mrs. Charles Conklin.

Mrs. J. E. Whaley has been confined to the hospital at Tomahawk for about six weeks after an operation for appendicitis. Her condition at the present time is very much improved, and she expects to be able to return home within a short time.

Mrs. E. J. Czamanske left for Chicago to attend the 163rd convocation at the University of Chicago chapel being held this week, at which time her son, Palmer Arthur, will receive his degree of Bachelor of Arts. Miss Chloris Czamanske, who is a student at the State Teacher's College at Oshkosh, joined her mother for the trip.

Mr. and Mrs. E. J. Reinhold have returned from Florida, where they spent several months.

They report a most delightful time, and a visit with them is very interesting.

Mr. Theodore Gardner has been quite ill at his home, but has recovered somewhat, and is able to be up and around.

Carmen Atkinson spent several days visiting with relatives at Milwaukee during the spring vacation.

Reports coming from northern Wisconsin lake and river towns, tell of the arrival of the beautiful trumpeter swans which appear to be growing more numerous. The large, graceful birds have evoked such favorable comment during the last three springs that many visitors have been attracted.

Ernest Whitmore, section foreman at Tomahawk, is recuperating at the home of his son at Minneapolis, after having had an operation for the removal of a goiter. We hope to see him back on duty fully recovered before very long.

Mrs. Ray McCulloch has been confined to her home on account of illness.

Milwaukee Terminals

Ann

SPRING is here, according to Yardmaster Dale R. Leaman, as he reports a fine catch of fish at Mud Creek on April 5 and 6.

Switchman Arvid Bakke was in the office the other day and announced the birth of a baby boy, born April 7.

The Milwaukee Terminal employees join with the Milwaukee Road in sympathy in the death of W. D. Carrick, general baggage agent at Milwaukee. We who know him can never forget his ever-present smile and hand of encouragement.

Bill Stark and John Schuh have not come to a decision yet as to when a bowler is a booster and when he is a major.

We extend our deepest sympathy to Yardmaster Frank Stark, whose father recently passed away, and to Switchman Joe Kolley, whose wife died just recently.

Yardman Lawrence Egan has so far recovered as to visit the boys at North Milwaukee Yards, and all are glad to see him.

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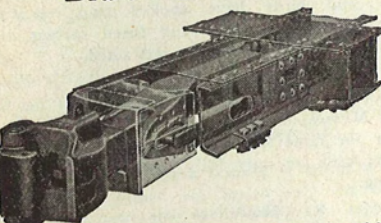
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We are sorry to record the death of Train Caller Fred Sellen, April 5.

We are glad to see Mr. R. D. Miller back to work after his recent illness.

Engineers Harvey Roe, Thomas Cummisford and Michael Lyons, report a pleasant winter in California, and all are working.

The Jolly Five Bowling League is about to close for the season. They are figuring on having a banquet, but one of the members decided to buy box lunches to save some money.

Yardman Walter Stubbe has returned to work after three weeks' illness.

Machinist Helper Robert Fenner has returned to work after a three weeks' illness.

In the death, April 4, of Engineer George A. Harmon, the company loses a veteran who had the respect of every officer and employee with whom he ever came in contact. He was a real man, and ever ready to do anyone a favor. As a Brotherhood officer he has served on their committee for years. His was one of the largest funerals ever held in Milwaukee. To the widow and son the Milwaukee family extend their sympathy.

If we all observe the Safety Rules we can enjoy to the fullest extent the pleasures the coming season has to offer us. Let us remember our slogan—SAFETY FIRST.

Dubuque Shops Jingles "Oosie"

THE first fish tale of the season is told by Brother Royce. Of course, the tale is truthful, and 'twill make all fishers rejoice. One that he caught was three feet; the next three feet and a half. The third and fourth were twice as big—Oh, gosh, it takes Monroe to hand us the laugh. (Sure, we believe you—what makes you think we don't?)

We noticed Red Brandt down at Rotman's looking over second hand cars. Just bet he'll swap that good relic for one of Looie's 1890 Stars. (Pay 50 cents more and they might throw in an airplane, Red.)

George, out there at Sioux City, we've left you alone quite a while, but if you bought her a ring this beautiful spring, don't you think that she would smile?

Billy Ruz is no longer the boy with pep and vim galore, for his new little baby daughter keeps him busy pacing the floor. But Grandpa Sommers sez that girl is the only child in town. Now, Bob, we know you wouldn't tell a lie, so we'll mark that statement.

Traveling Engineer Butler has changed his title a bit. He states that he never brags at all, but his grandson is just IT.

Now Roundhouse Foreman Jones, of course, (is Irish, we all know) and claims his brand-new grandson leads the entire show. (Sure, and he was born on St. Patrick's day. How could he be other than foine?)

Yes, we have a lot of grandpapas, haven't we?

Earl Thompson is one more who is going to prove that the fellow is all wrong who claims two can't live as cheap as one. He's started out to prove it—the bells have just done rung! (If you find, Earl, that you are right and all the others are wrong, convince them!)

George Graff didn't kick the bucket, but he did drop it, and it was paint, too. (And all that Dutchman did in the way of apology was LAUGH!)

The Car Season's with us—
The boys are all anxious;
Trade it or sell it,
Junk it or paint it. But
Fay King made up his mind in a hurry—
got a new Oldsmobile Coupe (Cash and Carry.) It looks nice, F. L. K.

We've heard of people getting "snooty" when they soared the skies and such, when they knocked 'em cold in baseball, or in football made a touch. But our old friend Mr. James T. Smith, now living up the line, passed young truly's window the other day. Did he say, "you're lookin' fine?" (He did not—what's the big idea? You didn't use der be so conscientious, Jim!)

Sorry to report that Boilermaker James Lonergan is confined to Mercy Hospital on account of illness. (How dare you spend these nice spring days in bed, Jim, after waiting for them almost six months?)

Glad to see Archie Ruff back on the job again after his illness. Not so good when "not on the job," is it?

Spring has its usual effect on Lester, Mr. Shenker is quite some boy;
He cleans up the bus six days a week,
For Sunday—Oh, what joy!
(That's the day he knocks 'em down and drags 'em in.)

Twin City Terminals Mechanical and Store Departments N. A. H.

MISS MARY M. ZOLL, personal stenographer in the Store Department at Minneapolis, passed away the morning of March 17th. For many years she had been interested in the progress of women in railroad work and had been a member of the Railroad Business Women's Association and the Milwaukee Railroad Women's Club. The remains were taken to Lansing, Iowa, for final rites and burial.

Fuel Supervisor E. D. Jefferson is getting baldheaded checking mileage in the Twin City Terminals.

After meeting Mrs. E. D. Jefferson, it is a mystery to ALL.

Several changes have taken place effective April 1st. Mr. John Turney took over the Sioux City Division and Mr. G. Lamberg took over the Terminals.

Mr. Frank Hemsey, traveling engineer on the River Division, is still on the laying-off list. Last report is he is getting along just so— but we do hope it won't be long now after the balmy spring weather comes to stay before he will be back on the job.

Messrs. Lollis and Magnuson were callers in Minneapolis in the interest of fuel.

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

Nora B. Decco

WELL, we get summer weather in the winter time and winter weather when the tulips are trying to get out of the ground, and I no sooner get them going good and get all the buds counted, then I have to start worrying as whether this year the lilacs will bloom or if they will freeze again . . . life is just one thing after another, anyway, I have some new rose bushes coming, and a new garden spade and some more hose, so things may look brighter later on. We ought to be able to stand it after watching the early blue birds and robins trying to keep their feathers on in this spring wind.

Word has been received here of the birth of a daughter early in April, to Mr. and Mrs. E. Brasch, of Harlowton. Mr. and Mrs. Brasch have lived a number of years in Three Forks, where Mr. Brasch has been working as fireman on the R. M. Division out of here, moving to Harlowton last fall. We offer our congratulations.

Mrs. Walter Schector, wife of Hostler Schector, on the Harlowton roundhouse, has returned home after a visit of a few weeks with relatives in Spokane.

Fireman Percy Roberts, who is working at the roundhouse in Harlowton this winter and made a touch. But our old friend Mr. James T. Smith, now living up the line, passed young truly's window the other day. Did he say, "you're lookin' fine?" (He did not—what's the big idea? You didn't use der be so conscientious, Jim!)

We regret to write of the illness and death at Fort Harrison Hospital of Operator Frank Marshall, the last of March. Mr. Marshall had been ill for a long while, but he hoped to be back with us again this summer and looked forward to working along the division when the weather got warm again. He had many friends along the main line here who will regret to know of his passing. He was buried in Harlowton by the American Legion, and we offer our sympathy to his family.

Mrs. Butler, wife of Engineer Butler, has been ill for the past few weeks in the Deaconess Hospital in Bozeman, where she was operated on early in April. She is able to return home now and is feeling much better.

Mrs. H. C. Rector, who has been in California the past winter, has returned home. She was accompanied by her son Halford. Her two daughters, Edna and Dorothy, remained there for a time—until school is out.

The agent says he is not going to do any more cooking now unless he just has to, and I'll bet he will find some way to get out of it as long as he has a cook again.

The small son of Mr. and Mrs. Roscoe Peterson, of this place, died at the local hospital after a short illness, April 15th. Mr. Peterson is section foreman at Deer Park, and the family is well known here. There are eight brothers and sisters remaining, and we offer our sincere sympathy to this family in the loss of this little child.

Operator George Abbott, of Sappington, has been assigned to the new position in the Butte relay office.

Conductor Kirwan and Engineer Lieb have the pile driver work train on the east end this month. After they have finished their work there they will work on the Gallatin Valley line for a few weeks and then work west out of Three Forks. This work train is handling Olsen's bridge crew, driving new piling at all the bridges on this division.

Mr. and Mrs. Ted Burrow visited at Alberton over Easter and returned to take in the Easter Monday dance here. Mrs. Burrows' sister, Mary Jane Wikoff, of Alberton, returned with them and spent a week here. Mrs. Charles Wikoff of Arrow Creek, is also a visitor at the Burrow home.

Mrs. R. G. Griffith and small daughter Dixie have returned from a couple of months in California, Arizona, Washington and Oregon.

Superintendent, Car Department Office H. B.

JANE Bremser, seven-year-old daughter of John Bremser, has been quite ill with rheumatism. We are happy to announce that Jane is home from the hospital, and we sincerely hope she will continue to improve.

Ralph Haslam persuaded his uncle to travel on the "Milwaukee Road" from Milwaukee to Champion, Mich. That's a good start, Ralph, keep up the good work.

Leona Schultz is back with us again after being ill with bronchitis. She greatly appreciated the lovely azalea sent her by the Sunshine Club.

The officers of the Car Department held a meeting on the 10th and 11th of April at Milwaukee, and as the 10th was Mr. F. D. Campbell's birthday, they had a surprise birthday cake for him at the cafeteria.

They say a young man's fancy turns to love in the spring time. I thought that was just a lot of poetic stuff, but I am beginning to believe it isn't such a lot of hokey after all.

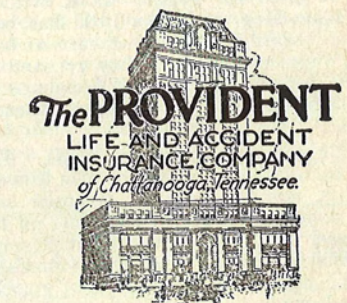
An experience for Most Embarrassing Moments: Our friend Frank Skola, one morning while making his daily purchase of rolls, etc., in the "neighborhood" bakery, spied some complimentary tickets for a local marathon dance, reposing on the counter. Naturally Frank helped himself to one of these "comps" and put same in his overcoat pocket. A short time later while boarding the street car to come to the office on time, he offered the conductor this marathon pass instead of his street car pass. The conductor immediately notified Frank that the ticket might be good in some dance hall but not on that street car. Whereupon Frank, highly embarrassed, wondered what had become of his street car pass, and dug down and deposited a dime.

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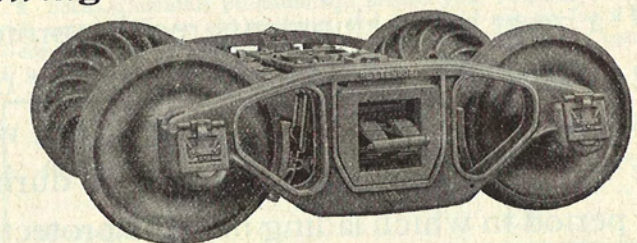
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Accident Prevention

(Continued from page 8)

Do You Wear Goggles to Protect Your Eyes or Do You Wear Them Because it is Compulsory?

Machinist Thos. Gale

I would like every man who works in Galewood Shops to look in the mirror and ask himself the question that I am using for the title of this letter. For well I know if his foreman was to ask him, he would say to protect his eyes, but to be honest with ourselves, I am satisfied that in many cases the latter would be the answer, but why is it so, is the question that is uppermost in my mind today. Time will not permit me to go over the many answers or excuses that have come to me when I have approached an individual to ask him a similar question.

In short they are all only alibis. In my opinion the answer is plainly this: we are loath to grasp out and take one of God's best blessings to the laboring man.

Goggles were never made to protect our caps or our necks.

Witness the great minds of our leaders, they are using every effort of their trained talent for our betterment.

Almost \$30,000 has been spent by them in the last two years for goggles; and bear in mind for goggles alone, without any squawking, and very little has been said in regard to the proper care of handling them or the abuse they get, and all this is for the welfare and happiness of the laboring man and his loved ones at home.

Referring to the eye accidents. The obvious solution is to get the men to wear goggles, and I know this is easier said than done, but with eye accidents on the increase, our shop management has decided to overcome objections as much as possible and make the wearing of goggles compulsory.

The objection that goggles are heavy is reasonable, but unavoidable, if they are to be strong, as when properly fitted the weight is not noticed. When goggles

cause headaches, the chances are that the lenses are not perfectly flat or possibly the eyes are defective. You must have lenses suited to your individual need inserted in the regulation protective goggle frame. Will not steam, oil or water, fog the lenses? Assuredly, and the only answer is wipe them off. Anyone who wears eye spectacles must perform this simple operation, which does not interfere with the production to any practical extent. Coaxing, pleading, arguing, will do no good, unless our shop management take a definite stand and make the wearing of goggles compulsory on all jobs subject to eye hazards, and as I said before, the obvious thing to do is to overcome objections and make the wearing of goggles compulsory.

Stand for what is just, right and fair for ourselves and the company on all occasions.

The leaders of our great trans-continental railroad have voluntarily and plainly stated—"Live Up to the Rules," which means any man who has the misfortune to have defective eyes will be furnished goggles with lenses to suit (as per rule No. 20A of our little red book), and I would like to say that I can talk on that rule, not as a man that has only read or heard about it, but as a man who has complied with that rule, and I have been wearing prescribed goggles since early in September, 1929, and they are very satisfactory, in fact, as far as the vision and lenses are concerned, they are as good as my private glasses, and they cost \$22.00.

No doubt all of us here today who have followed up the metal trades, have at some time or other, escaped the loss of an eye by narrow margin and that is the reason why I boost this rule more than all the rest. It is more important to see than to hear, taste or smell. With but one eye a man cannot judge distance correctly, and is therefore not only likely to get hurt himself, but he may be the cause of injuring his fellow workman, and if our eyesight is completely destroyed we become groping, miserable creatures, cut

off from all that made life sweet and attractive in the past, and perhaps spoiling the days for those who must wait on us in our misery. I do not believe that men refuse to wear goggles in defiance of the danger they face in their hazardous occupation, but because they do not realize what a marvelous and beautiful structure comprises the eye.

Safety First from the Supervisor's Viewpoint

Roundhouse Foreman J. W. Turney

THE subject which has been assigned to me, gentlemen, is one that should be uppermost in the minds of all supervisors on the Milwaukee Road.

If a shop has a poor safety record, you will find in addition lax methods, high cost of production, as they all run hand in hand. When such conditions exist it brings to one's mind the question—"WHY," and the answer is poor supervision, for which the supervisors themselves are absolutely responsible, as it is the duty of every supervisor to watch very closely for unsafe practices, for after all, 95 per cent of all accidents are caused by unsafe practices, or in other words, taking a chance.

In order to properly supervise safety one should be a student of psychology in the handling of men, as there are some men who can be corrected from indulging in unsafe practices by a quiet talk, while with others stringent discipline is necessary. Therefore, no two men can be handled alike, and supervisor should make it a point to become well acquainted with those working under his supervision and know each man's personal characteristics so that he can be approached from the right angle and eliminate any possibility of friction between the supervisor and the employee. If the supervisor has a reputation of being fair and just in all matters, half the battle is won. There should be no let-up in the constant supervision of operation, as a continuous check is always necessary to prevent methods from creeping in which sooner or later result in serious accidents.

Gentlemen, I want to say a little about the safety rules which every employee in the Locomotive Department has a copy of. It is certainly discouraging to know that the men don't take interest enough in their own welfare to be able to answer you when asked what certain rules are.

Mr. Notley has inaugurated a system in which each supervisor makes out Safety First cards for every unsafe practice and rule violation that he sees, and turns these cards into his office daily. This, in my estimation, is one of the best means of educating the men.

Every time I hear safety rules it reminds me of a safety meeting that I attended some time ago when the chairman called on a man named Pat Murphy. "Pat," he said, "can you give me some good reasons for safety?"

Now Pat did not have a very good supply of words, but was rather quick with his comeback.

"Sure," he replied, "the four M's—Murphys, me wife and meself."

Pat spoke a mouthful. There is a big obligation on the part of each of us to work and live safely, so that those who are near and dear to us may enjoy our companionship and

fruits of our labor, and in closing, I want to ask the hearty co-operation of every employe so we can make the Milwaukee 100 per cent safety.

300 Safety Enthusiasts

ON the evening of March 11th, a joint Locomotive Department safety meeting was held in Chicago at which a large number from each point in Chicago Terminals were present.

The meeting originally scheduled to be held in the Conference Room in the Union Station, was held in the assembly room of the Burbank Junior High School near Galewood, the change having been made necessary on account of the enthusiastic response from the employes, which indicated that the Conference Room would not be large enough to accommodate the crowd.

More than 300 employes and supervisors were present, the meeting being presided over by Master Mechanic C. L. Emerson.

Mr. Emerson opened the meeting by giving figures showing the splendid progress made in the Locomotive Department in Chicago by years 1925 to date. Letters by superintendent motive power, Mr. Anderson, and assistant superintendent motive power, Mr. Bjorkholm, were read, which expressed regret that on account of other and pressing demands they could not be present and in which the activities of all concerned in making the splendid showing in Chicago were complimented, and best wishes extended to all.

Mr. Wm. Schabarker, district safety inspector, delivered the opening address, and was followed by Mr. J. L. Thompson, also district Safety First inspector, and it is needless to say to those acquainted with either of these gentlemen that some very interesting facts and advice were given.

Mr. Geo. Pederson, general chairman of the machinists, delivered a very interesting and able address in which he outlined the advantages of close adherence to the Safety First rules, presenting in addition to the recognized advantages from a humanitarian standpoint, the extreme necessity in these trying times from an economical standpoint. His talk was, to say the least, instructive, pointed and deeply interesting.

Rules of the Game

Many rules for the government of human conduct have been laid down and all of them have been broken. Still, it isn't a bad idea to think about some of them occasionally, and if possible give the sensible ones a trial.

An exchange prints a few, attributed to Walter Johnson, famed pitcher and manager of the Washington Senators, and while they particularly apply to the game of baseball, the principles enunciated are equally applicable to the game of life in general. Johnson says:

"Play fair; be on the level."
"Have respect for discipline."
"Never alibi for failure; accept the breaks of the game as they come."
"Grit your teeth and bear down when things look toughest."
"Live cleanly."
"Don't criticize fellow players."
"Never quit!"

—The D. & H. Bulletin.

Mr. Pederson was followed by other members of the System Federation No. 76, as follows:

Mr. John Kolanda
Mr. John Pelkofer
Mr. Albert Kasten
Mr. Arthur Hartzheim

Each of these gentlemen made brief speeches outlining their favorable attitudes to the efforts being made to put our railroad first in the Safety First movement and giving some interesting advice to all present.

Mr. M. J. Flanagan, whose presence of course was necessary to make the meeting a complete success, was then introduced and in his inimitable way gave facts, figures and illustrations so vividly and interestingly as to leave no room for doubt in anyone's mind so fortunate as to be present, of the great advantages to be derived by whole-hearted co-operation in this movement and the obligation resting on each employe.

In closing, Chairman Emerson thanked all present for their splendid co-operation in making the meeting a success and in behalf of all of the employes of the Locomotive Department assured Mr. Flanagan of such support and co-operation as will result in the Locomotive Department in Chicago taking and retaining the lead in this splendid movement.

Keeps On Going

The bell is ringing,
The whistle is blowing,
But what does it mean to him?
He keeps on going,
Without even slowing,
And when over the tracks he will grin.
Some day without thinking,
While wig-wags are blinking,
He will pay the toll for his sin.

INCOME PROTECTION

IT is better to have Accident and Health Insurance and not need it than to need it and not have it.

THEREFORE, insure your income now, while you are still able to buy such protection. After you are sick or injured you can't buy it.

A SMALL monthly premium will protect you. You will not miss this amount if you are working, and it would not go far if you were disabled. A premium payment will provide a steady income if you are sick or hurt. Mail the coupon for details.

Name.....
Address.....
Age.....
Occupation..... R.R.....

Continental Casualty Co.

General Offices
CHICAGO

Canadian Office
TORONTO

WHY WAIT — GET IT NOW

Now that the season is upon us in which a great many shipments require protection against cold, shippers will find that our cars in service of C. M. St. P. & P. Ry. will give the same dependable service as during that period in which lading must be protected against heat.

Union Refrigerator Transit Co.
Milwaukee, Wis.

Safety First is so important because it deals with humanity, its trying to save a life, trying to save something that is in keeping this subject alive and full of pep by continually peddling the S. O. S. He started the ball a-rolling and it is gaining momentum because more of us every day are realizing its importance, and giving it a push, and the records show that we are getting results. beyond our power to replace, once it is lost—isn't that worth the effort? We work to make a living, then why not work just as diligently to prevent accidents, that we may keep alive, and to eliminate as much as possible suffering and unhappiness. The sad part of the whole thing is nearly all accidents are due to someone's thoughtlessness. In some cases it affects the individual himself, and in other cases a fellow employee. There is not any one of us who would wilfully injure anyone else, yet, it is almost the same thing if we notice something that is unsafe and pass it up with the thought that the other guy will probably see it, or that's his business, not mine, or I haven't got the time, or a million other nonsensical reasons; for instance the fellow that stands in the second story window of a building eating an orange or banana and carelessly throws the peeling without observing where it lands, and has been from my own observation, landing on top of a box car. He does not visualize a dark night, a brakeman running across the top of the car and slipping. No, some don't, until their attention is called to it. The fellow that does not have time to put on a pair of goggles when he is doing a risky piece of work, will probably have plenty of time to think it over if something should happen to his eyes.

They say "Haste Makes Waste," yes, in fact we believe it goes even one better than that—a good, fast and safe workman is not of the hasty type, he uses his head for something else besides a hat rack; he knows what moves to make and makes each move count. We may not all be blessed with the same amount of intelligence, but we all have a mind and the ability to think, so let's use it and do what we believe is right, and practice concentration, which is nothing more than keeping our mind on our business, and especially the job at hand, and we are more sure of doing it safely as well as right, and when done it will not be necessary to do it over again. So when we sum it all up, it's S. O. S. all right, but with a good human object in view, but let's add a couple of more S. O. S.'s to it, like—SAFETY OUR SLOGAN, SAFE OR SORRY, and if we practice Safety First it will not be necessary to SEND OUT SUCCOR.

Announcement

A new edition of the OLYMPIAN arrived St. Paul February 13. Has soft, luxurious, pink upholstery, three point seat covers, new musical whistle, two drivers, double side rods, blue headlights. Operates on milk. Total weight, 8 pounds. Over-all length, 14 inches. To be christened John Ian.

Sponsors
JOS. E. MARSHALL, C. F. A. St. Paul
RUTH L. MARSHALL, His Wife

Quoting the Bible
on Transportation Matters

As to PASSES:

Although these Scriptural admonitions against the "pass evil" first appeared in the press many years ago, they still are interesting:
"Beware that thou pass not".....2 KINGS 6:9.
"This generation shall not pass".....MARK 13:30.
"None shall pass".....ISAIAH 34:10.
"And suffered not a man to pass".....JUDGES 3:28.
"No man may pass".....EZEK. 14:15.
"Though they roar, yet they cannot pass".....JER. 5:22.
"So he paid the fare thereof and went".....JONAH 1:3.

It may not be known generally that the Scriptures do not mince matters in discussing various transportation agencies that are now in the field in competition with railways. Here are a few choice references:

About WATERWAYS . . . note the prophetic warning:

"He rebuketh the sea . . . and drieth up all the rivers"....NAHUM 1:4.
"I am against thee and thy rivers".....EZEK. 29:10.
"A nation—trodden down, whose land the rivers have spoiled"ISAIAH 18:2.

Concerning PLANES and DIRIGIBLES:

The Book is also rather definite on this subject, indicating that the prophets were not "air-minded." As cigars and sausages were unknown in those days, the dirigible is likened to a "roll."
"Who are these that fly as a cloud?".....ISAIAH 60:8.
"They shall mount up with wings as eagles".....ISAIAH 40:31.
"And when they went I heard the noise of their wings like the noise of great waters".....EZEK. 1:24.
"Woe to the land shadowing with wings".....ISAIAH 18:1.
"Then I turned, and lifted up mine eyes, and looked, and behold, a flying roll—this is the curse that goeth forth over the face of the whole earth".....ZECH. 5:1-3.

As to HIGHWAY TRAVEL:

An amazing foreknowledge of modern highway conditions is shown by the following references. Note that Isaiah predicted the ultimate disappearance of the pedestrian:

"The chariots shall rage in the streets; they shall jostle one against another in the broad ways; they shall seem like torches; they shall run like the lightnings"NAHUM 2:4.
"And your highways shall be desolate".....LEV. 26:22.
"And Amasa wallowed in blood in the midst of the highway"2 SAM. 20:12.
"And they gleaned of them in the highways five thousand men"LEV. 26:45.
"The highways lie waste, the wayfaring man ceaseth".....ISAIAH 33:8.

For good measure we add a couple of quotations to prove that "flivvers" have been disturbers of youth:

"So the daughters of Moab shall be at the fords of Arnon"ISAIAH 16:2.
"And they went down after him and took the fords of Jordan toward Moab".....JUDGES 3:28.

About RAILROADS:

Except for its pronouncements against passes, the Bible contains absolutely no admonitions, warnings or predictions concerning railroads. Therefore, the conspicuous public need have no hesitancy about continuing to travel and ship The Milwaukee Road.

Agricultural and Colonization Department
(Continued from page 13)



SOUTH DAKOTA GRASS CATTLE
Knut Iverson, Murdo, South Dakota, raises Hereford feeder cattle which go to the feed lots of Iowa and southeastern South Dakota. There are thousands of acres of excellent grazing lands tributary to our Rapid City line and winter feed is produced in abundance. It is a good livestock country.

Congress Assures Development
Also Settlement of Reclamation Projects
Served by Milwaukee Road

BY authorizing an advance of five million dollars to the credit of the Reclamation Fund, Congress prevented the discharge of over fifteen hundred men engaged in construction work on reclamation projects; the tying up in idleness of a million dollars' worth of construction equipment; and insured water to thousands of people for the irrigation of their lands without which they could not raise crops.
The reclamation fund is made up from repayments from reclamation projects, receipts from sale of public lands, oil royalties on government lands, etc.
Due to changing of reclamation project contracts to cover a period of 40 years instead of 20 years, the failure of payments on account of present agricultural depression and drought conditions, and the rapid reduction of oil revenues because of government conservation policies, the reclamation fund was so depleted that had Congress not made this money available it would have been necessary to discontinue much work planned for 1931 and make no definite plans for coming years.

We are now assured that the syphon under the river and Milwaukee tracks west of Ellensburg will be completed in time for the 1931 immigration season and assure an adequate water supply for 30,000 acres, either now occupied by farmers or now available for new settlers. This also assures continuation of work in the Kittitas Valley which will add 12,000 acres to Milwaukee territory in 1932, and about 20,000 additional acres in near succeeding years. The continuance of work upon, and the extension of the Greenfields Division of the Sun River project immediately tributary to our town of Fairfield, Montana, is likewise assured by this intelligent emergency action of Congress.

Montana Lambs in Iowa
Sheep and Wool Growers' Association
Sponsoring Feeding of Western Lambs in Corn State

AT the invitation of the Iowa Sheep and Wool Growers' Association, through the secretary, Charles Sexton, lamb feeders met at Des Moines on March 26th, to discuss plans and preparations for the fall movement of Montana lambs, feeding problems and the

producer-feeder contract. The mistakes in the 1930 lamb feeding agreement were discussed in detail. A committee was appointed to draw up a contract for 1931 that would be fair to the feeder in Iowa as well as to the Montana producer. The committee is well qualified from experience and study to be of real service to the farmer feeders of the state. The members are as follows:

- C. W. McDonald, Sheep Specialist, Iowa State College, Ames, Iowa.
- George Findley, Lamb Feeder, Grimes, Iowa.
- V. E. Edmondson, Orient, Iowa.
- A. F. Hauptert, Glidden, Iowa.
- Carl Kennedy, Assistant Secretary of Agriculture, Des Moines, Iowa.

George Findley fed 2,399 lambs this past season, buying them at time of delivery, and he believes that purchase of lambs is better than feeding on contract. Mr. Edmondson and Mr. Hauptert fed Montana contract lambs and feel that there is some possibilities in this arrangement but that the contract gives too much profit to the Montana producers.

The committee held another meeting on April 3rd to draw up a contract which should be equitable to both parties.

Our agricultural development agent, W. R. Hauser, assisted in arranging for this meeting of lamb feeders and will make a trip to Montana to present the contract to the Montana lamb producers.

Our department is co-operating with the feeders in Iowa and the Montana lamb producers in development of this business between the two states which will be of real benefit to both.

North Dakota Homestead
Develops Into Modern Farm With All
Conveniences as Result of
Livestock Farming

THOSE who are always preaching diversified farming and milking a number of cows, do not always realize just what work milking a dozen cows morning and night entails. Fred Stegner, who lives seven miles southeast of Amidon, has solved this problem with a new DeLaval separator for some time, but he has had the milking machine only about a month.

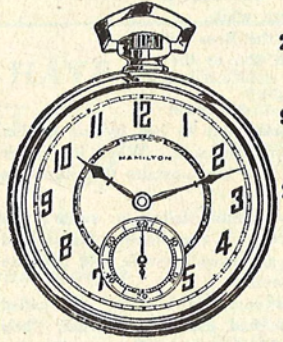
With the two oldest boys in school at Morris, Minnesota, and the oldest daughter at the agricultural college at Fargo, and all but one of the children in school at home, Mr. Stegner felt the need of modern labor-saving devices for the farm. However, Mr. Stegner does not feel that all the improvements belong at the barn. This fall the large west porch has been glassed in for a sun parlor, and the house has been equipped with a modern heating and lighting plant and a water system for some time. This summer Mr. Stegner installed a new Delco system.

Mr. Stegner has weathered the hard years with diversified farming. He started out with the other homesteaders and feels that the fine farm which he now has is the result of the twenty-five years of good planning and hard work which he has put into his farm. He farms with a tractor, and raises a good many acres of corn and alfalfa. He makes poultry, hogs, sheep and cattle all pay. This year he is feeding cheap wheat to a carload of lambs. Mr. Stegner feels that each farmer has to work out a plan of his own that will bring him the best results. We'll say Mr. Stegner has found a good system.

NO COMMISSION COMING

Real Estate Salesman: "How do you like this house, as a whole?"
Bored Prospect: "Oh, as a hole it's all right."

Your Local Watch Inspector Deserves Your Patronage!

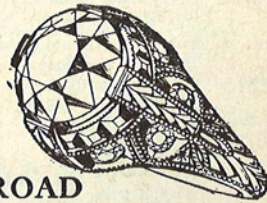


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Cottages for Rent—By week or month, on east shore of Pine Lake, Forest County, Wisconsin. Screened porches with drop curtains. Running water; ice, boats, fuel for lighting, heating and cooking included in rental. Rates: \$15.00 to \$25.00 per week. C. W. Mitchell, 1546 S. 10th St., Milwaukee, Wis. Phone Hanover 0196.

Rooms to Rent—Furnished or unfurnished, with or without kitchen. Robert Jackson, 3303 Mannheim Road, Franklin Park, Ill. Phone Franklin Park 75M.

For Sale or Exchange—Giant Chinchilla bucks. Raised from Stahls' Gold. Certificate stock. Pedigrees showing three complete generations of breeding. Earl Mahoney, Box 115, Sanborn, Ia.

For Rent or Sale—Summer cottages at Iowa's greatest summer resort, on west Okoboji Lake, which body of water is claimed to be the third most beautiful deep blue water lake in the world.

For Sale or Exchange—Unimproved 107 acres on Jefferson River near town of Three Forks, Montana; said to be good fishing.

Improved farm of 360 acres five miles north of Nisland, Butte County, South Dakota, of which 98½ acres are irrigated from Belle Fourche Government Project. Suitable for sugar beets, pickles, alfalfa and all kinds of grain crops. Would exchange for something nearer northwest Iowa. A. L. Groom, Agent, Arnold's Park, Iowa.

For Sale—Pedigreed Boston Bull male pup; Intruder breed; nicely marked. W. H. Claussen, Bellevue, Iowa.

For Sale—Oakridge Cemetery lot, 181, section 2; one of the main entrance lots, at a bargain. Oliver A. Coltrin, 716 N. Lake Ave., Miles City, Mont.

Nocque Beach Resort—Lake Nocquebay near Crivitz, Wis., on C. M. St. & P. R. R. Safe sand beach. Good fishing. Ideal place for high blood pressure sufferers, affording complete rest. Furnished cottages, including boat, ice and electric service, \$10 to \$30 per week. Meals served if desired. Patronize a fellow employee. For folder, write R. Maguire, 2128 N. 34th Street, Milwaukee, Wis.

Minnesota Rex Rabbitry—Breeders exclusive of castorrex-Colorex. New German strain. Russian strain in black seal. Rex stud service for Rex breeders. Correspondence solicited. Roy A. Smith, Route 1, Leonard, Minn.

For Sale—Stahls Gold Certificate Chinchillas and pedigreed New Zealand White Rabbits. All ages. Tanned rabbit hides for coats, collars or trimmings, in white, silver and chinchillas. Vangilders Rabbitry, Tomahawk, Wis.

For Sale—Two choice cemetery lots, located in Beverly Cemetery, Chicago. Finest of locations. Will sell cheap. Address L. A. Dunlop, Stewart, Minn.

For Sale—Violin, Antonius Stradivarius Cremonensis Faciebat, Anno 1716. Hand-made back. Wonderful tone. Year made guaranteed. Price \$500. Write E. W. Gilmer, 310 N. 10th St., Miles City, Mont.

For Sale—Mont Red Cedar Products—Lamps, smoking stands, card players' novelties; cribbage boards, red cedar, \$1.50 postpaid; inlaid cribbage boards, walnut, maple and cedar, \$3.00 postpaid.—Address C. C. Field, 804 California Avenue, Deer Lodge, Montana.

For Rent—Furnished rooms. Two or three desirable rooms; with or without meals. Convenient to Edgebrook station; thirty minutes from Union Station. Frequent suburban train service. Mrs. O. D. Acppli, 6256 Lundy Ave., Phone Kildare 0077.

For Sale—High class Boston terrier; female; age 5 months. Show type. Good all over pedigree includes several champions on both sides. Price reasonable. S. G. Fraser, Box 13, Harlowton, Mont.

For Sale—Vibroplex "bug," almost new. \$10.00 prepaid. Address Edith Reyner, Ruthven, Iowa.

For Sale—Good roots of German Iris (named Varieties). \$1.00 a dozen, my choice. \$1.50 a dozen, your choice, postpaid. All iris to be delivered after June 1st, and all should bloom next year. Fred Smith, 38 5th St., Savanna, Illinois.

Your Job

E. J. Vollmar, S. M. Division,
Austin, Minn.

Do you ever
Stop and wonder,
If you will hold
Your job much longer?
They say,
It is always darkest
Just before the dawn.
Hold up your chin,
Start out with a grin.
You may think
That you have troubles,
And wonder
Just what to do.
Don't forget,
The other fellow
Has his troubles too,
Now pull yourself together,
Buck up more pep and vim,
Pass up your troubles
With a grin,
Even though it hurts within.
There is no use
To do a lot of pining,
Every dark cloud
Has a silver lining,
You may say
That the world
Owes you a living,
But some are always taking
And never giving.
It's the man
Who takes a loss
With a grin
Who is bound
To come back again.

Your Boss has his troubles
And plenty of them too.
It is he

Who tries to see
That there is work
For you and me.
So give him a hand,
Remember he is just a man
Doing the best he can.
Some of the things he does
May seem rather cold,
That is because he does
Just what he is told.
Put yourself in his place.
I wonder
Just what you would do?
So work with a smile,
That will make it
Worth while,
And the Boss will be
With you to the end.

A Lesson

Joseph had been sent to bed by his mother for using profane language. When his father came home she sent him upstairs to punish the boy.

"I'll teach that young fellow to swear!" he roared and started up the stairs. He tripped on the top step and even his wife held her ears for a few moments.

"You'd better come down now," she called up after the air had cleared somewhat, "he's had enough for his first lesson."

NEVER THOUGHT OF THAT

An angler had a four-hours' tussle with a huge salmon before he was able to land it. When at length he had made sure of his catch

he took it home and related his triumph to his wife, and laid special stress on the time it took and the energy he had to expend before he could land the salmon. After he had finished he waited anxiously for praise. For some moments there was silence; then, with a puzzled expression, his wife looked up from her knitting.

"But, my dear," she said, "why didn't you cut the string and get rid of the brute?"
—Union Pacific Magazine.

To Mr. W. C. Givens, on His
Departure for His New Field of
Endeavor at Portage

J. W. Calvert

FIVE fleeting years have almost passed,
Since you assumed your duties here;
You've labored hard—with hours long,
For larger business, year by year.

Your leaving now creates a void,
And we regret that it should be;
All crafts acclaim with one accord,
Why you should go—we cannot see.

We know your merit and your worth,
And it will follow through your life;
We'll miss you at our daily toils;
Where things were done without a strife.

You're going to my native state,
The best there is—beyond a doubt;
Her motto, "Forward," should be yours,
In old Wisconsin there's no drought.

Where'er you go—whate'er you do,
We wish you well with all our might;
Because we feel both safe and sure,
That you will always do things right.

Start a Bank Account

These Banks are Recommended to Milwaukee Railroad Employees.

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

SAVE

SAVE

You Can Safely Put Your Trust
in the

Spokane and Eastern Trust Company

Founded 1890
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SPOKANE, WASHINGTON

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Capital, Surplus and Undivided
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W. C. Henderson.....Ass't Cashier
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THE FIRST NATIONAL BANK

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s there
SOMETHING
you want?

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

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

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

FIRST WISCONSIN NATIONAL BANK

MILWAUKEE

Unit of Wisconsin Bankshares Group

134

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

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

Northwest Bancorporation

MINNEAPOLIS

Resources Over \$495,000,000



First National Bank of Everett, Washington

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

EVERYONE SHOULD HAVE A BANK ACCOUNT

We Solicit the Patronage of MILWAUKEE EMPLOYEES

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

GET THE SAVING HABIT

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