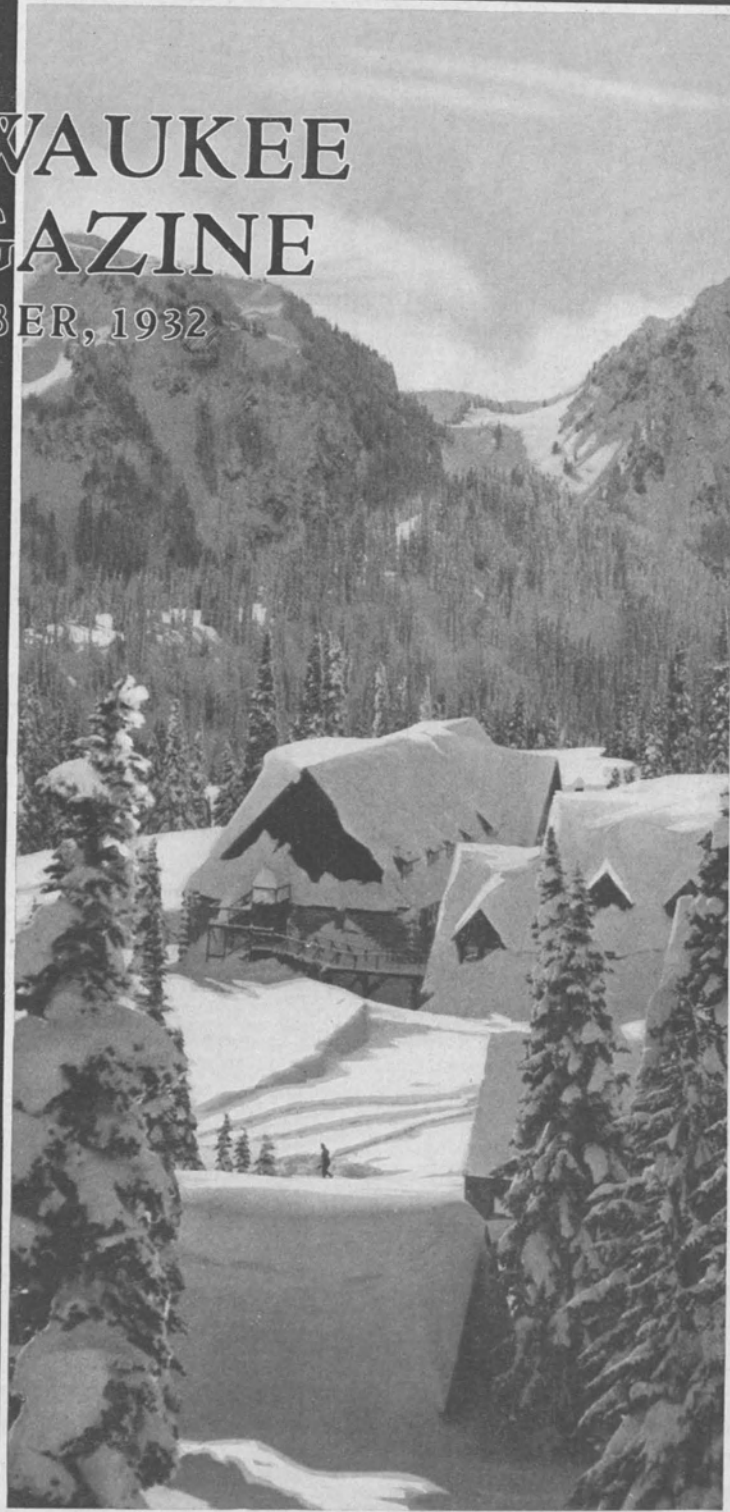


The
**MILWAUKEE
MAGAZINE**

DECEMBER, 1932





Resume SPEED to health!

Do YOU start your job each morning feeling like a lazy yard engine? Do constant headaches and lack of appetite dull your vitality like "Go Slow" signs?

Make an investigation into your physical condition. Possibly you are being bothered with constipation. If so, cross over to the through track to health and resume speed.

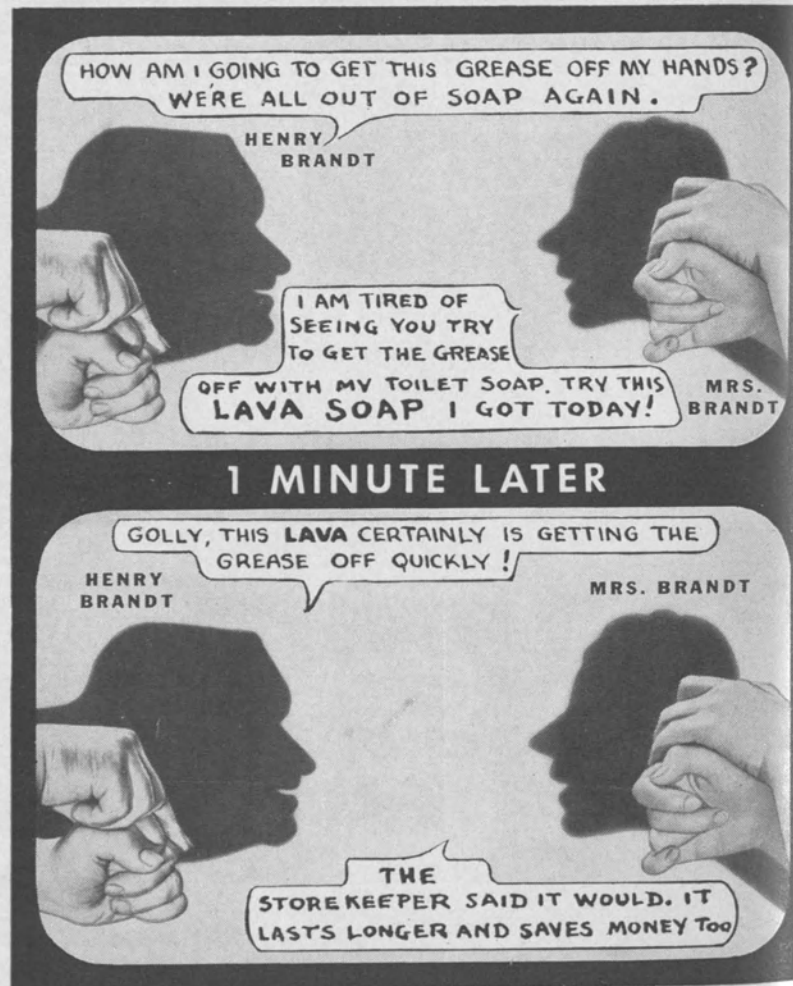
Try eating two tablespoonfuls of Kellogg's ALL-BRAN daily. ALL-BRAN brings "bulk" to exercise the intestines and vitamin B to help promote regular elimination.

Unlike drugs, ALL-BRAN is gentle in action. Its bulk is much like that of lettuce. It also furnishes iron for the blood.

ALL-BRAN is served everywhere. Sold by all grocers in the red-and-green package. Made by Kellogg in Battle Creek. Quality guaranteed.



LAVA SHADOW PICTURES



**Lava Soap—specially made
to save you money and clean
hands quicker!**

We've never counted the exact number of times you can wash your hands with a cake of Lava Soap. But we make it in big, husky cakes. And we know it lasts a lot longer than most hand soaps. That's the way Lava saves you money.

The most important point about Lava is the speed with which it gets any kind of grease off your hands. It does the job in less than a minute. And an unusual feature is that it works in any kind of water—hot or cold, hard or soft.

Lava is easier on the hands than gritty paste and powders, too. Each

cake contains a generous supply of glycerine. Glycerine, you know, is an important part of many excellent hand lotions.

Order a large cake of Lava Soap from your grocer today. It comes in two sizes—6¢ and 10¢.



LAVA SOAP
TAKES THE DIRT . . . PROTECTS THE SKIN

C O N T E N T S

Holiday Greetings	President Scandrett	2
Some Famous Iowa Landmarks	Ted	3
Types of Leadership	D. E. Wood	4
What Is the A. R. A.?	J. E. Mehan	5
Celebrates 50th Anniversary of Service		6
What the World Needs	C. W. Kirsch	6
The Old Indian Agency House	Mrs. I. D. Morehouse	7
Eighty-Five Years Old		8
45 Years' Service		8
Christmas Night	N. B. D.	8
Running Trains on Automobile Basis		8
Opportunities	J. T. Gillick	9
The Agricultural and Colonization Department		10
Christmas at the Macdonalds		11
A Christmas Menu	Rene Chauveau	12
The Patterns		13
Our Little Folk		14
The Milwaukee R. R. Women's Club		15
Special Commendation		18
On the Steel Trail		19

MAGNUS COMPANY INCORPORATED

*Journal Bearings and
Bronze Engine Castings*

NEW YORK

CHICAGO

HOLIDAY GREETING



ONE of us, I think, will regret the passing of the year 1932, during which there has been a continuance of the adverse conditions of the two previous years. There are, however, encouraging features in the operation of The Milwaukee Road during these troublous times. You have all risen to the emergency and given your best efforts to supply satisfactory service to our patrons; you have responded generously to the needs of former fellow workers and their families, and, by the organization of Ship By Rail Clubs and otherwise you are taking an important part in the fight for fair treatment of the railroads. These activities, with the continued friendly cooperation with the people in all communities we serve, are most helpful at this time and hold much promise for the railroad when business picks up.

We all have reason to be proud of our connection with an industry that has done so much for the nation, that does not ask the taxpayers for subsidies, but, on the contrary, aids the people of every community by sharing their tax burdens. Conditions are not worse on The Milwaukee Road than on many other roads, and as the railroads are indispensable to the public we may have confidence the public will protect its own interests by seeing that the railroads are treated fairly.

I welcome the opportunity afforded me by the Magazine to extend to you all, and to your families, my every good wish for the Holiday Season and for the New Year.



H. H. K. K. K.
President

Some Famous

Landmarks of Iowa

By TED

INSPIRED by Mrs. Monty's alluring story in the October Magazine, we set forth one fine October day on a pilgrimage of the old trails and a sight at some of the interesting places which have made history in Iowa, and which she told us about.

We left the train at Fort Atkinson and drove up on the slightly hill where stands the ruined old military post of bygone days when Indians roamed these hills and prairies. It is one of the landmarks in the history of northeastern Iowa, in the days before the railroad came.

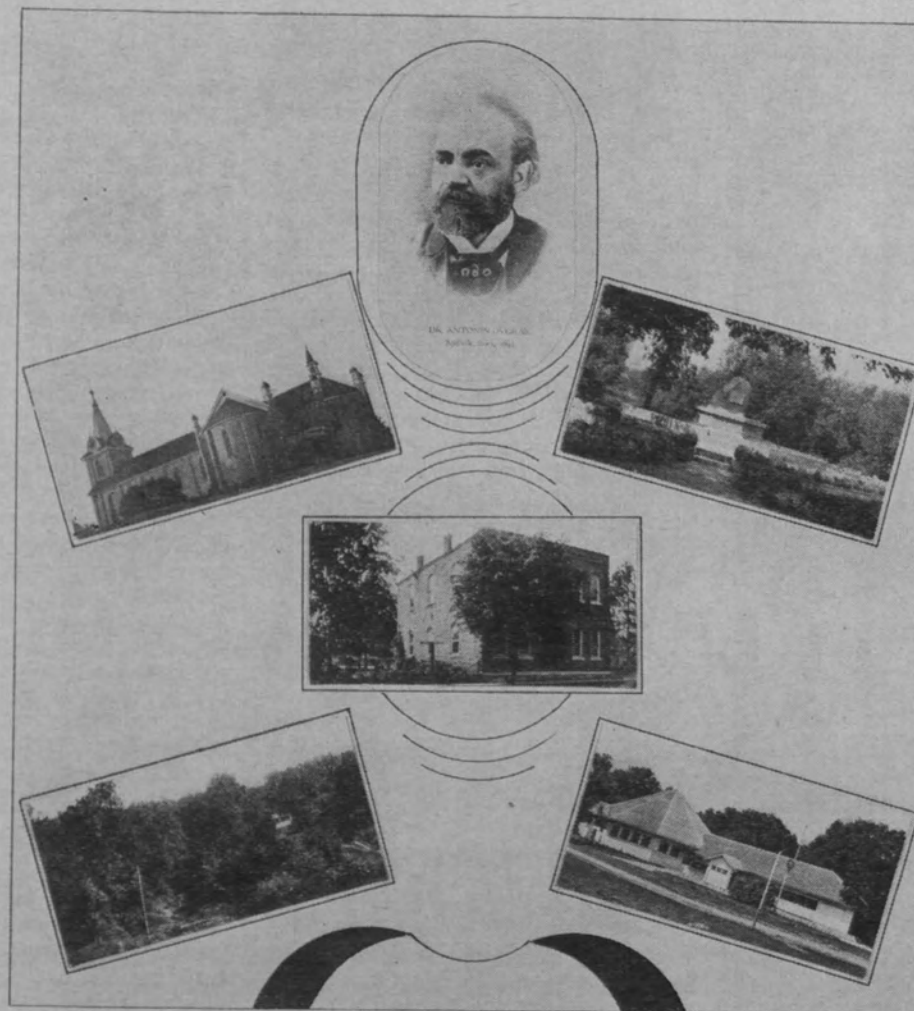
Spillville and Antonin Dvorak

From Fort Atkinson southward to the little inland town of Spillville, where Antonin Dvorak, the great Bohemian composer, lived one memorable summer while he gathered inspiration for his immortal compositions. The road lies through a country of superlative beauty, wooded hills, quiet valleys, winding silvery streams, fields and meadows, big old stone farm houses and thrifty country life everywhere.

It was a most gracious October day, the thickly wooded hillsides were like a gorgeous Oriental carpet of red and brown and green and yellow, with all the varying shades of Autumn. The silent, softly flowing streams mirrored the colorful Autumn parade, and the babbling brooks carried leafy reminders of coming Fall, gaily dancing down their flashing waters. Over hill and dale wandered the indolent country road, stretching afar in long perspective, or diving mysteriously into the woodland and losing itself for a while in the depths.

The devotion of the Bohemian settlement at Spillville to the memory of their distinguished compatriot has converted the place into a sort of musical shrine. Sign boards and fingers direct visitors;

the people are cordial if you happen to have missed a pointing finger and stop to ask the way; the older members of the community remember the great man who lived among them once, they point out the glen by the river where his musings took form in musical tones; they gladly show you the road to Riverside Park, where stands the handsome stone memorial to Dvorak, and if you manifest a desire for the verities, they will patiently try to put the real Bohemian roll on your tongue so that you may pronounce correctly the name of their distinguished friend.



Reading From Top, Left to Right: Church Where Dvorak Played the Organ. Dr. Dvorak. Dvorak Memorial in Riverside Park. House Where the Composer Lived. Scenes in Riverside Park

In Spillville we found some old friends, too—the postmaster who smilingly directed us about, is a brother of our I. & D. engineers, J. M. and C. H. Balek, and this little town too, is the home of the Mikes family. "Tony," operator, now at Murdo Mackenzie, S. D., lived here and some of his family still remain. His sister is the director of the music in the church where Anton Dvorak played the organ for the masses of a Sunday morning; and Tony himself

always goes home to take part in the rendition of the Christmas music at the church. His brothers, Professor James S. Mikes, of Yale University, and Martin A. Mikes, engineer in the Research Department at Boulder Dam, do not get home so often. Agent C. J. Mikes at Spencer is a cousin of this branch of the Mikeses.

The Dvorak memorial in enduring stone bears a bronze tablet in his memory, and names of his more famous compositions are carved in the stone, giving precedence to the two most nearly associated with his sojourn in Iowa country—The New World Symphony and Humoresque. On the main street of the village, stands the square old stone house where he lived, and a framed announcement to that effect marks the place. On the hill at the end of the town is St. Wenceslaus church, where he worshipped and lead the organ music.

"The Smallest Church in the World"

Nature was kind to Iowa, and she distributed with lavish hand her hills and vales, her trees and meadowlands, and she put beautiful rivers in for good measure; and as you head southward from Fort Atkinson toward Festina and the little St. Anthony's chapel that rejoices in its unchallenged assumption of being "the smallest church in the world," you wind among the wooded hills that in their Autumn costumes are a blaze of glory.

On the outskirts of the little hamlet stands the little church in a little grove, the door is unlocked, and small though the tiny stone building seems as one approaches, its smallness jumps right at you when you enter. A small altar with all the proper symbolic adornment of the Catholic church, stands across the back wall, yet one has but to reach out a hand to almost touch it from the front door; while on either side of the short little aisle are two benches each one large enough to seat two people; and when the eight people are thus gathered together inside, the seating capacity is exhausted.

It is said that once each year a special service is held in the chapel but the people who come from the surround-

ing country must perforce perform their devotions in the grove outside, for even "standing room" is denied to more than two or three within.

The present little stone chapel was built on the site of a log structure where the first mass for white people in Iowa territory was said. John Gaertner, a survivor of Napoleonic wars and of the Battle of Waterloo, with Frank Joseph Huber, built this now famous little chapel, back of which in the churchyard they now rest, with other members of their families; and the little sanctuary is maintained by their descendants "in memory of their dear departed."

"The Little Brown Church in the Vale"

Southwestward through a far flung panorama of scenic loveliness where the valley of the Cedar River winds among the hills, in a garden spot of this lovely northeastern Iowa, at the edge of the little town of Nashua, is a little wooden church painted a dingy brown, and in itself presenting nothing to command a more than passing glance; but this is the authentic "Little Brown Church in the Vale." This little country church has become a national mecca, where visitors come from all quarters of the United States and many Canadian visitors, too, annually inscribe their names along with the thousands from the States in the church register. More than thirty thousand persons sign this book every year, and all because of a song.

The story is that the song, "The Little Brown Church in the Vale," familiar to Sunday school and church goers alike, was written by Dr. W. S. Pitts, the author, in 1857, five years before this church was built; and according to Dr. Pitts himself, he was visiting in a little pioneer town where an opening



The "Smallest Church in the World"



"The Little Brown Church in the Vale"

in a pleasant grove suggested itself to him as an ideal spot for a church, and so impressed was he with the thought, and to use the doctor's own words, he "went home and wrote the song" and then put it aside among his other papers. Two years later an enterprising young minister of the same frontier village heard of the song and determined to build a church in the "vale." He didn't have any money, but he did have lots of courage and he was a good pleader, and thus he succeeded in wheedling hard oaken logs out of the surrounding farmers and persuaded the village folk to help with the hewing and

fitting so that when the frame was up and ready for inside finishing, he turned to eastern friends and got some donations together with a loan of \$3000 which enabled him to complete his project. Incidentally, that loan was finally paid off in full in 1926, 62 years afterward. The church was dedicated in 1864 and Dr. Pitts was present to lead his hymn in the singing of "The Little Brown Church in the Vale." And singing on its way down through the years, the memories and association of this little church community has brought it into nation-wide fame. It has moreover become a veritable western Gretna Green for marrying folk and it has a record of more than six hundred marriages in one single year.

The couples travel long distances to answer to the call "Come to the church in the Wildwood" and the pastor, the Rev. Wm. Kent, ties the knot and God speeds them on their future happiness.

The Little Brown church is a charming picture in its woodland, and on the day of our visit, the door stood invitingly open, the pastor was at the small cabinet organ as we drove up. We lingered at the door to hear him play and when he invited us to "come in" we at once asked for THE song. Obliging he played, and one of our party, Mrs. W. F. Ingraham of Mason City, stood beside him and lifted her beautiful voice to sing.

The picture was perfect, the sun, filtering through the little window panes, the soft notes of the organ and the lovely voice wafting the melody into the ether, was a really perfect ending to a perfect day.

There are other places of historic note and interest in this neighborhood of northeastern Iowa, which we shall tell you of some other time.

He mentions Woodrow Wilson as a type of the first; Mussolini, of the second; and Ghandi, of the third.

The enunciator type of leader is found most frequently; but too frequently, he lacks executive ability, and when put to the test, he does not consistently practice what he preaches. He talks—is the great "mouth-piece."

The executive type is the man who does things. He gets results which show for themselves. He faces the greatest opposition and must always stand on the consequences of his work. His course of action must go in one of two directions: if he succeeds and constructive improvement is shown, he is acclaimed the "great and only"; if he fails, because of a more or less destructive plan of action, he is doomed to oblivion.

The exemplar leader teaches by precept and example. His is an individual proposition. He lives his principles, regardless of consequences, although they usually follow low logically and are satisfactory. He follows the dictates of his conscience. He is rarely of the executive disposition, and the enunciation of his principles by him sounds too much like bragging about the way he lives.

(Continued on page 32)

WHAT IS THE "A. R. A."?

By J. E. Mehan

ASSISTANT TO SUPERINTENDENT, CAR DEPARTMENT, MILWAUKEE

THE "A. R. A." (American Railway Association), with headquarters in New York City, is an organization of



J. E. Mehan

to seven divisions, namely:

- Division I —Operating
- Division II —Transportation
- Division III —Traffic
- Division IV —Engineering
- Division V —Mechanical
- Division VI —Purchases and Stores
- Division VII —Freight Claims

Each railroad, through its executive officers, assigns other officers and employees to serve under the various divisions, so that trained talent is available in the study of the many problems confronting the association. It is financed through assessment based upon the size of the railroad.

This service was originally organized in the year 1867 under the name "The Master Car Builders Association," the very first joint railroad association. Previous to that time, each railroad was an independent unit, there being no interchange of equipment, no exchange of ideas or experiences, and no co-operative effort to facilitate movement of freight routed over more than one line of railroad. Freight originating in Boston, for instance, and destined to Milwaukee via the Boston & Albany, New York Central and The Lake Shore Road, would be transferred from Boston & Albany cars to New York Central cars when reaching the junction point, and transferred again from New York Central cars to cars belonging to the Lake Shore Road when it reached the junction point of the latter. No railroad would think of allowing its equipment to pass onto another line, because there was no guarantee that it would ever be returned, nor any likelihood that the foreign road would compensate the car owner for any damage due to wreck or other unfair handling. This continual transferring of freight from cars of one ownership to those of another, every time the lading reached the junction point of a foreign line, not only entailed excessive expense for the labor of transferring and switching, with the attend-

ant freight damage claims, but it seriously delayed the delivery of the lading. The country was rapidly expanding, and demands were insistent for increased supplies from industrial centers and the mines. Far away sections of the country were being settled and built up, and the problem of shipping freight over more than one railroad with less delay had become a very serious one. Meetings were held in various sections of the country and the subject discussed pro and con, but no concentrated effort was made until the year 1867, when a general meeting was called in the city of Altoona, Pennsylvania, to which all roads were earnestly invited to send representatives. Here a permanent organization was formed, known as "The Master Car Builders Association." This embraced only the mechanical officers of the car departments. Their immediate problem was to provide ways and means for the lading to proceed in the original car to destination, regardless of the number of railroads over which it passed. This, of course, necessitated some form of mutual agreement which would be binding. It was not until December 15, 1876, that such agreement was reached. This agreement was named "The Master Car Builders Rules of Interchange" and provided for the forced acceptance of the foreign car if safe to proceed, a line of demarcation as between defects due to unfair handling and those due to fair handling, ways and means for compensating the car owner for the expense of repairing unfair damage, and means for compensating the foreign line for the expense of necessary repairs due to other than unfair handling. There were originally fifteen rules, which were spread upon the minutes of the meeting. Each railroad was provided with a copy. Necessary amendments were made from time to time, and in the year 1887 the first set of these rules (now 31 in number and spread upon 12 pages) were issued in pamphlet form by the Association.

No sooner had the interchange of cars begun than difficulties were encountered because of the variety of gauge of track, varying all the way from 5 ft. gauge to what we know as narrow gauge, variety in construction of cars and the absence of uniformity in their upkeep. Roads which desired to partake of the advantages of the interchange of equipment had to immediately arrange the gauge of their tracks to conform with the majority. Every railroad had its own peculiar designs for the various parts of their cars so that replacement of worn out journal bearings, journal boxes, brake shoes, draw bars, wheels and axles and numerous other parts was well nigh impossible, and bad order cars became stranded on the lines of the foreign roads. The Association set itself to the task of providing standards of parts which would fit any car and compelled their acceptance through the provisions of the interchange rules. Uniform spacing of wheels had to be set up, standard height of draw bars from top of rail, location of grab irons and other safety appliances, minimum height of any part of car body or truck from top of rail, efficient hand brakes, light weight markings, and many other items which interfered with the operation of cars over other railroads had to be standardized. Serious complaints as to size and grade of materials used in the repairs to foreign cars had to be surmounted through the adoption of standard specifications for materials, so that eventually, materials applied by foreign lines were of the same size and grade as that applied by the car owner.

The problem of uniform loading of cars came to the surface. Open top cars were being loaded with machinery, pipe, poles, lumber, rails, structural steel and material too long for one car, and it was piled in every conceivable manner without regard to its safe movement. Every road had its own ideas as to the proper loading and anchoring, and when it reached the junction point of another road it was usually set out until some agreement could be arrived at as to its safety. Here was another source of serious delay and expense, and the Association had to set up a code of Loading Rules which covered the proper loading and anchoring of every class of lading and compelled acceptance through its interchange rules. This remedied the difficulty.

Some of the railroads were progres-



De Paul University of Chicago Football Squad in the Union Station, Chicago, the Night of October 22nd, Just Prior to Departure on the OLYMPIAN for Winona, Where They Played St. Mary's, Defeating the Minnesota Boys 19 to 7

Types of LEADERSHIP

By D. E. WOOD

The more one studies a subject, the more one learns about it. Study is really a process of opening the windows of the mind, that the creations of Divinity—thoughts which manifest to man by means of vibrations which stimulate his brain to activity—may enter, and then be passed on to others, by the human being who receives them. Study often takes the form of meditation—a kind of process like "tuning in" with the radio to find what is "on the air."

In our further study of "Leadership," let us first take up some of the various kinds. Dr. Glenn Frank, formerly connected with Northwestern University, but now President of the University of Wisconsin, and for a number of years editor of The Century Magazine, in an address before The Executive's Club of Chicago last May, said:

"At this historic juncture in American life, we stand in desperate need of what the sociologists have outlined as the three major types of leadership: the leadership of the enunciator; the leadership of the

executive; and the leadership of the exemplar.

Translated into English, those three words mean this:

"First, that the ENUNCIATORS are leaders who are able to put into plain and compelling words, either what the nation wants or what the nation should want. These are the leaders who give voice to deep feelings and convictions that stir unspoken in the minds and hearts of a people when the people face a crisis, the meaning of which it feels but cannot formulate.

"The EXECUTIVES are the leaders who are able to translate these deep feelings and convictions of the people, not into words alone, but into plain and compelling programs of action, and having drafted such programs the executive leaders are able to put them into effect.

"The EXEMPLARS are the leaders who in themselves are living examples of that to which the voiceless masses aspire. The contagion of their character, more than anything they say or do, moves the masses to high and heroic action.

sive enough to replace weak parts of their equipment with designs of greater strength, and in the building of new cars they gradually increased the strength of the cars generally. Other roads were reluctant in this respect, with the result that the weak cars when on the lines of the progressive roads became the source of delays to trains. The Association, realizing this trend of affairs, began, through the interchange rules, to gradually change the unfair usage damage to that for which the car owner would be responsible, thus encouraging the progressive roads in their drive for increased strength of the cars, and creating an incentive for the others to "get in line." These rules were amended from time to time to require that cars when built new, or in the rebuilding of existing equipment, must be equipped with the improved devices and to follow certain lines as to strength of underframe, etc. The result of this undertaking is evidenced in the elimination of the all-wood underframe, and the general equipment of the cars with high duty friction draft gear, steel ends, cast steel truck sides, etc.

In the building of cars of greater capacity it was found that the nominal capacity markings, such as 60,000 lbs., 80,000 lbs., 100,000 lbs., etc., did not tell the correct story of what the car was capable of carrying. The nominal capacity as stenciled on the cars was, of course, based primarily upon the capacity of the axles, but these axles also carried the car itself. If the four axles under a car marked 80,000 lbs. capacity, were capable of carrying a total of 136,000 lbs. and the weight of the car itself when empty were (a flat car) 30,000 lbs., it should allow lading to the weight of 106,000 lbs. to be loaded on the car with perfect safety. Or, if a refrigerator car marked 80,000 lbs. weighed when empty 52,000 lbs., we should be allowed to place a load of freight weighing 84,000 lbs. in that car. The same would be true of gondola, box and stock cars. To allow the shipper to take full advantage of the carrying capacity of the car and at the same time provide greater returns in revenue to the railroads, a system of load limit markings was decided upon by the Association, and all cars are now so marked.

(Continued on page 30)

received from President H. A. Seddett, Vice-President H. B. Earle, Chief Engineer C. F. Loweth, and from many others from various points on the system. Mr. Root is now well started on his fifty-first year with the company with the spirit and ability for many more years of service.

WHAT THE WORLD NEEDS

By C. W. Kirsch, President and General Manager, The Kirsch Company, Sturgis, Mich.

A little less knock
A little more ease
A little less rock
A little more please.

A little less spite
A little more dear
A little less might
A little more cheer.

A little less tax
A little more right
A little less ax
A little more light.

A little less stick
A little more fun
A little less kick
A little more sun.

A little less take
A little more give
A little less fake
A little more live.

A little less law
A little more love
A little less claw
A little more dove.

L'Envoi

A little less pull
A little more rope
A little less bull
A little more hope.

Reprinted by permission.

Amateur Radio Stations, Attention

SOME of the employees of the Milwaukee Road on the I. & D. Division in South Dakota are seeking assistance in the matter of getting in touch with other employees of the Milwaukee who have amateur radio transmitters. The idea is to organize a radio relay route along the Milwaukee, which shall consist of employees having transmitters and wishing to get in on the route. One purpose, and the principal one, is to create a definite hookup in case of any emergency, through the organized relay route, which would be operated on schedule.

Employees having radio transmitters, or those interested in the same are asked to communicate with Cecil B. Davis, 2nd Trick Operator, Tripp, South Dakota.

ERRATA

On page 10 of the November Magazine, the pictures of Edmund Bertram and James Dawson were misplaced, that of Mr. Dawson appearing with the story of Mr. Bertram's service, and of Mr. Bertram with Mr. Dawson's service.

Celebrates 50th Anniversary of Service

ON OCTOBER 15th Mr. F. W. Root, State Solicitor for this company, celebrated his fiftieth anniversary of continuous service in the Legal Department of the Milwaukee Road at Minneapolis. He began his service as Assistant to W. H. Norris on October 15th, 1882, and has served under the following official heads of the Legal Department: John W. Cary, John T. Fish, Burton Hanson, H. H. Field, O. W. Dynes, and the present General Solicitor, Mr. C. S. Jefferson.



F. W. Root

W. D. Millard.
O. W. Dynes.
J. N. Davis.
W. L. Hunter.
Mason Bull.

Solicitor Root's office family presented him with a beautiful water color scene, framed, which was accompanied by the following testimonial:

"Dear Mr. Root:

One-half century of able, conscientious and outstanding service is complete. Some of us have been fortunate to work with you most of those years, all of us for many years, which have been generously enriched in friendship, and knowledge by that association. Your many successes have been a source of pride and inspiration to us.

"We do congratulate you on the completion of fifty of your years of service. However, it seems more fitting that we congratulate the company you have been serving and will continue to serve with such ability.

"It is our hope and expectation that we may for many years merit your friendship and counsel and enjoy your leadership.

F. A. McFarland.
O. H. Berg.
Augusta E. Sharretts,
C. O. Newcomb.
A. C. Erdall.
Florence M. Telfer."

Congratulatory messages were also

The Golden Anniversary was marked by an informal open house reception at his office on the third floor of the Milwaukee Station, Mrs. Root, among others, taking part. The Legal Department in Chicago sent Assistant Solicitor Mason Bull as their special representative with anniversary greetings all framed and ready for hanging, and in which their friendship and esteem were expressed as follows:

"Mr. F. W. Root:

GREETINGS

With hearts filled with affection for you as a friend and co-worker, with minds filled with admiration of the ethical standards and legal attainments that are yours and have been through the Fifty Years you have been a law officer of the Milwaukee Road, we tender you congratulations on this Fiftieth Anniversary of your able and loyal railroad service with assurance of our continuing esteem and friendship.

H. H. Field.
Carl S. Jefferson,
Chas. R. Sutherland.
M. L. Bluhm.
Carson L. Taylor.



The Old Indian Agency House at Portage, Wisconsin

Mrs. I. D. MOREHOUSE

ON OCTOBER 22nd, the old Indian Agency House at Portage, Wisconsin, was reconditioned from cellar to garret and put back in the manner of the period when it was inhabited by the Agent and his family, was formally dedicated as an historic landmark by the National Society of Colonial Dames in Wisconsin, purchasers of the property.

The old Agency House was built one hundred years ago by the federal government for the United States Indian Agent, Captain John H. Kinzie. The house stands opposite the site of old Fort Winnebago, facing the famous portage between the Fox and Wisconsin Rivers. The house itself was a frame structure, 30x34 feet, and of the difficulties of building operations Captain Kinzie had many. Lumber had to be brought either from Green Bay, over a hundred miles distant, or floated down the Wisconsin River, from seventy to eighty miles northward. Brick could not be made nearer than two miles from the site of the building and they had to go even farther for stone. But the house was finally built and Captain and Juliette, his wife, took possession in the autumn of 1832.

The Winnebago Indians had a troublous career after white folks came into their land, they were moved from this point to that, and finally trekked off to Iowa, after which the Agency House as well as the military post gradually fell into disuse. Fort Winnebago was finally demolished, the Agency House was sold and only a few straggling redmen remained about Portage in the after years, reminders of the days

of their ancient tribal reign.

The Agency House was purchased about two years ago by the National Society of Colonial Dames in Wisconsin and has been restored and redecorated in the manner of its original style. Its dedication as an historic shrine took place in the yard outside the building. Five girl scouts, daughters of members of the patriotic society, opened the program with a flag raising ceremony followed by speakers from Milwaukee and Madison.

The house has been refurnished and some fascinating old pieces of furniture have been donated by members of the Society, the present owners.

The House will be maintained as an historical museum, and situated as it is in the attractive old town of Portage, Wisconsin, it will be the interesting objective of visitors from everywhere.

The City of Portage, Wisconsin

Portage, a city of 6,000 people, is a division terminal of The Milwaukee Railroad, located midway across the state between Milwaukee and LaCrosse on the LaCrosse Division. The town derives its name from its propinquity to the once used "portage" between the Fox and Wisconsin Rivers. The Wisconsin Dells, nationally known for their natural scenic beauty, are 18 miles west of Portage.

Besides the historic old Agency House, Portage has many other places of importance and interest to American citizens, places which have played prominent parts in making history of the state and nation. Among them is the Waubun Trail. On

the east end of the Trail is a marker honoring Pierre Pauquette, with the following inscription: "Pierre Pauquette, 1796-1836. Interpreter and Carrier at the Portage." On the Old Military Road is a marker honoring Jacques Marquette and Louis Joliet. On June 14th, 1673, these men portaged their canoes from the Fox to the Wisconsin Rivers on their journey to the Mississippi River.

Further to the southeast on the Old Military Road is another marker on the site of old Fort Winnebago, which was located 116 miles from Fort Howard, near Green Bay, and 115 miles from Fort Crawford, at Prairie du Chien. Among the officers who served at Fort Winnebago from 1826 to 1845 were Major D. E. Twigg and Major Nathan Clark; Captains J. J. Abercrombie, W. S. Harney; Gideon Low and E. V. Sumner; Lieutenants Jefferson Davis, H. P. Van Cleve, R. B. Marcey and E. S. Mumford.

This spot also marks the surrender of Red Bird, noted Winnebago Chief, in 1827. A large painting depicting the surrender of Red Bird may be seen in the Governor's room in the State Capitol at Madison.

Just a bit farther along on the Military Road is the old Fort Winnebago Cemetery, where may be seen the graves of many of our earliest soldiers and pioneers.

President of the Kiwanians at Milwaukee

OUR genial general agent Passenger Department at Milwaukee, Wis., John C. Prien, was honored by election to the Presidency of the Kiwanis Club of that city early in November. His election is in recognition of his untiring effort to be of service to the community in which he resides, an outstanding characteristic of every Milwaukee Road employe.

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

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

U. S. Postage on This Magazine Is Three Cents

Eighty-five Years Old This Year

Pioneer days, when the arrival of a new railroad was an occasion for celebration by any community, are recalled by the announcement that 85 years ago the week of Nov. 15th the Milwaukee Road came into existence.

The original charter was granted by the Territory of Wisconsin on November 23, 1847, under the name of the Milwaukee & Waukesha Railway. The present day system embraces 11,260 miles in twelve states and in normal times gives employment to about 50,000 persons.

The value of the new railroads of those days was inestimable. Increased land values, new markets, increased immigration and greater security for early day settlers followed in the trail of the Iron Horse.

The editor of a Milwaukee (Wis.) newspaper, writing in 1855 about the construction of the Milwaukee Road's line between Milwaukee and Prairie du Chien, said: "The completion of this line . . . will be a memorable event for our city and state. It has already trebled and quadrupled the value of the farming lands along its eastern and finished division and increased by the same amount the taxable property of the state. . . . Let our merchants and business men, then, thank God and take courage for the whole Northwest invites and will reward their ventures."

Few of the present generation recall the hazards and discomforts attendant upon life prior to the advent of the western railroads, but all have enjoyed the benefits accorded society by the contributions the railroads have made, in addition to transportation service, through tax payments, payrolls and purchases of products and supplies in the territory served.

In the past fifteen years the Milwaukee Road alone has spent approximately 127 million dollars for taxes; 1,200 million dollars for payrolls; and 650 million dollars for purchasers of materials, supplies and equipment. During that period it has not paid a dollar to its thousands of stockholders.

What the next fifteen years hold in store for the railroads is a matter for conjecture, but, considering the substantial support received from the railroads, it would appear to be clearly to the public's interest to patronize and support the railroads.

Pioneering days have passed for the railroads, but, all things considered, no agency that gives the public more for its money has yet appeared in the transportation field.

45 Years' Service—Nov. 2, 1932

ROBERT J. WALKER, born October 20, 1861, at Fergus, Ontario, Canada.

Entered the service of the Milwaukee Railroad as baggageman at Sioux City, Iowa, Nov. 2, 1887, being employed by the then Superintendent L. B. Beardsley. In 1890 was transferred to the Baggage Department at Milwaukee, Wisconsin, where he was employed until some time in 1892 when he was transferred to Chicago and placed in charge of the Company Mail Room.



"Bob" Walker

Christmas Night

Tonight is just as other nights,
Except the carol singers sing,
But midnight nears, faint music stirs,
And rustling as of wings.
Within the barn where they were fed,
The cattle kneel beside their bed,
And 'mong the stars that always shine,
A new star shines.

—A B D

Because of the increase in milk and cream traffic, he was appointed Milk Agent in 1900 under the late Mr. W. D. Carrick, General Baggage Agent, the appointment being approved by Mr. E. P. Ripley, at that time Traffic Vice President and later on President of the Santa Fe.

Mr. Walker is at present Milk Agent for the Milwaukee Railroad in the Mail-Express-Baggage & Milk Department located at Chicago.

He is a director of the Milwaukee Employees' Pension Association.

Running Trains on Automobile Basis

THE railroads of the country are complaining of the falling off in passenger traffic caused by the increasing popularity of the automobile. This constitutes a serious problem, yet the solution is self-evident. Obviously the railroads should do everything in their

power to make travel on them resemble that in automobiles. Here are a few suggestions:

For the benefit of the men, speedometers should be placed conspicuously in every car, so that passengers may see the speed at which the train is going. For the benefit of the women, communication should be provided between them and the engineer so that they can offer suggestions as to how he should drive.

Would Not Be Run on Schedules

Trains should not be run on definite schedules. Passengers then could notify friends at their destination that they may be expected some time between five and seven o'clock, provided nothing happens to delay them; but not to worry if they do not turn up by eight o'clock.

Occasional freight trains should be permitted to bar the tracks for miles at a time and only unwillingly permit passenger trains to pass. They should pull over when another train is approaching in the opposite direction, so that the passenger train can escape a serious collision by the skin of its teeth. Should Be Cramped by Piles of Baggage

Passengers should be surrounded by baggage of all kinds, thus forcing them to sit in cramped and uncomfortable positions.

In wet weather some arrangements should be made whereby a train would have the opportunity to skid and come up against a telegraph pole.

All engineers driving at more than 40 miles an hour should be arrested on a charge of exceeding the speed limit. Stop-and-go lights should be placed every 500 yards along the right-of-way.

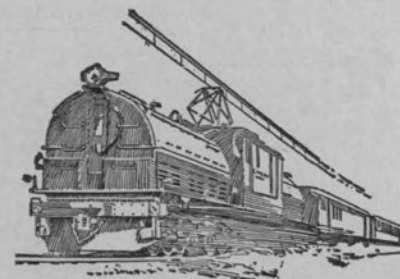
If, in addition to this, soft drinks and hot dogs supplanted the diners, and sleeping cars were replaced by tourist camps, the transformation would be complete. And who can say but that it might succeed?—From the Baltimore (Md.) Evening Sun.

50 Years of Faithful Service

THIS year of 1932 marks the 50th anniversary of the service with this company of Engineer John S. Price of Chicago Terminals. Mr. Price first started with this company on June 28th, 1882, as fireman in Chicago Terminals. After a few weeks in the Terminals, he began firing on a run between Chicago and Milwaukee, then on the Janesville line. In 1888 he was set up as engineer and for about twenty years served in that capacity on the Illinois Division between Chicago and Savanna.

His health failing somewhat, in 1920 he retired from road service and was appointed as a permanent dispatcher at Boulevard Roundhouse, Chicago, serving there for twelve years. In 1931 he was transferred to Western Avenue Roundhouse, where he has since remained.

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



OPPORTUNITIES

The opportunities for securing business are not limited by the unfavorable conditions prevailing throughout the country at this time.

Your friends and their friends--merchants, manufacturers, producers and professional men, in fact, people in all walks of life--are in need of railroad service from time to time.

Aside from the movement of freight and passengers, mail and express by the railroad as a transportation agency, it indirectly plays an important part in the affairs of many communities through the purchases of materials and supplies and the payment of large sums for wages and taxes.

Reminding people of this and telling them of our service, attended with courtesy and tact and a knowledge of the railroad, can be the means of attracting new business to us.

In thus helping the railroad, we also help ourselves in taking advantage of every opportunity to sell Milwaukee Road service.

(Contributed by E. J. Vaught, Relief Agent & Telegrapher, Ottumwa, Iowa)

E. J. Vaught

Vice-President



The Agricultural and Colonization Department

Milwaukee Employe Solves Unemployment

Buys a Cut-Over Farm in Northern Wisconsin

A NEW concrete overhead highway crossing robbed Henry M. Steinfort of his flagman's job. The march of highway progress changed Steinfort from flagman to farmer. His story of how he got his farm and why he bought it no doubt will interest many of our readers.

"You see," said Steinfort, "when they put that over-head on Burleigh Street here in Milwaukee, it meant my job, and because I am fifty years old, I knew I would have a hard time finding other work for wages. So before all of my savings were gone, I started out to find a small farm where I could spend the rest of my days working for myself. I know I can't get rich farming, especially in these times, but I also know that I can save what I now have when it is invested in good land and all the while I'll have a job, a living and some of the other things I enjoy.

"I spent two weeks this past summer looking for land in Wisconsin. I couldn't find a thing I could buy for the money I had that was worth owning. So I came back to Milwaukee almost discouraged that I would be able to start out on a farm of my own. Soon after I got back I saw an ad in our local paper, telling me about farm opportunities in Northern Wisconsin. That ad was one by The Milwaukee Road, the same Road I had worked for so many years. I wrote Mr. R. W. Reynolds, Commissioner of the Agricultural Development and Colonization Department, to send me a description of those lands. He did. He even did more. After some exchange of correspondence, he had his colonization agent,

John G. Wegner, call on me and describe the lands in person.

"As a result of my following up that ad, I went to Gleason, Wisconsin, and bought a 40-acre farm five and a half miles from town. It is good clay loam cutover land and I bought it for \$6.00 an acre. There is an old set of small buildings on the place. A new settler has started to build and clear land across the road and there is a well improved farm adjoining my land. I don't see how I could have done better."

Mr. Steinfort has already moved onto his farm with his two grown sons. They are repairing the buildings, putting in a winter's supply of vegetables, potatoes and other foods and clearing land for spring plowing.

There will be no more unemployment for Mr. Steinfort. He has a permanent job, building a farm and home for himself and family. He is doing it when land, stock and equipment is at the low point so that any future improvement in values will increase the estate he is accumulating.

Milwaukee Brakeman Homesteads

Gets 160 Acres of Montana Irrigated Land
A HOME of his own; a cellar full of fresh and home canned vegetables, meat and fruit; a cow and a flock of chickens, complete the picture of a year's work in preparation for the coming winter and the future by L. C. Soper. Oh yes! and while accumulating the foregoing, Mrs. Soper and the two little Soper girls each had a beautiful flower garden.

Mr. Soper is a brakeman on trains number 115 and 116 running on the Rocky Mountain Division. A year ago his runs were not very consistent. So he figured out a means by which he might become much more self-support-

ing. As a result of his personal inventory, he filed in October, 1931, on one of the irrigated tracts on the Greenfields Division of the Sun River Project in Montana. His tract consisted of 160 acres, 73 acres of which are irrigable. He got a second-hand house nearby and moved it to his farm where he improved it at very low cost. His 72 acres of wheat netted him \$175.00 this season. Fourteen acres of the farm were sown in alfalfa. He had a large garden and plenty of potatoes. In fact, Mr. Soper grew so many vegetables and potatoes, he could not use them all so gave a lot of them away to neighbors and the Red Cross.



Farm Home on Irrigated Land Near Fairfield, Montana

Looking to the future, Mr. Soper secured 300 trees, a number of which were blue spruce from the State University Nursery, and set them out to beautify his home surroundings.

At this writing, he is getting his regular run on the Division. But he says, "You don't catch me moving off our little farm. That farm is going to be worth more to us each year. More important, my wife has never had so much fun in her life as she has since we have been building up our home. It is a great place to raise the children. Our land and water cost was low this year, \$67.40. Of course, when we prove up, it will be more. But compare that to paying rent and buying groceries in town. And, if one is not working, the comparison presents a painful picture."



An Ideal Way to Live

Nine years ago, the above farm was nothing but a run-down place with a shell of a house. At that time, Mr. G. R. Walker, Chehalis, Washington, became the owner of the place and a part time farmer. Mr. and Mrs. Walker

have had the satisfaction of transforming the old run-down place into its present day "garden." And with their own hands has come the complete transformation. Says Mr. Walker: "We don't depend on the farm for our living al-

though we derive a good portion from it. We have a couple of nice Jersey cows, a flock of chickens, pigs for our own meat, eggs—all we want—and nearly everything we need is raised on the place. It is a most ideal way to live."

Christmas at The MacDonalds

ELINOR MACDONALD closed the door on her two boys starting out for school in the morning, and turned back to her work with a half sigh. Just why she felt a little down in spirit she could hardly explain. Things were fairly well with the family, considering the times. Dad was working steadily, and while the pay envelope did not hold quite so much as in other days, still it was enough for comfort; and better yet, Dad was the picture of health. He had not been so well a while back, but he had improved wonderfully, and was really quite himself again; the boys were healthy and doing well in school, and she herself, if she were asked, would probably reply that she had never been better in her life. So just why the blues, unless it was because the blues were in the air. All of her friends and neighbors were more or less discouraged. Most of them were bearing unaccustomed burdens, some taking care of relatives who had fallen in bad times because there was no work, and while most of them carried the extra load as if it were a privilege, Elinor knew the times were hard for all of them.

That very morning Dad had said he thought they would all better cut out the Christmas presents and turn over what they would spend that way to the people, and especially the children who were in such sore need. He drew the picture for them, of the thousands of little boys and girls who not only would not have any Christmas toys, but would not even have enough to eat. Good old Dad. Always thinking of others. The pity of it all. And while Dad talked, she watched the faces of her two boys to see how they would react. They did not make any reply to their father's suggestion, but their mother read them clearly and saw the response in their eyes.

Lynn, the older, happy-go-lucky, not always quick to form a decision, but generally dependable. He had wanted so many things for his Christmas, a new football outfit, a baseball mitt, a tennis racket and whatnot; and his face clouded over as he thought of having to give up the things he wanted for Christmas. Barry, the younger boy, on the contrary, had smiled back with glowing countenance to his father as if he already saw the joy on the faces of a lot of poor, little children when they would waken on Christmas morning and find that there had been a Santa Claus there after all. Barry was like that—he had always been ready to share his possessions and he looked on living as a grand chance to give things away.

Well, no doubt Dad was right. He always was, but she must contrive some way not to altogether disappoint her boys and still meet Dad's hope of what the family could do for the poor.

As she started about her work she

was trying to think things through. She went upstairs to the boys' room and pulled out their warm clothes, and she figured they might not need much more this winter with perhaps some few extras that she could squeeze out of the budget, and so have something for the Christmas stockings. Perhaps she could manage to get Lynn at least a few of the things he had notified her that he wanted. As for Barry, bless his heart, he hadn't said a word about any of his wants, except that he had wondered if he could manage to save some of his weekly allowance to buy one of his school mates a little present. But it would certainly be too bad not to have something for his "toy shop" as he called his special corner of the room where he kept his particular collection of playthings. Well, she would see. One could not be selfish in the face of such desperate need, but it was going to be hard to deny her own boys.

The sound of children's voices and the stamping of feet at the back door brought her down stairs again to open to Barry and a little boy with him. Barry was tugging away at the young-star's hand and assuring him it would be all right, "Mother would fix him up." It was past school time and Mrs. Barry anxiously asked the reason for his being there. "You'll be late for school, son," she said, "and spoil your record. You must run back as fast as you can, after you've told me what is the matter and who this little man is." "Mother," said Barry, "this is my friend Eddie Logan, and he's had an accident this morning. See, his pants are all torn and he can't go to school that way. I brought him home because I thought you could find some of my clothes he could have. Teacher told him to go home and change his pants, 'cause he'd catch cold. But you see, Mother, Eddie hasn't got any other pants and so I told Teacher I thought you'd give

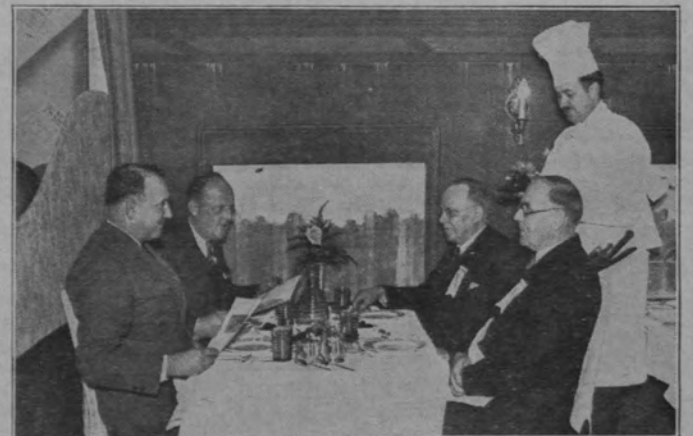
him some of mine, and she 'scused us. See Mother," and Barry turned his little weeping friend around so that his mother not only saw the hopelessly torn garment, but the little, blue, bare skin underneath. "Yes, son, I think we must find something for Eddie," she said. "Come upstairs and we'll see." Mrs. MacDonald's first impulse was to go to a bundle of rather worn clothing she had gathered up for the Salvation Army and pick up something that would "do"? But no, she reflected; that would spoil Barry's ideas of giving and so she to the clothes closet and took down her son's best suit, found some warm under-clothing and a good pair of shoes and soon had Eddie fitted out warmly. His happy face as the two boys trudged back to school was like a ray of sunshine breaking through a cold, drab dawn.

After the boys were gone, she had time to think, perhaps with some doubt that perhaps Dad might not altogether approve of giving away the best things in the house because that would sooner or later mean their having to buy new things for themselves. But the spirit of giving in its highest ideal carries always with it something of sacrifice; and so, Elinor reasoned, even if her own boy might have to do without something at least the other child was sure to be kept warm; and Dad would be sure to like that.

As the morning advanced, Mrs. MacDonald's mind dwelt on her young son and his ever readiness to give up something of his own to the happiness of others; and it suddenly flashed to her just what the boy had been doing all through this Fall term at school. He had taken his bit of money every morning for his hot lunch, and then had begged her for an extra sandwich and an apple. "The little rascal," thought she, smiling proudly to herself, "has been dividing his lunches with Eddie, probably, and that is why in spite of the extra portion, he has been so hungry when he comes in from school." And so it proved when she questioned Barry later in the day.

Officials of the St. Paul National Food Show had a Milwaukee Road dining car dinner one day last month but without going for a train ride to get it.

They were guests of Mr. L. M. Jones, Superintendent of Dining and Sleeping Cars, at a meal served in the railroad's booth at the exposition. The exhibit constituted a replica of a dining car interior. Seated around the table are Mr. Jones, Mr. Al Bowman, Pres. St. Paul Retail Grocers' Association; Mr. John Weidenmann, National Food Show Director, and Mr. James Daley, Secy. of the St. Paul Retail Grocers, Rene Chauveau, Instructor Chef for the Milwaukee Road, prepared the dinner.



After the work was done, Mrs. Macdonald, to quiet her own doubts about what she had done, decided to drive over and call on Eddie's mother and find out what she would think of the morning's transaction. Eddie had told her where he lived, that he had no father, had two little sisters, and his mother went out to work whenever she could get something to do; but she hadn't had much work lately and he guessed they were "awful poor" because sometimes they didn't have anything to eat except when the people at the "charities" gave them food.

What Mrs. Macdonald saw when she finally found the little back room in which the Logans lived, made her all the happier for her generosity to Eddie. The room, though clean, was very bare and in spite of the chill of the weather, there was no fire. A woman came to the door wrapped in an old coat and two little girls were sitting on the floor in a patch of sunshine, wrapped in a big quilt.

Barry's mother introduced herself and after telling Mrs. Logan what had happened, she expressed the hope that Mrs. Logan would not object. "Object, dear lady," said the bewildered woman, "how can I object for now Eddie can go to school all winter, and I was afraid I couldn't send him. Things will be better soon. I hope, and then I can earn enough to buy food. I don't like to accept charity and I would be glad to work for you and pay for what you have given my boy."

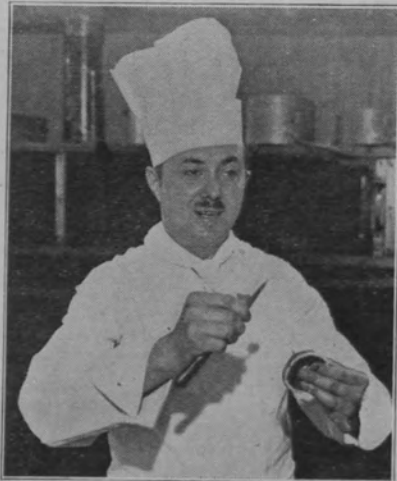
Mrs. Macdonald smilingly told Mrs. Logan that the gift was Barry's and she was sure her boy did not want any pay, that he loved to give things to his friends, but that she would be glad to help her to get work whenever it was possible, and anyway she would come to see them again, soon.

That evening at dinner, after Dad had heard the story of the day, Mother said, "Now boys, how would you like, this Christmas, to make it a year of giving gifts instead of receiving, for all of us. We will give each other the present of a promise to take care of one family throughout the winter and I am sure the Logans need our help as much as any I have heard of. What say to that, Sons and Dad? We will have a Christmas tree and have Eddie and his mother and sisters, with something nice in pretty boxes for them all. We'll have some dolls for the little girls, and maybe you boys can pick out of your things something Eddie would like to have; and then our own boxes, for we will have boxes too, will have the promises we each make to the others that we will take care of this family all winter."

"I think that's great," said Dad, while Barry's face shone like the morning sunrise; and Lynn, somewhat slower, but no less willing, made the consent unanimous and they all went into a family huddle to decide all about the Macdonald Christmas celebration.

All that was long ago in the years of "the great depression." The Macdonald boys and Eddie Logan are prosper-

ous business men, father and mother Macdonald are happy grandparents and Mother Logan proudly keeps house for her son Edward; and they all look back to the years of privation as an experience which showed them that the real inner meaning of life is service and the perfect joy of living lies in living for others.



M. Chauveau

A Christmas Menu

Compiled for The Magazine by Rene Chauveau, Instructor Chef of The Milwaukee Road.

AT THE request of the Editor, Rene Chauveau, Instructor Chef for the Milwaukee Road, and an authority on food preparation, has planned a Christmas dinner for readers of the Milwaukee Magazine. Detailed recipes are included.

Mr. Chauveau is a native of Northern France. He came to America in 1928 and save for four years in the French Army during the World War has spent his days since early youth in the famed kitchens of the Old World.

As Instructor Chef, working under the direction of Mr. L. M. Jones, superintendent of dining cars, Mr. Chauveau travels almost constantly inspecting Milwaukee Road dining cars and counseling the chefs and pantrymen. Frequently he is invited to appear as guest artist at Food Shows or to preside over the range at Cooking Schools. He assists in planning the menus that have made Milwaukee Road dining car service justly famous.

Mr. Chauveau says: "Yuletide brings back memories of the days when we were youngsters and were longing for the festivities of a real family dinner. Weeks before our minds were set on enjoying the delicacies of a turkey or a goose. Christmas dinner without either one of these dishes was not Christmas at all.

For our friends of the big Milwaukee Road Family I will suggest the following menu, which I presume will be enjoyed by the young and old as well.

- A Christmas Dinner suggestion:
- Celery Stalks, En Surprise
 - Button Radishes
 - Mixed Olives
 - Salted Pecans
 - Yuletide Broth
 - Roast Stuffed Young Turkey, Cranberries
 - Candied Sweet Potatoes
 - Asparagus Tips on Toast, Drawn Butter
 - Chiffonade Salad
 - Christmas Pudding
 - Sweet Sauce
 - Cluster Raisins
 - Coffee

Celery Stalks, En Surprise: Select nice, clean and trim celery stalks, according to the number of guests you are going to serve. Crush 1 pound of Roquefort cheese through a fine sieve; to which

you will add 1 half teaspoon of finely chopped chives; 2 tablespoons of Worcestershire Sauce, 2 tablespoons of cream. Mix well until it becomes smooth and creamy. Now fill the celery stalks with the mixture using a pastry bag, to which has been added a fancy pipe. Sprinkle on top a dash of paprika powder and serve very cold. A neatly trimmed leaf of lettuce. The stuffing of the celery should be kept on ice until ready to serve.

Button Radishes: After the radishes have been thoroughly washed and cleaned, place them in the ice-box until ready to serve. When serving, sprinkle some finely chopped ice on the radishes. It will help keep them crisp.

Mixed Olives: The olives, ripe and green, should be served together on a leaf of lettuce, and if you happen to have on hand some colored glass platters or trays, I suggest that they be used, because they will add to the attractiveness of the dinner table.

Salted Pecans: The salted pecans should be served in little glass nut stands or some similar dish.

Yuletide Broth: This soup should be made as follows: Obtain from your grocer 2 pounds of veal shanks, to which you add the neck and wing of the turkey. With these ingredients, make a nice stock, properly seasoned with onions, carrots, turnips, a bay leaf, thyme, cloves and salt. It will require about three to four hours to cook. When the stock is ready, strain through a fine cloth. Now put the stock back on the fire, cooking in it some vermicelli or fine egg noodles. This will require from five to ten minutes. Serve very hot with soup crackers or Saltines.

Roast Stuffed Turkey: After the turkey has been cleaned, prepare a nice dressing as follows: 1/4 pound of ham finely chopped, placed on the stove to which you add 2 finely chopped onions and three celery stalks also finely chopped. Cook slowly until the onions turn to a nice golden brown color. Now add 1 pound of stale bread cut in small cubes, the liver and giblets of the turkey, previously chopped, 2 tablespoons of finely chopped parsley, 1 tablespoon of sage, 1/2 teaspoon of salt and four eggs. Mix well, and be sure to have the dressing at a medium, not too dry and not too moist. Now stuff the turkey with the dressing. In the roasting pan place 2 sliced onions and 2 sliced carrots, placing the turkey on top. Pour a few spoons of melted lard over the turkey, and start to cook in a very hot oven until it acquires a rich golden brown color. Now add 1/2 pint of water, or stock if you have some on hand, and remove the turkey to a slow oven. Keep basting the turkey every five minutes until ready. The basting will add a great deal of tenderness to the meat. A turkey weighing from 8 to 10 pounds will require from 2 to 2 1/2 hours cooking, depending upon the quality of the bird. If goose or capon is used instead of turkey the same recipe will apply. When the turkey is cooked, strain the gravy that is left in the roasting pan, remove the grease that is in it and serve separate in a sauce bowl. Place the turkey on a large platter, decorating with watercress and do the carving at the table, it will add a more family spirit to the occasion.

Cranberry Sauce or Jelly: When making the cranberry sauce use 1/2 pound of sugar, 1 pound of cranberries, and the juice of 2 oranges, cooking until ready. If you like cranberry jelly use the same recipe as mentioned above, but when the cranberries are cooked, strain through a fine sieve.

Candied Sweet Potatoes: Select some nice uniform sweet potatoes and cook them in salt water. When the potatoes are cooked remove the skins and place the potatoes in the roasting pan. Sprinkle on top some granulated sugar and also a cup of syrup. Replace the potatoes in the oven, basting quite often until they acquire a nice golden brown color. Serve very hot.

Asparagus on Toast: Select at your grocery store a well known brand of asparagus tips. When removing the asparagus tips from the can be very careful not to break them. Warm them in boiling salt water for a few minutes. Serve them on a platter, placing the asparagus tips on

piece of toast and pour over it some melted butter to which has been added a small quantity of lemon juice.

Chiffonade Salad: On a nicely trimmed bed of lettuce, place in the center a slice of peeled tomato with the skin previously removed. Around the edges of the lettuce place alternatively slices of cucumbers and slices of radishes. On top of the tomato place a small bouquet of watercress. In serving pour over the salad 1 tablespoon of French dressing and sprinkle over it some hard boiled egg previously forced through a tea strainer. Suggest that the colored glass plates be used in serving the salad, as it will add to the color of the vegetable used in it.

Christmas Pudding: Obtain from your grocer Christmas pudding according to the number of guests you are going to entertain or maybe you will be lucky enough to possess a home made Christmas pudding. Before serving, warm the pudding in boiling water until it becomes very hot. Now place the pudding in a deep plate, sprinkling some sugar over it. On the side warm up on the stove in a small sauce pan 1/2 cup of sweet sherry flavoring to which you will add the juice of 1 orange. Warm up the mixture until it reaches the boiling point, then pour over the pudding and light fire over it with match. Turn off the lights of the dining room and during the time the pudding is burning let the "Happy Mil-

waukee Family" make a good old fashioned Christmas wish.

Emince of Turkey

Emince of Turkey, Mother's Style: With the left over turkey I suggest the following preparation: One large onion and 1/2 green pepper finely chopped and placed in a sauce pan. Add four tablespoons of vinegar and let reduce until the vinegar has evaporated. Now add 1/3 cup of tomato puree and 1/2 cup of stock, or a beef extract cube and 1/2 cup of water. Cook slowly altogether for about half an hour. Slice the left over turkey and place the slices in an earthenware platter. Pour over the above sauce, to which has been added 1/3 cup of finely chopped sour pickles. Sprinkle on top a few dry bread crumbs, dot with butter and place in a hot oven for a few minutes, until the bread crumbs turn to a golden brown color. Serve very hot.

Cream whipped potatoes can be well matched with Emince of Turkey, Mother's Style.

The Patterns

Send 15c in silver or stamps for our UP-TO-DATE BOOK OF FASHIONS, WINTER, 1932-33.

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

7570. Ladies' House Frock. Designed in



Sizes: 38, 40, 42, 44, 46, 48, 50, 52 and 54 inches bust measure. Size 46 requires 4 3/4 yards of 32 inch material. For contrasting material 1/2 yard 32 inches wide is required. Price 12c.

7568. Pleasing Ensemble. Designed in 6 Sizes: 14, 16, 18, 20 (with corresponding bust measure, 32, 34, 36, 38) and 40 and 42 bust. To make as in the large view, for a size 20 requires 3 3/4 yards of plain material, for bolero and skirt, and 1 1/2 yard for the blouse, in 35 inch material. Without bolero and with blouse with short sleeves it requires 3 3/4 yards. Price 12c.

7710. Daytime Frock. Designed in Sizes: 34, 36, 38, 40 and 42 inches bust measure. Size 38 will require 2 2/3 yards of 54 inch material. Collar, belt and sleeve facings of contrasting material will require 3/4 yard in the 39 inch width. Price 12c.

7714. Ladies' Dress. Designed in Sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. Size 38 requires 2 3/4 yards of 54 inch material, together with 3/4 yard of contrasting material 39 inches wide. Price 12c.

7690. Stylish Coat. Designed in Sizes: 11, 13, 15, 17 and 19 with corresponding bust measure 29, 31, 33, 35 and 37 inches. Size 15 requires 2 3/4 yards of 54 inch material. To line coat requires 3 3/4 yards of 35 inch lining. Price 12c.

7390. Girls' Dress. Designed in Sizes: 1, 2, 3, 4 and 5 years. Size 3 requires 1 3/4 yard of 32 inch material if made with sleeves. Without sleeves 1 1/4 yard. Price 12c.

7422. Boys' Suit. Designed in Sizes: 2, 4, and 6 years. Size 4 if made with long sleeves requires 2 yards 29 inches wide. With short sleeves 1 1/4 yard. Price 12c.

7692. Girls' Dress. Designed in Sizes: 6, 8, 10 and 12 years. Size 10 requires 2 3/4 yards of 35 inch material, together with 1/4 yard of contrasting material if made as in the large view. With short sleeves and in monotone 1 1/2 yard is required. Price 12c.

4579. A New Doll and Garment Outfit. Cut in 3 sizes for dolls: 12, 16, and 20 inches in length. To make the doll in a 16 inch size requires 1/2 yard of 36 inch material. The dress and cap require 1/4 yard. The cap alone requires 1/4 yard. Price 12c.

Honored on the 50th Anniversary of Service

ON SUNDAY, November 6th, at 6:30 P. M., the "121 Blue Special Club" tendered a surprise dinner to Martin J. Larson of the General Manager's office and Charles S. Betz, retired baggage man, two of the club members, at the Lincoln Turner Hall, Chicago, in commemoration of their 50th anniversary of service with the Milwaukee railroad.

Both of these employees have earned the respect and esteem of their fellow employees throughout their many years of service with the railroad and it was a pleasure indeed for the club to tender them this testimonial of their love and friendship. The guests of honor were both presented with a bouquet of chrysanthemums as a memento of the occasion and after a sumptuous and delicious dinner, the party repaired to the home of one of its members where games were played for the remainder of the evening.

This club is an organization of "Milwaukee Veterans" and their families who went to Seattle in 1929 in Car No. 121 of the Blue Special train, at which time the club was formed and meetings have been held regularly since then at the homes of the various members where the ties of friendship formed at that time have ripened into a stronger and more permanent feeling of kinship to each other in the great Milwaukee family.

Two Times

"There are just two periods in the life of a man, when he does not understand women."

"Yes? And what times are they?"

"Before and after marriage."—California Lumber Merchant.

OUR LITTLE FOLK

When Father Time Forgot

FATHER Time hobbled from his cabin on Look-About Mountain and surveyed the situation. He was so old that it would be impossible to say how old he might be, but his age hindered him not at all. On his mountain Father Time had one of every kind of thing that had anything at all to do with the earth and when they were restless and noisy the mountain was a veritable hubbub.

On this particular morning Father Time sensed that his family was restless. They were moving about looking for trouble. The year 1931 was leading a group in a discussion of 1932. "No, sir, I think that Father Time should fire 1932. He is making everyone unhappy." And so on went their discussion. The animals were fighting and the birds were flying back and forth between earth and Look-About Mountain.

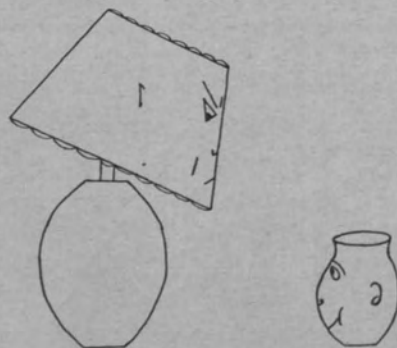
"Ah, I have it," thought Father Time, "they don't know that all this rainy weather I'm sending them is just what they need. Well, I'll give them some sunshine for a change. I don't like to have the people on earth so dissatisfied because that always makes my people unhappy." So Father Time sent sunshine and warm days to the people on earth and for a few days they were happier but then they went back to their old restlessness. "I can't understand them. They never acted this way before. Why, all the little children are fighting among themselves and they are playing truant from school."

A few days later Father Time was in his study when he walked Santa Claus. Now it was Santa's custom to sleep all summer and fall and wake up in time to make toys and presents for Christmas. He had just awakened this very morning. When Father Time saw him he was astounded. "Now I understand. I forgot all about the Christmas season. No wonder those people are restless. Here it is almost time for you to visit them and they have not had any snow." And so he made the snow fall constantly for three days and he put Santa and all his helpers to work and Santa's workshop began to get letters from the children on earth.

On the day before Christmas Father Time was again looking over the situation and he called Santa to him and said, "Just think what might have happened if you hadn't awakened. I had forgotten all about Christmas and you, too. But the people on earth didn't forget and they were dissatisfied. Don't tell any of them when you go down tonight that Father Time forgot or they will never forgive me." And Santa smiled because he was going to spread only cheer and happiness.

To the Little Folk

C for candy—lots of it
H for holly wreaths
R for roller skates I'm sure
I for ice cream piled high
S for suits and sleds and skis
T for trains—electric ones
M for many other toys
A for all the love and cheer
S for saying—MERRY CHRISTMAS
HAPPY NEW YEAR



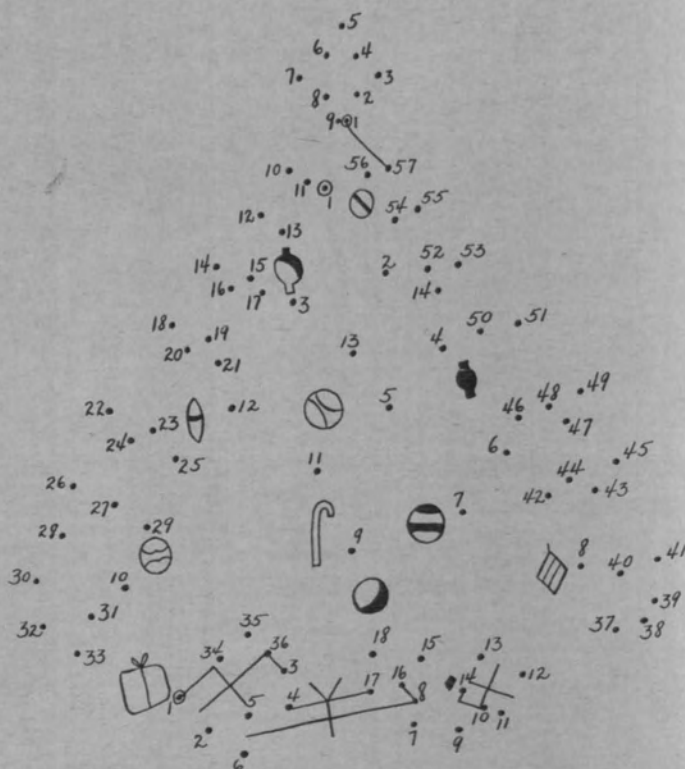
The Pottery Lamp and the Earthen Jug

The Pottery Lamp and the Earthen Jug were talking together one day—"I cannot see why under all this sky things turned out this way. It seems to me

That a bright new lamp should be treated better than this. I don't know why they put me here in soiled paper and next to you who are nothing but earthenware. I was bought for Christmas as a gift for the mistress, but you—I can't imagine—who would want you for a gift."

The Earthen Jug suppressed a smile. Don't be too sure that you will come unmarred through all this shipping. I'll bet that ruffled, fluffy shade is ripped and torn in tatters. But even so I do not know whose gift I am—nor care—I'll be happier far than you—I'll be happy anywhere."

So Christmas came and the gifts were wrapped and the lamp and the jug were each in their pretty boxes. The gifts were placed with very great care 'round a tall full Christmas tree. And the family gathered around to see what the gifts in the boxes might be. The first one opened of course would be the haughty Pottery Lamp, and he swelled with pride and he cocked his head as he was taken from his excelsior bed. But lo and behold his shade was torn and his pottery base was chipped. But the Earthen Jug came out unmarred with a smile on his homely face and the little girl whose gift he was thought he was full of grace. She held him close and left her toys but the Pottery Lamp was put away—alone and forgotten for all the day.



What Is This?

To Find Out What the Picture Will Be Draw From One Number to the Next Starting With Number 1. There Are Three Sets of Numbers and Each Set Starts With Number 1 and Each Number 1 Is Circled

THE MILWAUKEE RAILROAD WOMEN'S CLUB

Membership Honor Roll—September 30th, 1932

The following Chapters have been awarded prizes by the General Governing Board for having reached by September 30, 1932, their total paidup membership of March 31, 1932, which was the close of the fiscal year:

Chapter	Total Membership March 31, 1932	Total Membership Sept. 30, 1932	Increase
Alberton, Mont.	41	55	14
Austin, Minn.	224	232	8
Beloit, Wis.	76	83	7
Black Hills (Rapid City, S. D.)	152	154	2
Butte, Mont.	100	124	24
Chicago-Fullerton Avenue	1,010	1,037	27
Chicago-Union Station	645	714	69
Council Bluffs, Iowa	82	87	5
Davenport, Iowa	146	149	3
Kansas City, Mo.	92	114	22
Lewistown, Mont.	67	84	17
Madison, S. D.	42	71	29
Madison, Wis.	76	135	59
Marquette, Iowa	42	163	121
Mason City, Iowa	308	337	29
Milbank, S. D.	64	71	7
Miles City, Mont.	226	229	3
Mitchell, S. D.	178	189	11
Portage, Wis.	110	274	164
Wausau, Wis.	163	184	21

Chicago, Ill., October 15, 1932.

GENERAL GOVERNING BOARD.

Summary of Activities, by Chapters, for Period April 1, 1932, to September 30, 1932, inclusive.

Chapter	Amount Expended for Relief, Good Cheer, Scholarship and Mutual Benefit.	Estimated Value of Used Clothing and other Articles Distributed, requiring no expenditure.	Welfare and Good Cheer Calls Made.	Messages of Cheer and Sympathy Sent.	Number of Families	Number of Persons	Given Aid and reached through Relief and Good Cheer Activities	Amount Cleared on Ways and Means Activities.	Balance on hand September 30, 1932.	Gen. Gov. Board Relief Fund	Vet. Empl. Association Relief Fund
Gen. Gov. Board	\$ 10.00							\$ 120.43	\$14,911.66	\$ 10.00	
Aberdeen, S. D.	377.40	\$ 120.00	855	36	113	337	187.45	975.42			
Alberton, Mont.	69.04	5.00	104	23	5	30	41.10	41.41		35.00	
Austin, Minn.	161.12	15.00	510	31	175	522	81.26	335.87			\$127.31
Avery, Idaho	.50		37	2			11.45	33.12			
Beloit, Wis.	162.69	5.00	336	14	25	97	44.91	74.67		70.00	
Bensonville, Ill.	371.88	24.00	117	8	21	74	23.47	8.05		350.00	
Black Hills	311.74	5.00	844	19	33	161	95.74	75.32			
Butte, Mont.	57.80	18.75	27		6	42	20.50	141.73			
Cedar Rapids, Iowa			45	14	8	27	23.03	29.20			
Channing, Mich.	41.36	15.00	67	10	14	42	37.70	35.30		20.00	
Chicago Fullerton Ave	563.05	105.00	61	6	17	85	483.75	1,979.86			36.00
Chicago Union Station	167.98	25.00	100	17	33	97	62.57	1,385.93			
Council Bluffs, Iowa	131.69		113	5	45	225	22.67	83.51		145.00	
Davenport, Iowa	28.35	.15	144	27	27	110	42.45	225.43			
Deer Lodge, Mont.	46.51		26		4	20		54.58			
Des Moines, Iowa	171.29	17.00	67	2	28	105	16.06	72.96		100.00	
Dubuque, Iowa	224.16	37.00	293	89	112	511	79.07	147.31		200.00	54.97
Green Bay, Wis.	107.05		203	8	34	133	27.45	75.91			48.66
Harlowton, Mont.	16.83	.25	74	3	12	56		33.70		20.00	
Hanover, Wis.	290.80	35.00	379	118	181	438	43.75	59.72		180.00	
Kansas City, Mo.	30.88	21.00	109	17	32	124	16.05	43.12			
La Crosse, Wis.	13.99		48	3	22	100	2.50	233.23			
Ladd, Ill.	66.57		4	3	7	33	9.02	24.20		60.00	
Lewistown, Mont.	64.17	9.00	91	4	30	60		35.86			
Madison, S. D.	100.72		95		18	88		45.18		60.00	44.83
Madison, Wis.	106.31	15.15	117	25	23	95	151.02	235.49			
Marion, Iowa	261.07	40.66	134	42	14	68	103.50	585.89			90.20
Marquette, N. D.	110.52	23.00	151	25	18	21	26.30	45.62			
Marquette, Iowa	44.83		5		5	14	41.20	168.77			17.50
Mason City, Iowa	380.80	13.17	372	31	96	349	46.29	67.36		100.00	
Milbank, S. D.	107.17		21		10	57		69.01			40.04
Miles City, Mont.	409.97	96.50	1,168	33	185	781	99.60	546.82			
Milwaukee, Wis.	631.65	15.00	148		90	225	331.65	336.58		150.00	42.48
Mitchell, S. D.	51.37	13.25	142	46	31	98	34.00	58.02			
Montevideo, Minn.	545.89	36.90	710	100	61	305	224.12	133.47		250.00	
Mundo, S. D.	253.28	51.94	107	25	47	175	19.21	57.89			80.00
Ottumwa, Iowa	162.90	4.00	30	14	28	60	9.11	66.82		130.00	
Perry, Iowa	453.48	102.30	1,068	80	101	310	230.91	159.29			92.00
Portage, Wis.	129.58	25.73	145		63	264	24.95	466.96			
St. Maries, Idaho	204.97		83		100	275	1.10	340.51			87.00
Sanborn, Iowa	161.89	41.80	322	6	11	50	23.50	35.38		170.00	
Savanna, Ill.	37.94	2.55	179	5	7	26	14.70	119.04			6.80
Seattle, Wash.	81.52	7.25	107	44	136	424	228.34	649.12			
Sioux City, Iowa	22.95	11.50	157	15	79	168		181.74			
Sioux Falls, S. D.	146.80	4.50	582	19	81	469	34.00	139.99			
Spokane, Wash.	244.76	29.35	94	21	17	81	36.03	138.57			
Tacoma, Wash.	105.89	4.89	117	25	15	45	45.98	156.03			
Terre Haute, Ind.	224.21	22.00	208	36	49	174	112.64	129.54			14.37
Three Forks, Mont.	354.91		121	20	69	25	30.00	114.15		250.00	73.00
Tomah, Wis.	125.11		33	8	11	27	17.95	34.75		97.25	
Winn City, Wis.	99.69	1.50	148	18	42	149	3.95	397.57			
Wausau, Wis.	50.72		40	9	57	168	69.49	112.41			
Total	\$9,340.96	\$1,020.09	11,703	1,195	2,516	8,721	\$3,685.60	\$26,828.46	\$2,397.25	\$855.16	

255 Families were furnished with seed for vegetable gardens. Paidup Membership, Sept. 30th—Vot. 4,014; Contr. 5,215; Total—9,229.

Milwaukee Chapter

Mrs. J. D. Thurber, Historian

THE regular monthly meeting of Milwaukee Chapter was held in the club rooms, Union Depot, Sept. 19th at 8:00 P. M., after a two months' recess.

Reports were given by the various chairmen. We are to hold our annual bazaar and dinner in the club rooms on Dec. 1st.

A short program by Mr. Herman Lepgold was enjoyed, after which refreshments were served. The October meeting was held on the 17th. Reports were given by the chairmen.

The Mutual Benefit chairman reported several cases where food and clothing and furniture had been furnished.

The Ways and Means chairman announced a card party to be given by Mrs. McLaughlin at Watertown Oct. 20th for the benefit of the club. Mrs. McLaughlin is a member of Milwaukee Chapter.

Mrs. Deards, Program Chairman Ellen Neinstoechlin from the Reinke School of Dramatic Art, in a character sketch which was much enjoyed.

Our secretary, Mrs. T. W. Telfer, has been appointed County Conservation chairman of Milwaukee County. It was due to her efforts that two trees were planted by the Women's Club in the park opposite the station.

Terre Haute Chapter

Mrs. R. S. Bentley, Historian

A POTLUCK supper was held in the club rooms Thursday, Oct. 20. Mrs. F. B. Curtis was chairman of the supper committee, with Mesdames King, Dalton and Bentley assisting. A delicious supper was enjoyed by about fifty.

The regular monthly meeting followed with our president, Mrs. Blackwell, presiding. All committees reported and letters from Chicago were read. Ways and means of raising money were discussed. The seventeen ladies who had attended the annual luncheon in Chicago reported having had a very good time.

Final plans were made for a Hallowe'en party, which, by the way, was a great success. It was held Saturday evening, Oct. 29th, in our club house, which was very spooky—one could see the witches flitting around; even the family of black cats were there. It was a task guessing who was inside the various costumes some of which dated back to Noah's Ark. Everyone had a good time and amongst the prize winners were Mr. M. D. Faris, funniest man, and Mr. L. E. Groves, hardest nut to crack, no one being able to guess who he was.

Mesdames T. J. Lentz, W. Griffith and R. Burns were the welcoming committee and also served as judges. Mrs. V. Engman was as usual the official coffee brewer. Mesdames Griffith, Dalton and Hilton served pumpkin pie, doughnuts and coffee, and nary a crumb was left.

Spokane Chapter

Mrs. W. H. Hunter, Historian

SPOKANE Chapter met Oct. 11th in the club rooms, Union Station. The meeting was called to order by the president, Mrs. Nee, at 2 P. M., and the regular business was taken up. \$156.03 was reported in the treasury by Mrs. E. M. Grobel, treasurer. Membership chairman, Mrs. W. H. Ashton, reported 515 members. Sunshine chairman, Mrs. G. A. Rossbach, reported sending cards and making calls to the amount of 16. Persons in need of such attention are cheered by these kind acts. Relief chairman, Mrs. Mohr, is busy looking after the needy.

The members discussed ways of interest in getting new members, to entertain and to increase our finances. Plans were made for a Hallowe'en party to be given Oct. 29th.

The president read an interesting and instructive article entitled "Helping My Neighbor," which was much enjoyed. We all derived a real lesson—one that set us to thinking.

On Oct. 29th, the members and their families and friends met in the club rooms for an evening at cards. Mrs. G. A. Rossbach presented a cake, beautiful with its Hallowe'en decorations, on top perched a black cat with a small bottle of cider within its container. Chances on the cake were sold, netting \$2.85; and Mr. Frank Holmes drew the lucky number.

At bridge high honors were won by Mrs. P. L. Hays and Mr. E. M. Grobel, while at pinochle, Mrs. Harold Linnehan and Mr. Kemmerer scored high.

After the play, refreshments were served by Mrs. Riley Beal and Mrs. Chas. Strong.

Twin City Chapter

Mamie Rasmussen, Historian

A BOARD meeting preceded the regular Chapter meeting October 10th in the depot club-rooms.

Our regular meeting was called to order by the president, Mrs. E. B. Stanley.

Reports of the various officers and committees were given and showed the welfare chairman has been kept busy.

We were honored to have as guests Mrs. Byram, Mrs. Kendall and Miss Lindskog, members of the general governing board.

Mrs. Byram gave a very interesting and inspiring talk in the manner of handling the winter's work. Short talks were also given by Mrs. Kendall and Miss Lindskog. We are al-

ways glad to have these ladies with us and hope they will come again soon.

A very enjoyable program concluded the meeting.

A number of songs were sung by the Olympian quartet.

The daughters of Mr. Louis Romain, who is a member of the Olympian quartet, played and sang several selections.

Refreshments were served at the close of the program.

Regular meeting was held November 7th in the club rooms, Mrs. E. B. Stanley, president, presiding. We had a good attendance.

The reports were given and accepted and new business was discussed.

Cards followed the meeting and refreshments were served by the social committee.

Janesville Chapter

OUR Ways and Means chairman has planned a series of card parties, the first one having been given by Mesdames S. B. Smith, Frank Oliver, T. Howe, James Kressel and E. M. Duxstad, on the afternoon of November 1st. Light refreshments were served and the club house was attractively decorated with Hallowe'en colors. \$10.50 was cleared.

A supper was given at 25 cents a plate, on Nov. 7th, and seventy were present. The committee in charge of the supper were: Mesdames Chas. Gregory, Herman Dalmeny and William Bennet. Cards were played during the evening. \$5.00 was cleared.

Madison, S. D., Chapter

Mrs. Carl A. Borg, Historian

MADISON Chapter resumed meetings Sept. 13th, after a recess of several months. At this meeting plans were made for a charity benefit card party to be held in the I. O. O. F. Hall. Mrs. Harry Kelley and Mrs. Hans Westby were appointed chairmen for the card room, Mrs. Nell Crabbs in charge of the serving committee. The card party was a success and a good time was had by all.

Two families were given aid and taken care of during the summer.

On Oct. 20th the ladies met in their new club rooms with Mrs. Adkins presiding. During the business session a house warming party was planned for Nov. 3rd for all railroad employees and their families. A very interesting discussion on "Safety First" was given by Mrs. Franklin.

On Nov. 3rd the house warming party was held in the new club rooms, attractively decorated for Hallowe'en, under the supervision of Mrs. R. E. Wood, chairman Social Committee, Mrs. Hans Westby, chairman Lunch Committee. There were about sixty present. Tables were arranged for cards. Mrs. B. M. Turner was prize winner among the bridge players. Mrs. J. J. Obrien won first prize in the five hundred game, and at the whist tables honors went to Walter Coppin, while H. G. Gregerson won first in the five hundred rummy.

The money obtained will be used for welfare work during the coming months. Mrs. F. J. Holmes of Austin, Minn., was a special guest.

It was a most enjoyable evening, inspired by friendliness, which was prevalent to a marked degree, and the good will of all present made the meeting a real "house warming party."

Beloit Chapter

Mrs. Edgar Ruck, Historian

BELOIT Chapter's monthly meeting was held Oct. 12th. The president, Mrs. Yohn, gave a very interesting report of the annual meeting in Chicago. Our Welfare chairman reported an expenditure of \$12.91 for food. Sunshine chairman reported making two personal calls, six telephone calls and sending two messages. Our membership chairman had a very splendid report of 82 members, which is six over our membership of Sept. 31st, 1931.

Various suggestions for ways and means to increase our treasury were offered. An evening

card party and a bake sale were decided upon for the near future. A Hallowe'en party, to be held after the November meeting, was planned. Cards and refreshments followed the meeting.

The November meeting was held on the afternoon of the 9th, instead of the usual evening meeting. We had as our guests Mrs. Kendall and Miss Lindskog, also a party of members from the Janesville Chapter. The meeting was preceded by a one o'clock picnic luncheon, and was much enjoyed by everybody.

Welfare chairman reported spending \$33.99 during the past month. Also \$4.50 for clothing, which was not an expense to the club. Ways and Means chairman reported clearing \$26.50. Sunshine chairman's report was 18 personal calls, 40 phone calls and 2 cards sent.

Garments for the Red Cross will be sewed by members at various homes. Envelopes were distributed to members and their families to fill for "A Mile of Pennies" for the Welfare Fund.

Ladd Chapter

Mrs. E. J. Coss, Historian

FOLLOWING a regular meeting of the Ladd Chapter held Wednesday, Oct. 5th, cards and bunco were played. Prizes in cards were awarded to Mrs. Chas. Conway and Mrs. Chas. Taggart. In bunco to Miss Victoria Roman and Mrs. D. H. Jones. Refreshments were served by Mrs. Blake and Mrs. Coss.

A regular meeting of the Chapter was held Nov. 2nd in Knaufs hall, at which time plans were made for a Christmas party to be held Dec. 7th. Prizes in five hundred were won by Mrs. Chas. Conway and Mrs. Henry Dwyer, and in bunco by Mrs. D. H. Jones and Miss Victoria Roman. Refreshments were served by Miss Roman and Miss Thurchetti.

Austin Chapter

Blanche Keck, Historian

OCTOBER'S meeting was the usual picnic supper so popular with our people, over 70 members being present. Of particular interest was the report of the Chicago meeting and luncheon. We were all specially pleased at the selection of Mrs. Byram as president general and the appointment of Mrs. Van Dyke on the executive board and also that in our membership drive we went over the top and won a membership prize of \$10.00. Our membership at this writing is 234.

A number of our members are planning to make an afghan to be raffled off later.

Mrs. Valentine, Welfare chairman, reported an expenditure of \$33.00 for last month, this including cash for food and medicine, purchase of school clothing and flowers. Several cards and letters of sympathy were sent and many calls made.

Mrs. Blomily, general chairman for all card parties, announced a card party for the following week. Mrs. Leonard Bardruche, chairman, Austin Chapter, put on a little skit as part of the program at the Chicago luncheon, "A Meeting of the Interstate Commerce Omission." This was repeated for the benefit of the Austin Chapter. Mrs. C. A. Voelker, conducting the "Omission," and hearing the arguments of Patrick O'Flaherty (Mrs. W. R. Smith), Swen Swenson (Mrs. Oscar McGee), Mr. Kaiserhof (Mrs. Walter White-side), and Mr. Weald (Mrs. W. J. Lieb).

In addition to those taking part in the skit, those attending the Chicago meeting were Mrs. G. A. Van Dyke, Mrs. C. J. Erickson, Mrs. August Damm, Mrs. Frank Holmes and friend, Mrs. W. J. Wethe of La Crosse, Mrs. O. E. Bradford and Mrs. H. J. Keck.

After enjoying an exhibition of acrobatic dancing by Genevieve Cressy, accompanied on the piano by her mother, cards were played for the balance of the evening.

Austin Chapter enjoyed the usual picnic supper in October and November. The Board meetings were held both months and many plans made for fall and winter activities. Reports from various chairmen were made. \$43.99



"Indian Love Call"

was spent in September and October for food, clothing and medicine for four families, and thirty families were reached through our Good Cheer activities. 94 personal calls made and 75 telephone calls. Our present membership is 110 voting and 122 contributing, a total of 232.

A number of our members are meeting afternoons to make an afghan, which will be raffled off later on. Assistance will be given to the Red Cross by our sewing committee this winter.

A card party held in October cleared \$13.00 and another party is scheduled for Nov. 17th.

Wausau Chapter

Mrs. A. I. Lathrop, Historian

AT THE October meeting of the Wausau Chapter, held at the Club house Tuesday afternoon, Oct. 11th, Mrs. J. E. Dexter presented a very interesting and complete report of the get-together meeting held in Chicago the preceding week-end. She brought back many constructive ideas of the work other chapters are doing. She was proud to report that Wausau received the ten-dollar membership prize, because of a gain of 90. The local chapter's report, she said, given in Chicago, showed that the Wausau chapter had expended over \$325 since last April, assisting 24 families.

At the close of Mrs. Dexter's report, the Wausau delegation of 15, in the full regalia of the American Indian, repeated their stunt, given in Chicago. Their singing of the "Indian Love Call" was well received. They received much favorable comment when they filed in, resplendent in their war paint, full headdress and all.

Mrs. Emelie Randow reported that a very successful card party was given Sept. 27, when \$66.94 was added to the treasury. This did not include all the "chances" sold on the articles raffled that day. Mrs. Randow was given a vote of thanks for her work.

The report of Mrs. B. F. Hoehn, treasurer, showed a balance of \$119.47 on hand. The sum of \$25.00 was voted to the Wausau Community Chest.

After the business meeting, cards were played. Mrs. Randow and Mrs. Katherine Berghauer received favors in five hundred, while Mrs. A. I. Lathrop and Mrs. Frank Schelfaut were victors in the bridge play. Mrs. E. P. Little and Mrs. Frank Fredricks of Irma were out-of-town members present. The hostesses were Mrs. Leo Ziebell, chairman, Mrs. Jay Campbell, Mrs. R. H. Cunningham, Mrs. Elgin Fowler and Mrs. August Krueger.

At the public card party held at the club house Sept. 27, Miss Mildred Conklin received the Gladstone bag, and Chester Rozelle, the set of silverware, in the "raffle."

LaCrosse Chapter

Mrs. C. W. Whiting, Historian

THE La Crosse Chapter resumed meetings in the club rooms Nov. 2nd. Mrs. E. R. Merrill, first vice-president, presiding. It was a social as well as a business meeting. The report of the delegate to the convention at Chicago, Mrs. Wm. Wais, was very interesting and appreciated by all present. The annual pound social for the Thanksgiving baskets is the next relief work to which the members are looking forward, hoping to make some one happy on that day. We are also expecting a visit from Miss Etta Lindskog, whom we are all glad to have visit us.

After the meeting those who wished to played cards and as usual a delicious lunch was served by the committee.

Fullerton Ave. Chapter

Mary J. Maney, Historian

MORE happy days are coming soon according to a report from our Ways and Means chairman, which was brought to the attention of our chapter at its monthly meeting Saturday, Nov. 12, 1932, called to order by our President, Mrs. Borgerson. Splendid reports of the officers and chairman were read that lack of space will not allow going into.

We are planning a tour of 100 people through the N. B. C. studios Nov. 21st, where we will hear the Carnation Milk program. Turkey dinner at the Merchandise Mart. We hope this will be as successful as our trip on October 18th when 75 members and friends toured Chinatown. A delicious Chinese dinner at the "Pagoda" was served with oriental atmosphere including chopsticks. Mr. Zane, a splendid guide and lecturer, took us through all interesting places acquainting us with the Chinese life and art.

The December meeting will be in the evening, Tuesday, the 13th. Our program chairman and her co-chairman have another delightful party arranged similar to the Harvest Party in October. As it is just before Christmas we will have the holiday festivities as in the past.

Our Christmas basket dance and card party will be held Friday evening, Dec. 16th. We hope to sell a great many tickets for this party as there are many more poor families in need of baskets than there were last year.

The Star of Bethlehem

Lucille Millar

The Star of Bethlehem still shines,
For those who look to see
Beyond the gloom—the mists of
time,
Of all Eternity.

That Star shines brightest of them
all,
A symbol of the day
In olden times, when gold was king,
In all its bright array.

And then the Master pointed out,
That worship as we may,
The King of Kings must beckon
still
Forever—and a day.

And after many troubled years,
His message still rings true—
Though darkness encompass the
Earth,
The Star will guide us through.

More clothing is needed for our unfortunate members who are unemployed and their families. If any of you have any clothing that is wearable, please bring to the club rooms.

A lovely letter of appreciation received from our president general, Mrs. H. E. Byram, for the book "The House of Vanished Splendor," presented to her by the chapter, was read and thoroughly enjoyed. Fullerton Avenue can only say we are happy to give a few moments' pleasure to our dear Mother President, whose sweet personality and kindly advice has meant so much to us.

Following the adjournment, bunco, five hundred and bridge were played. Members remember the important dates in this item.

Perry Chapter

Mrs. J. J. Kindig, Historian

PERRY Chapter met in regular session October 6th. Our birthday party was planned for that day, but due to the death of a son in one of our railroad families it was postponed until the following week. The usual business of the month

was transacted. We have increased our membership in the past month, and now have 160 members. Our relief work for the month was \$19.14. Our treasury will be taxed more heavily than ever the coming months. We are sponsoring a picture show soon and hope to realize a nice sum from it.

Our birthday party was held Thursday, Oct. 13th. The tables were very attractive in their different decorations for each month of the year. Each lady was seated at her birth-month table and the large birthday cakes were cut and served with ice cream. A nice program was carried out. The decorating committee were Mrs. Utterback and Mrs. Will Young. Through the efforts of Mrs. Will Thompson and Mrs. Ray Prettyman a young ladies' bridge club was organized and 24 young ladies joined. They meet every two weeks and two girls and their mothers serve the lunch each time. The following officers were elected: Mary Reel, president; Clara Bertsch, secretary; Vera Prettyman, treasurer, and Margaretta Heinzelman, press committee.

Perry Chapter extends sympathy to Mrs. Flannigan and sons in their recent bereavement.

Green Bay Chapter

Mrs. Charles Heyman

THE November meeting of the Green Bay Chapter was held in the club rooms Thursday evening, Nov. 3rd. All officers and committee chairmen gave their reports.

President Mrs. Thos. McLean welcomed Mr. and Mrs. F. T. Buechler into our Chapter, and we hope to make it as pleasant for them with us as in Sioux City. Mr. Buechler gave us a very interesting talk.

Our president also stated while we are happy to have the Buechlers with us, we greatly regret to see Mr. and Mrs. E. A. Meyer leave us. Employees of the railroad and families gave a pot luck supper in their honor at the club rooms. A large crowd attended. A delightful program was given, with Mrs. Thos. McLean as toastmistress. Several road officials were present and many of our club members spoke of Mrs. Meyer's help to the Milwaukee Woman's Club. Mr. and Mrs. Meyer were presented with a gift, and they expressed appreciation for the loyalty and cooperation they received while in Green Bay.

The members of the Board gave a farewell party in Mrs. Meyer's honor. She was presented with a gift and thanked each member individually.

Ways and Means Chairman Mrs. Glenn Jones, with a committee, are sponsoring a public card party Tuesday evening, Nov. 15th.

We have resumed our social afternoon affairs again. Now that the cool weather is here we are anxious to get together again for this social meeting. The first one will be Nov. 8th.

We are glad to hear Mrs. Herman Braatz is recovering from a serious illness.

Bensenville Chapter

Estelle Newcomer, Historian

ON THURSDAY, Oct. 27, about sixty ladies from Fullerton Ave. and Union Station Chapters came to Bensenville as guests of our chapter. The time was spent with sewing. A delicious hot luncheon was served by the ladies of Bensenville Chapter.

The regular meeting was held on November 2nd. Mrs. R. Tonning, president, was in the chair and eighteen members were present.

Reports from the secretary and treasurer were read. Welfare chairman reported \$12.95 received from series of afternoon card parties, \$1.90 from sale of Christmas cards and 50c from rental of chairs.

Mrs. Bodenberger, Welfare chairman, reported \$40.95 spent during the last month.

A door prize will be given at each meeting. Mrs. Pitsley received a lovely box of Christmas cards at this meeting. Demonstrations were made by representatives of Snow Drift and Wesson Oil companies, and served doughnuts and jelly.

SPECIAL COMMENDATION

Name and Division	Citation and Date	Cited by
John Geiger, foreman, Division St., Chicago...	Furnished information about breakage in car of mdse. and saving damage claim	C. H. Dietrich, Frt. Claim Agent
A. C. Bernard, foreman.....	Discovered fire in empty box car and took prompt action to extinguish the fire	C. L. Whiting, Supt.
Arthur Koch, switchman.....	Discovered broken flange on car in yard, Sept. 22nd.....	L. F. Donald, Supt.
Lucien Block, switchman, Chicago Terminals.....	Discovered broken arch bar on car while at Rubio, Sept. 22nd.....	W. C. Givens, Supt.
R. J. McAndrews, switch foreman, Dubuque Shops.....	Discovered defective equipment in train at West Yard, Aug. 27th.....	W. C. Givens, Supt.
M. L. McNeerney, brakeman, K. C. Division.....	Discovered broken wheel on car in moving train, Oct. 1st.....	E. H. Bannon, Supt.
John Green, K. C. Division.....	Discovered fire in elevator M and immediately cut off his engine	M. J. Gruber, Asst. Supt.
Earl Wilson, K. C. Division.....	Discovered defective equipment on car in moving train, Oct. 19th.....	N. P. Thurber, Asst. Supt.
John Struve, brakeman, D. & I. Division.....	Discovered defective equipment on car in Yards, Oct. 21st.....	W. C. Givens, Supt.
E. H. Apker, switch foreman, So. Minneapols.....	Found unusual mark in track at Rutledge and stopped train, finding broken arch bar	W. C. Givens, Supt.
Fred Gallatin, brakeman, Terre Haute Division.....	While inspecting train, Oct. 24th, discovered defective equipment	W. C. Givens, Supt.
Ray Nolan, conductor, Muskego Yards, Milwaukee.....	Discovered defective equipment in train, Oct. 19th.....	J. H. Valentine, Supt.
G. Anderson, agent, Rutledge.....	Discovered defective equipment on car in Yard at Rockford.....	F. E. Devlin, Supt.
J. L. Collins, K. C. Division.....	This train and engine crew received the thanks of shipper for careful handling of trainload of stock and for courteous treatment at their hands	F. E. Devlin, Supt.
H. L. Lewis, K. C. Division.....	Reported broken rail on Milwaukee tracks near North Puyallup.....	A. J. Elder, Supt.
Glen Kelly, switchman, Milwaukee Division.....	Discovered defective equipment in moving train at Madrid, Ia., Oct. 25th.....	A. J. Elder, Supt.
F. Noble, engineer.....	Found defective equipment in moving train at Madrid, Ia., Oct. 25th.....	A. J. Elder, Supt.
E. H. Rogers, fireman.....	Discovered broken rail as train was passing over and immediately reported same	A. J. Elder, Supt.
J. B. Atchison, conductor.....	Found piece of broken wheel tread near Green Island and defect was found in train arriving at Savanna.....	A. J. Elder, Supt.
L. J. Morin, brakeman.....		
M. Leyde, brakeman.....		
H. Hildebrand, brakeman, Coast Division.....		
Engineer Swann, O. W. R. R. & N. Co.....		
George Fullerton, brakeman, Iowa Division.....		
Fred Golden, brakeman, Iowa Division.....		
Fred Holsinger, brakeman, Iowa Division.....		
E. L. Pauli, signal maintainer, Iowa Division.....		

Our Business Getters

During the month of September, Receiving Clerk Otto Schulz secured diversion of forty-two L. C. L. shipments with a total weight of 42,822 pounds to our Line. Also, during September, Route Clerk Herman F. Boech secured diversion of seventy shipments with a total weight of 66,630 pounds.

Division Freight & Passenger Agent W. F. Keefe, at Dubuque, commends the following employees for traffic tips received during the months of August and September:

F. M. Duffy, Chief Bill Clerk, Dubuque Freight Office.
C. E. Doran, Cashier, Dubuque Freight Office.
J. J. Tressel, Checker, Dubuque Freight Office.
F. J. Whelan, Rate Clerk, Dubuque Freight Office.
J. A. McNeil, Chief Clerk, Dubuque Freight Office.
M. N. Jaeger, Dubuque Freight Office.

Mr. Thomas Farley, Delivery Clerk at St. Paul Freight House, recently solicited, through a local teamster, certain business coming from Michigan points through to the Twin Cities by truck. Mr. Farley pointed out to his teamster friend that not alone the Railroad, but the teamster himself, was affected by diversion of business to the truck lines. The result of this discussion was that the teamster entered into agitation which resulted in the next carload moving rail and through freight charges on the car amounting to \$307.58 for the railroads, in which our Line participated. This is a nice story to tell the Milwaukee Railroad audience and we hope to hear more like it.

OS&D Clerk Gaylord Carpenter, at Wausau, was successful in securing two passengers Wausau to Rochester, New York.

Freighthouse Foreman Frank Voeltzke, at Wausau, made several calls on business concerns there and secured routing orders from five different concerns to route all future business over our Line.

Mr. Jesse R. Camp, Union Passenger Station Conductor for our Sleeping Car Department, is active in soliciting patrons of the Railroad with whom he comes in contact. Mr. Camp recently struck pay dirt in a large way, influencing some ten or twelve long haul tickets, plus up to twenty-

The Passenger Department commend the following employees for business secured during October:

C. E. Doran Cashier Freight Office, Dubuque, Iowa
J. A. McNeil Chief Clerk, Freight Office, Dubuque, Iowa
W. A. Stafford Stenographer, Freight Office, Dubuque, Iowa
Phil Jacobson Train Baggage, Minneapolis
Mrs. Harry M. Kelly Wife of S. C. & D. Brakeman, Madison, S. D.
Bernard Fahy Veteran, Aberdeen, S. D.

five carloads of lumber from the Pacific Coast to eastern points.

We hear about Brakeman Leo Bohrer, on the Iowa Division, securing several carloads of live stock for Chicago, from a friend located near and who has always shipped on a competing line. It goes without saying that this interest on the part of Mr. Bohrer is much appreciated by the Officers of the Railroad. I don't know why we don't hear more about this kind of influence. There must be a lot of you fellows in the train, engine and other service who have friends on the farm—even though your friends may sell to some local buyer, he could tell that gentleman to favor our Road with the business. It might not strike fire in every case, but even one out of ten would help a lot.

Wilbur Krueger, Freight checker, Wausau, is credited with securing a shipment via our Line.

District Passenger Agent Rink at Des Moines commends Engineer Hullerman, on the Iowa Division, for aid in securing four tickets Des Moines to Washington, D. C., and return.

Yard Clerk Klima, Milwaukee Terminals, was successful in securing long haul on car for eastern points originally routed via a competing line.

Yard Clerk Wallace, Muskego Yard, Milwaukee, was successful in securing long haul on car for eastern points. Mr. Wallace's constant activity in this line is greatly appreciated.

W. L. Whitworth, Tacoma, furnished traffic tip which secured round trip fare, Tacoma to Menasha, Wis., and return.

F. S. Peck, General Storekeeper, Milwaukee, furnished tip that secured sale of 25-ride-ticket between Milwaukee and Chicago.

John J. Dorsey, Store Department, Tacoma, was instrumental in securing party, Tacoma to Chicago, en route to Sweden.

B. M. Walton, B. & B. Department, was instrumental in securing party of three for Milwaukee Road, Tacoma to Chicago.

Harry Unnapolis, section foreman, Duval, Wash., furnished tip resulting in sale of two tickets, Duval to Baltimore, Md., via our line to Chicago.

Patrick Keena, checker, Seattle, was instrumental in securing sale of one fare, Seattle to Chicago, via our line.

W. L. Hebard, operator, North Milwaukee, was instrumental in securing sale of ticket, Milwaukee to Minneapolis.

Andrew Peterson, checker, Seattle, furnished traffic tip, securing shipment from eastern points to Seattle.

Lee Carlisle, engine foreman, Miles City, was influential in securing a passenger from Miles City to a point in Washington.

Miss Gertrude Clavey, Freight Claim Department, was instrumental in securing routing of carload shipment from Chicago to Seattle enroute to Manila.

J. H. Fischer, agent, Shawmut, Montana, secured a passenger from competitive territory, to use our line, Shawmut to Chicago, enroute to Holland.

Ole Johnson, B. & B. carpenter furnished tip securing round trip ticket sale, Tacoma to Wausau, Wis., and return.

H. D. Carpenter, assistant cashier, Seattle, furnished traffic tip securing shipment of household goods, Seattle to Ripon, Wis.

H. F. Love, general chairman, Clerks, Tacoma, furnished tip resulting in sale of two tickets, Tacoma to Chicago and return.

Yard Clerk Jack Klima was again successful in securing long haul on carload shipment destined to Cleveland, Ohio. Mr. Klima is one of our best "business getters."

ON THE STEEL TRAIL

THE DIVISION NEWS-GATHERERS

Guy E. Sampson.....	Train Director, Bensenville	Claire E. Shappee.....	Care of Western Traffic Manager, Seattle, Wash.
Vila M. Graves.....	Engineering Department, Chicago	Gertrude Alden.....	Care of Superintendent, Spokane, Wash.
A. M. Dreyer.....	Fullerton Avenue, Chicago	Leda Mars.....	Care of Local Agent, Minneapolis, Minn.
John T. Raymond.....	Dispatcher, Marion, Iowa	N. A. Hiddleston.....	Care of Mechanical Dept., Minneapolis, Minn.
Ruby M. Eckman.....	Care of Assistant Supt., Perry, Iowa	V. J. Williams.....	Care of Superintendent, Austin, Minn.
E. L. Sacks.....	Care of Trainmaster, Dubuque, Iowa	Lillian Atkinson.....	Care of Superintendent, Wausau, Wis.
Lucille Millar.....	Care of Storekeeper, Dubuque, Iowa	B. M. Smith.....	Care of Superintendent, Aberdeen, S. D.
M. G. Braheny.....	Care of Superintendent, Mason City, Iowa	M. F. Kasak.....	Care of Superintendent, Sioux City, Iowa
C. M. Gohmann.....	Care of Superintendent, Ottumwa, Iowa	Harriet Shuster.....	Care of Refrigerator Dept., Fullerton Ave., Chicago
Sybil M. Clifford.....	Care of Asst. Supt., Kansas City	Dora M. Anderson.....	Care of Local Agent, Mobridge, S. D.
C. M. Browning.....	Care of Superintendent, Green Bay, Wis.	Nora B. Decco.....	Telegrapher, Three Forks, Mont.
Eileen Story.....	Care of Superintendent, La Crosse, Wis.	A. M. Maxeiner.....	Agent, Lewiston, Mont.
L. J. Lightfield.....	Ticket Office, Beloit, Wis.	L. W. Pratt.....	Care of Superintendent, Butte, Mont.
Julia Barrows.....	Care of Car Department, Milwaukee Shops	F. E. Kirkland.....	Care of Superintendent, Tacoma, Wash.
H. J. Montgomery.....	Drafting Room, Milwaukee Shops	R. R. Thiele.....	Raymond, Wash.
Mrs. Edna Bintliffe.....	Care of Trainmaster, Mitchell, S. D.	H. W. Anderson.....	Roundhouse, Harlowton, Wash.
E. Stevens.....	Care of Superintendent, Savanna, Ill.	Anne Evans.....	Care of Superintendent, Madison, Wis.

City Freight Agent at Omaha

ON OCTOBER 25th Mr. Roy T. Dempsey of the General Freight Department, Chicago, was appointed City Freight Agent at Omaha. Mr. Dempsey has been in railroad service ever since his graduation from high school in 1918, serving for seven years in various capacities with another railroad coming then to the Milwaukee to enter the office of the Auditor of Overcharge Claims. In 1927 he was transferred to the General Freight Department where he served in various capacities until his promotion to the Omaha office.

Mr. Dempsey was tendered a farewell dinner at the Garfield Arms Hotel, Chicago, by his fellow employees, and he enters upon the duties of his new position with the good wishes and congratulations of his associates.

Hastings and Dakota Division

THE "Grim Reaper" has taken an unusually large toll in this territory during the past few weeks and the sympathy of the entire division goes out to the bereaved families:

Veteran Fargo Line Engineer Tom Kelley passed away at Ortonville, Minn., August 13th, 1932.

Fireman Glen Finch died suddenly at Ortonville, Minn., October 7th.

At Los Angeles, Cal., Veteran Engineer Fred Tydean succumbed to lobar pneumonia, following an operation.

Veteran Engineer William H. Bender died at Minneapolis after an illness of six weeks.

Veteran Engineer Kent Ferguson, aged 84, died at Minneapolis Oct. 5th, 1932. Mr. Ferguson was No. 1 on the East Hastings and Dakota Division seniority list, having entered the service of the company in March, 1872.

Pump Repairer Ed. S. Williams died at Aberdeen, S. D., following an operation for appendicitis.

Chief Carpenter Ole M. Dahl passed away

Nov. 8th, after an appendicitis operation at Aberdeen, S. D.

Brakeman Edward Conley of Aberdeen is confined to the hospital following an operation for appendicitis. He is getting along fine.

Donald Rue, Perishable Freight Inspector, Montevideo, has been ill for the past week. Hope you will be up and around, Don, by the time we go to press.

Walter Miller, son of local chairman G. E. Miller, was seriously injured as a result of a collision between his motor cycle and an automobile. We all hope he will be up and around shortly.

"Silk Hat" Harry Renbarger is nursing an over-sized jaw. It might indicate he had forgotten his training in the art of self-defense. However, he blames it on Joe Harding's gun. He says its kick is worse than a Missouri mule.

Bill Miller of Aberdeen, I understand, has ambitions in the culinary arts. His bachelor friends, having accepted his invitation to a pheasant feed, found out he forgot to give them his address. Bill had a great plenty, but Walter et al.,—it was just too bad.

Mr. Joshua Green of Seattle and Messrs. Sparrow and Jefferson of Chicago visited us at the opening of the pheasant season. I understand they had an enjoyable and successful trip.

I understand the partnership of hog fanciers, Brakemen Lord and Mainze, is on the rocks. Lord got possession of the pig.

Feddern, Seiler and Silvernail were stranded recently when out on a pheasant hunt. Feddern said he was out of gas. This "line" sounds natural.

Bill Kramer and J. Huben, I understand, are very apt in the art of carrying a gun. The trouble appears to be they do not "bring home the bacon." Their last explanation was, they became separated and could not fire their gun for fear of hitting each other.

Conductor Middlebrook must be on the east end way freight again. I thought I heard him. By the way, Red, R. E. S. sends you his thanks for the little token you sent him. He says it has been a wonderful inspiration.

"Way Back When"

Well, the hectic presidential campaign is over, and we have another president-elect by the name of Roosevelt, which, by the way, recalls to mind to some of our train and engineers, and no doubt station and other employees that other pre-election campaign period when another Roosevelt, the great Teddy, made a speech at Fargo followed by trip on special train, Fargo to Aberdeen. Teddy, by the way, didn't ride in his special car

on that trip. He boarded the engine at Fargo, and for a good share of the trip had his coat off and fired the engine into Aberdeen, chewing a big black cigar and enjoying himself hugely meanwhile. When he descended from the engine at Aberdeen, he was as black and grimy as any tallowpot, and taking only time enough to wash off the surplus grime and brush up the clothes he had on, made a stirring speech at Aberdeen. Regardless of what effect his firing stunt produced, on railroad men especially, it was unanimously conceded he was certainly there with the scoop shovel, and the spirit of "getting her there" in good time.

If recollection is correct the records of the local enginemen's organization "way back when" contain honorary mention of the occasion.

Our fourth meeting of the South Dakota Ship-by-Rail Association, Aberdeen Trade Territory Unit, was held Nov. 1st at Aberdeen. The hall was filled and we had a very enthusiastic meeting. The speakers of the evening were Solicitor H. O. Hepperle and General Secretary Grover Tonner of the B. of R. T. The association is developing fast in this territory and it now appears that all railroad employees will join it.

Idaho Division News

Gertrude Alden

CHIEF CLERK E. M. Grobel of the Superintendent's office, requiring dental work and being extremely timid, decided he would prefer the dainty touch of a lady dentist to the rough tactics of the average man. He made the visit, then told us confidentially *never again*. He had found the lady to be of piano mover proportions, her technique that of a blacksmith, and the charge outrageously high. She asked him to come back again, but he told her he preferred the touch of a gentleman.

Conductor Daniel Kelly was in town recently from the sage brush west of Othello. He says the jack rabbits are so large this year that they are using them for saddle horses. Fine that they have found some good use for jack rabbits. They are not good to eat any more account of the warbles. Maybe Dan can press one into service as a radio crooner.

Al Roesch can't throw any more stones, as he is now living in a glass house.

Barney W. Colligan, our second trick operator at St. Maries, has planned an extensive trip which will take him to the film colony in California. His judgment looks all right!

George Fallis and daughter made a hurried trip to Portland recently because of the serious illness of Mrs. Fallis. We are glad that it was possible

MORE THAN 100 SHAVES From One Blade!



For single and double edged blades and straight razors. Enjoy the shaving luxury a Goodrich razor blade sharpener offers you.

The \$1.00 Home for Only 50c

Made of the finest abrasive obtainable, which is absolutely essential for the cutting of steel, as used by us for the manufacture of the well-known Goodrich barber hone for over forty years.

Presents itself as an ideal Christmas gift.

Goodrich Mfg. Co. Dept. 1466 W. Madison St.
Chicago, Ill.
Attractive proposition to agents.

for them to bring Mrs. Fallis to their home at Spirit Lake, and hope that she will improve.

Miss Viola Bakke, daughter of Roadmaster O. Bakke at Spokane, was quite ill recently, but we are much pleased to chronicle the fact that she is well on the road to complete recovery and is spending some time with relatives at Portland as a change while convalescing.

Engineer John P. Berg and wife visited their son Jack at Pullman recently, where the latter is a student in the State College.

In a Spokane hospital recently occurred the death of Mr. W. C. Sprinkel, who for some time past has been assistant chief operator in the relay office at Plummer Junction. Deepest sympathy is extended to the widow and children.

Engineer L. J. Dulik is planning a trip to Wisconsin points, which includes Milwaukee and Green Bay.

Miss Madge Murphy, steno in the division engineer's office, Spokane, was a recent visitor to her family home in Los Angeles.

At Spokane on Nov. 2nd occurred the death of Gilbert H. McGinnis, 22-year-old son of Car Inspector Henry McGinnis, the funeral being held at Spokane on Nov. 5th. Sympathy of the entire division is extended to the bereaved parents.

Iowa and S. M. Division V. J. W.

SINCE our last notes several of the Milwaukee family have passed away.

Jacob Schow, roundhouse laborer at Austin, passed away Oct. 13th, at the age of 77 years after a week's illness.

Thomas O. Bakke, veteran railway employee, died at his home in Madison, S. D., Nov. 8th, after a short illness. Mr. Bakke was 76 years of age and had been an employee of the company for 58 years, 52 of which he had been at Madison.

Another item from Madison informs us that Mrs. James O'Connell, who as Margaret Sheehan before her marriage, the pioneer railroad agent at Wentworth, S. D., and later agent at Ramona, passed away Nov. 8th, at Des Moines, where she was spending the winter.

Daniel Carr, switchman at Madison, S. D., died Oct. 28th, a few hours after he was injured in the yards at Madison. Mr. Carr was 45 years of age and had been a railway employee in various capacities during the past 25 years. For the past six years he had been working as a switchman in the Madison Yards.

Guy Clay, a former SM employee, accompanied the body of his mother, Mrs. W. F. Clay, from the family home in Everett, Wash., where she passed away, to Austin for burial. Guy at present is employed by the Great Northern at Everett.

Sympathy is extended to the bereaved relatives. We were also very sorry to hear of the serious injury suffered by Frank Svejkovsky, a former train and engineman on the SM, when the large truck he was driving left the road injuring one of his legs so badly that it was found necessary to amputate it. Last reports indicate that Frank is recovering nicely.

Reports also indicate that Machinist Max Reidel, who suffered several fractured ribs and a punctured lung in an auto accident the past month, is recovering nicely and expects to report for work shortly.

Following the death of Agent A. I. Eggan at Rushford, Chas. Stevenson, Agent at Ramsey for the past 23 years, bid in Rushford. L. V. Olson moved up to 1st trick at Ramsey, Lester Olson to 2nd, and Harry Wilson is working 3rd.

I. R. Crawford has been appointed Agent at Dundas and H. L. Clark has been appointed Agent at Plymouth.

Agent F. A. M. Frost, of Wirock, has taken a three months leave and is spending the winter with relatives at

Algona, Ia. We are informed that Mr. Frost has the distinction of being the oldest active railroad telegraph operator in the northwest, if not the entire country. He is 85 years of age and hale and hearty. Congratulations, Mr. Frost!

Garland Clark of the Agent's Office at Albert Lea was elected Vice Chairman of the joint Milwaukee and Rock Island Ship-by-Rail Club at the organization meeting held in Albert Lea last month.

Baggageman J. D. Williams, Vice Chairman of the Austin Ship-by-Rail Club was elected Vice President of the State Ship-by-Rail Association at the Executive Committee meeting held in St. Paul.

Miss Rose Krulish, Time Revisor, enjoyed a few days visit in Waterloo, Ia., with her brother who recently returned from several years service in Europe as a U. S. Government physician.

A report reached us that Harold (Babe) Swank failed to report for work Oct. 13th due to the activity of the farm holiday pickets, but we have discounted the rumor as "Tang" Kneeskern "Buck" Barker, and "Fritz" Flanagan, reached the office in safety from their country places.

The report that Mike Ulwelling is frequently seen in the kitchen of the Van Noy drying dishes has put our staff sleuth to work but no report to date.

Among the deer hunters who have promised us steaks and whom we now expect are up in the big woods are: Les Ferris, Steve Kloeckner, Glen Gahagen, John Anderson, Walter Cambern, Guy Williams.

We are anxiously awaiting the announcement of just which one of the cabinet positions the old campaigner, Dave (Honest Abe) Westover will be assigned.

Engineer Fred L. Peck has just recently completed a new strictly modern home in Austin, five rooms, bath, and fireplace.

Thanks to the typewriter salesman who prevailed upon H. A. W. (the kingfish of the local ship-by-rail club) to invest in a nice new Smith-Corona portable. It helps on the contribs. Keep the news coming.

Chicago Terminal

Guy E. Sampson

Dame Fortune hath a daughter

From whom all seek departure

And that's the reason accidents

Are fostered by Miss Fortune.

We go about our daily toil

With clear minds and heads erect

Determined to evade her foil,

Her presence we suspect.

She follows us from crib to grave,

This daughter of Dame Fortune,

And few there are, go all the way

Without meeting with Miss Fortune.

Our terminal items this month will be short account of yours truly, after years of teaching, preaching and doing his best to practice Safety First, met the ever present ruiner of clean accident report sheets face to face. No need going into details but suffice it to say that while trying to sidestep misfortune and avoid an accident she

met us from the other side with an upper cut that broke a jaw bone and placed us in the hospital for a period that nearly kept us from getting out this month's items. But we begged Dr. Metz, of the Washington Boulevard hospital staff, to permit us to get home and write these few items even if we had to return to his institution afterwards to get our release. He consented and just as we were leaving the hospital we learned that Mr. C. L. Emmerson, district master mechanic, had just entered the hospital for an operation. We are now advised that he is progressing nicely. And right here I want to give three cheers for the Milwaukee Women's Clubs who were instrumental in placing the radio sets in Washington Boulevard Hospital. Only one who has lain for days in a hospital and had the privilege of having a radio set to listen to knows what company they really are.

The family of the late Jas. O'Keefe request us to express their deepest gratitude to all who so kindly remembered them with kind words, kind acts and many beautiful flowers during their recent bereavement. They realize that through no other way could they reach so many of Jim's warmest railroad friends as through the Employees Magazine.

Trainmaster John Costello, we are informed, is on a trip to the eastern part of the U. S. A. Did not learn whether business or pleasure.

After enjoying a spurt of pre-election business, things have let up a little but all are living in hopes that it will soon get back to where it was a few weeks ago.

Are you an active or contributing member of the Milwaukee Women's Club? If so, well and good, but if not, look up the records of some of the wonderful work they are doing from year to year and then ask yourself if your dollar would not be put to good use if they were permitted to get it. There is a club in your district and you can't afford to be on the outside looking in, when for a single dollar you can be sitting on the inside looking out.

Well, that's that and we are thankful that we were able to get home in time to at least get a few items in our space.

Harlowton Roundhouse

"Andy"

WE ARE glad to report that Mrs. Chas. Frost, who was taken to Rochester, where she underwent an operation, is getting along just fine. For a while, though, everybody was pretty much concerned, for it was thought her ailment was more serious than what it turned out to be.

Somebody walked off in Geo. Ellis' shoes while he was snoring in the arms of Morpheus on a sleeping car, enroute from Seattle to Harlowton, on the return trip from a glorious vacation. It was fortunate, however, that Geo. had a spare pair of bunion casings—he usually carries a pair for just such an emergency—so it was not necessary for him to return to his home terminal by reverting to the raw, for bunions in the raw are seldom tender. We might also add that Geo. received his shoes a few days later, due to some wonderful sleuthing on the part of a brakeman.

Deer season has been in full swing here now for about a month and believe me, the local sharpshooters have been laying down a veritable barrage in the surrounding country and those who were successful in obtaining what the law allows in the way of male venison were F. Steltz, Erwin Fuchs, S. Fraser, J. Bartlett, Wm. Lunceford, Dave Wagner and Joe Mooney. Of course there were a lot of others, but we have only knowledge of the above, and the funny part of it was, these birds spent very little time hunting. There was Bill Heide, for instance, covered a lot of mountains but got no deer; in fact, what he saw was mostly bear. Paddy Schultz has been out so many times, people are beginning to think he is a game warden, and the deer of course don't think much of him at all—so far all he has got was back, but he has a lot of determination and is a hound for punishment, so he may succeed yet.

Geo. Ellis lost an election bet to Pat Shedd

so he is out looking for a derby, and he would like to get one that used to be brown but has developed a dirty tint, and possibly a shade of green—evidently a new hat was not mentioned in this deal. Geo. figures on making Pat wear the hat if he finds one—his strategy to accomplish object, however, has not been revealed.

We are sorry to relate the passing of John Earl Walton, age 8, son of John Walton, machinist, and the Milwaukee folks wish to extend their heartfelt sympathy to those left to mourn his loss.

There may be other things in this life that Joe Mason enjoys better than sucking on a piece of rope with a Havana label on, but we have not found it out as yet. Joe says that since coming to this high altitude where the boiling point is lower, the cigars even though they may be shorter, smoke a lot longer, and to the rest of us—more pungent and stronger.

It is with deep regret that we report the death of Clark Kyger's sister, who passed away the early part of October, for she was well known in this community and had many friends. We wish to express our sincere sympathy.

Geo. Meyers, our handsome yard clerk, left November 6th, for a ten-day visit in Avery, looking up old friends and settling old accounts—financial as well as social. We miss his smiling countenance and hope that he will soon return to this land of milk and honey, as well as a few sheep, cattle and lots of wind.

Dubuque-Illinois Division

E. L. S.

T. P. JONES (Tom), roundhouse foreman at Dubuque Shops for quite a number of years, died from heart failure on Oct. 30. He had been ill only one day. His many friends and fellow employees at Dubuque were grieved and shocked to learn of his sudden, untimely passing. Funeral services and interment at Cedar Rapids, his former home. The Division employees extend heartfelt sympathy to his bereaved family.

Friends of Frank Lane, an employee on this Division for over 40 years, were indeed sorry to hear of his death which occurred at Dubuque on Nov. 4th.

Mr. and Mrs. Lyle R. Kempter are the proud parents of a baby boy born at Dubuque Nov. 5th. Ask Engineer Wagner about the smoked sturgeon he caught when he went a-fishing at Wahpeton some time ago.

Conductor O. E. Dana has taken the Waukon Line run since the fore part of November.

We had a very well attended joint meeting at Dubuque Oct. 25th, at which Mr. W. L. Ennis, Manager of Claim Prevention Dept., and Mr. E. A. Meyer, Manager of Safety and Fuel Dept., were present, and gave interesting talks

on their respective subjects. The employees were very much pleased to see Mr. Meyer again, as this was his first appearance in Dubuque since he left our Division in November 1930 to become Superintendent of the Superior Division.

Now that election is over, we find a great many employees very much pleased over the results, while others say "not so good," but it is hoped that the railroad business, especially, will commence to improve so that many of our unemployed may return to their jobs. The Milwaukee Employees Fuel and Medicine Fund has again been organized and your subscriptions are solicited to take care of our unemployed at Dubuque and on the Division. Let's all do our bit to help those less fortunate than we are!

I. & D. Items

M. G. B.

R. P. McGOVERN and F. J. Zoph, Traveling Time Inspectors, were in the Mason City offices during the middle of October.

F. R. Doud, Trainmaster at Sioux Falls, was appointed Assistant Superintendent Oct. 17. W. J. Johnston, Traveling Engineer on the I. & D., 1st District, was appointed Assistant Trainmaster Oct. 17th.

Our sympathy is extended to Mrs. Griffiths, wife of W. D. Griffiths, General Agent, Sioux Falls, on the death of her father Oct. 15th.

Attorney Willis O'Brien from Des Moines was in the local offices at Mason City Oct. 31st.

G. F. Baker, General Adjuster, Chicago, visited the I. & D. Division and the Mason City offices Oct. 31st.

I. & D. Division Staff meeting was held at Mason City Oct. 31st to talk over the various matters of importance coming up at this time. Those in attendance were M. A. Bost, Division Engineer, Roadmasters A. W. Bahr, C. A. Montgomery, P. McMahon, S. L. Core, C. E. Kemp and J. M. Murphy, Division Storekeeper C. C. Smola, Chief Carpenter G. B. Lawrence, Assistant Supt. F. R. Doud, Trainmaster O. A. Beerman, Assistant Trainmaster and Traveling Engineer W. J. Johnston, Chief Dispatcher L. R. Meuwis-

PATENTS

Send Drawing or Model

Booklet Free Highest References
Promptness Assured Best Results

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

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

UNION REFRIGERATOR TRANSIT CO.

Milwaukee, Wisconsin

The Value of

Equitable Group Life Insurance

Is Proved By These Facts:

Beneficiaries of 15 Members of the

EMPLOYEES' PROTECTIVE ASSOCIATION

Have Each Received \$1,000 in Payment of

Equitable Group Life Insurance

Three of these Members had \$180, \$250 and \$500 of Other Life Insurance, And Three Others Carried No Other Insurance

Low Cost

NO MEDICAL EXAMINATION

THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES

THOMAS I. PARKINSON, President

393 Seventh Avenue New York

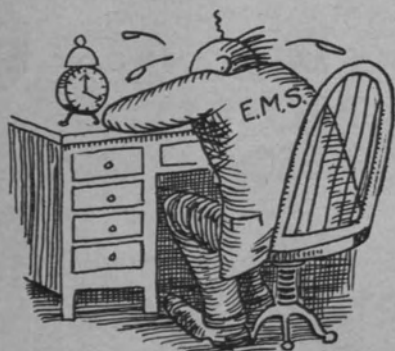
Seattle General Offices

Claire E. Shappee

MR. J. J. O'MEARA took one of the leading parts in the play "Cappy Ricks" presented October 10th and 11th by the Liguorian Players. John Barrymore has nothing on John O'Meara when it comes to playing the perfect lover.

Dick Hessian spent several days in the hospital all on account of some reckless driver trying to rush across Aurora Bridge without observing the stop signals. He crashed into Dick and the Ford and that is about all there is to tell, except we are all anxious to have Dick with us again as we miss his cheery smile and good nature.

CONSCIENCE STRICKEN



CRIME DOES NOT PAY!

Mr. Stablein, the genial Chief Clerk in the Operating Department, treated his office workers to some really delicious big red apples grown on "Stablere", his famous estate near Maple Valley. This is the same farm which supplied us with such good corn fed turkeys a year ago. Stab reports that the turkeys this year are bigger and better than ever before.

We are sorry to have another accident to report. Pat Whalen, one of our pioneer employees, fell and injured himself seriously. He is at Providence Hospital.

As this seems to be the month for casualties, we might as well report, nay, we simply must report the Fall of McLeod. Mac has been dodging traffic for ? years in this busy metropolis but had to move to the country and acquire a chicken coop to really get experience in falling. But this is really serious because Mac really has a bad gash over his left eye, but the terrible pain was alleviated somewhat when he discovered his glasses were not broken. It made him rather morbid for a while too, because he met Tillie the Toiler in the hall and she smiled a tender, friendly smile and he said "Laugh and show your ignorance", but we know he will be good natured when he gets to feeling better and especially after Saturday?

The Thrift Club wrote their checks Saturday, Nov. 5th. They are in their second year and the venture has been a huge success for everyone concerned. New officers were voted in and we are all set for a new year. Is everybody happy?

Mr. R. W. Reynolds, Commissioner of Agriculture, together with Mr. C. C. McCormick, Agricultural Development Agent, spent several days in this territory last week.

Turkey season is here and we heard of a real good place to get them too, but are waiting the return of the Four Huntsmen who journeyed east of the mountains looking for pheasant. If they are lucky, we may have pheasant for Thanksgiving instead of the usual bill of fare. It would certainly be a pleasant change!

CLAIM PREVENTION

TO ELIMINATE DAMAGE
TO FREIGHT
WE MUST OF COURSE
KNOW THE CAUSE FOR
THE DAMAGE

ALL EMPLOYEES
REGARDLESS OF THEIR
POSITION
OR OCCUPATION
CAN RENDER
INVALUABLE SERVICE
BY
FURNISHING
INFORMATION AS TO
THINGS THEY SEE
WHICH MIGHT RESULT
IN
LOSS OR DAMAGE
TO
FREIGHT

THROUGH
THE ELIMINATION
OF
LOSS OR DAMAGE
TO
FREIGHT
WE CAN RETAIN
BUSINESS
WHICH MIGHT
OTHERWISE BE
DIVERTED
TO OUR
COMPETITORS

YOUR
CO-OPERATION
IS
RESPECTFULLY
AND
URGENTLY
SOLICITED.

La Crosse-River Division Items

Eileen

OFFICER MIKE KEAVENEY is back on the job at Portage after a lay off of several weeks due to a severely injured knee sustained in an auto accident. Bud Weidenhamer furnished relief during Mike's absence.

At nine o'clock high mass at St. Joseph's Cathedral, La Crosse, Thursday, Nov. 4th, Miss Elizabeth Dolle became the bride of Mathias Berner. They are to make their home in La Crosse where Mr. Berner is employed as an operator.



Above is a picture of the five generations of the Ad Heberlein family, which was recently published in the Madison Capital Times (I confess to the Editor I don't just remember the date, but it is very recent). Seated are Mrs. Mary Stowell, age 95, and Howard Heberlein, age 24, holding Jimmy Dale Heberlein, age four months. Standing are Ad Heberlein, age 47, and his mother, Mrs. Ella Heberlein, age 70. It is with regret that we write of the passing of one of our Veteran Conductors, Joe Welch on Nov. 10th. Burial took place in Milwaukee on Nov. 14th. He is survived by his wife and three children.

Another of our trainmen, Mr. Hugh McQueeney, passenger brakeman, passed away at his home in Milwaukee on Nov. 7th. Funeral services were conducted on Nov. 10th. He had served the Milwaukee Road for 53 years, and leaves many friends to mourn his loss.



Shrieks from the lunch room in the depot at Portage brought Officer Mike and Yardmaster Ducky on the run, nothing less than a hold-up and rescue in their minds. Mike, the efficient policeman always, grabbed the first club he could find when he nearly trod on a big blue racer which had evidently decided to ask for hand out. Mike's improvised club proved useless, but Ducky's long distance toss with a cat tinker's air hose bested Mr. Blue Racer. For the rest of that day and for several days thereafter, Mrs. Raymond searched the dark corners to be sure there were no unwelcome visitors. Mike says it's no joke, facing a snake in a corner.

On Oct. 21st occurred the demise of La Gilmore, who for the past 49 years has been employed in the Track Department, having entered the service in 1883. He has been Section Foreman since 1894. We are sorry to write the passing of so many of our "old-timers".

General Office—Chicago

Vila

DONALD E. AYLWARD, formerly in the Transportation Department, has taken a position with the Union Refrigerator Transit Company at Milwaukee. Best of luck, Don.

Sally Patterson is well on the road to recovery and we hope she will be back with us shortly.

Marilyn McNicholas spent a delightful evening with Myra Edwards Bamber recently. Myra was formerly in the Transportation Department, but is quite busy lately taking care of four lovely children.

Understand Ann Ott and Joe Kopec have been seen together a great deal lately. Just another Transportation Department romance? ? ?

Mr. and Mrs. Emil Gregg are receiving congratulations on the birth of twin boys, born November 18th. The Transportation Department, we believe, now holds the record for twins, as Myles Buckley has two pair, Jim Nolan one pair, and now the Gregg family twins, making four sets of twins in this department.

Rocky Mountain Division Northern Montana

Max

THE Ship by Rail movement received another good boost when club No. 9, of the Montana Association, was organized at Lewistown, Montana, the evening of November 9th. The initial gathering was large and enthusiastic. The membership of the Lewistown club now numbers three hundred railroad men and patrons of transportation. O. S. Porter, cashier of the Milwaukee, was elected chairman; L. O. Galstad, of the Great Northern, vice-chairman; F. A. Curtis, secretary-treasurer; and W. E. Douglass, delegate to the meeting to be held at Great Falls, Mont., November 17th, to complete the state organization.

Mrs. Roy High passed away at the family residence in Lewistown October 24th after a long illness. Services were held at the Creel Chapel by the order of the Eastern Star on the evening of the departure of Mr. High with the remains for Dixon, Ill., where interment was made in the family lot. The sympathy of the fellow employees of this district are extended to the bereaved husband.

Mr. and Mrs. Earl C. Short and son, Earl, Jr., returned from the mountains, where each secured a deer as the result of their skill as hunters.

J. F. (Joe) Holecek, fireman on the Northern Montana, was elected one of the four democratic candidates elected to represent Fergus County in the State Legislature. After January 1st we will address him as the Honorable J. F.

Nels Rust, of Fairfield, Mont., who has not been in very good health for the past year, left for Rochester, Minn., where he will enter the Mayo Hospital for treatment.

Mrs. Nora B. Decco, of Three Forks, Mont., was in Lewistown en route to Hilger, Mont., where she visited her father. Mrs. Decco is the correspondent for the Milwaukee Magazine for the western portion of the Rocky Mountain division. We have always enjoyed her notes and her fine contributions, "Lest We Forget," a publication, which is featured in the November number, being especially worth while.

W. J. Thompson took a few days off to enjoy a hunting trip. We have not learned whether he was successful in securing a deer.

L. J. Laveque has returned from Sumner, Wash., where he visited his mother.

Mrs. A. M. Maxeiner left for Johnson City, New York, where she will remain until the end of the year visiting her daughter, Mrs. John Denton, and family.

James Earl Walter, aged 7, son of Mr. and Mrs. John Walter, of Harlowton, died at St. Joseph's Hospital in Lewistown. The body was sent to Harlowton.

Alfred W. Janes, formerly night roundhouse foreman at Lewistown, is working in the roundhouse at Seattle, Wash.

Mr. and Mrs. George Fritzen left Lewistown on November 14th for a trip to California points, where they will visit relatives.

Kansas City Division

C. M. G.

"FLYING too high" was Bake's excuse for bringing home only one duck when out hunting recently. We feel that perhaps "Jake and Lena" didn't show the proper cooperation and failed to entice the ducks to come CHB's way.

Frank Vaughan, former machinist helper, West Yard, Ottumwa, has been elected to the office of county treasurer, Wapello County, Iowa. He will assume the duties of his new office on January 1, 1933. Congratulations to Mr. Vaughan.

Trainmaster H. C. Munson has a new daughter, Marilyn Jean, who arrived on October 23. Agent R. M. Johnson has announced the arrival of a daughter in his home at Osgood, Missouri, on November 11.

C. C. Carnes, city ticket agent, Des Moines, for several years, returned to the Kansas City Division and has been assigned the position of agent at Parnell. Due to the abolishment of the position of city ticket agent, Mr. Carnes decided to come back to his home division. We extend him a hearty welcome.

The position of agent at Liberty, Missouri, has been assigned to H. O. Hoover, who served in the same capacity at Newtown for many years. Mr. Hoover has been succeeded by S. A. Allen, formerly operator at Linby, Iowa.

Agent Jno. McEwen and wife, Hayesville, recently returned from a month's trip through the northwest.

Mildred Kissinger of the district accounting office, Chicago, spent a vacation of several days in the home of her parents in Ottumwa.

Night of November 16 will be another high spot in the life of E. N. D. stenographer to trainmaster and chief dispatcher, as on this particular night he will make his second appearance before the theatre-going citizens of Ottumwa, appearing as Dr. Myron Anderson in the play "The First Year." Should the Barrymores learn of Eddie we fear the T. M. and C. D. will have to be on the lookout for a new steno.

Wish to make correction in an item published in the November issue relative to Engineer W. F.

Whole Family ENDS PAIN

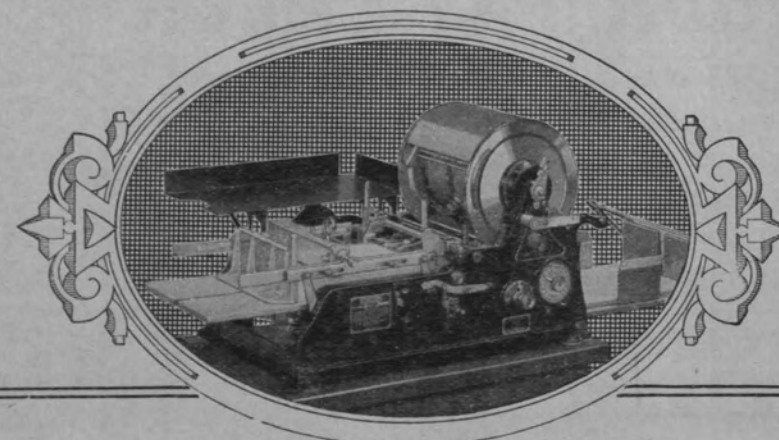
35¢

Famous liniment rouses
fresh blood quickly

- ← This much eased Mother's backache.
- ← This kept swelling down, killed pain—Alice's ankle.
- ← Kept Grandpa's knee joint warm in damp weather.
- ← Ended cold feet for whole family.
- ← Healed Junior's bad elbow bruise in a few days.
- ← Quieted lumbago pains at night. Dad slept soundly.
- ← Eased Edward's sore muscles.
- ← Broke up chest colds (Dad, Alice).
- ← Limbered up stiff joints. (Neighbor).

WHY SLOAN'S COSTS LESS. Sloan's is powerful. Penetrates deeply—rushes fresh blood to the sore spot. Breaks up congestion, the cause of pain. . . . A little Sloan's goes a long way!

SLOAN'S LINIMENT



The one outstanding fact about the Mimeograph is that it is a money saver. As never before it is being used now by railroads throughout the country. Whatever you type, write or draw on its famous stencil sheet is turned into

clean-cut duplicates by hourly thousands. Tariff sheets, illustrated letters, yard bulletins, manifest reports, etc., at high speed and low cost! Write A. B. Dick Company, Chicago, or 'phone branch office in any principal city.

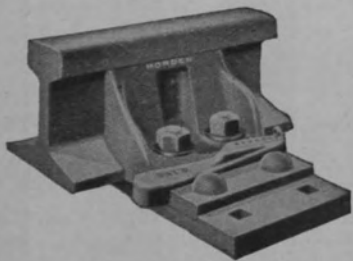


Greater Protection For Car and Cargo

CARDWELL AND WEST-
INGHOUSE DRAFT GEARS

Cardwell Westinghouse
" » Company « »
332 S. Michigan Ave., Chicago, Ill.

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



Morden Frog & Crossing Works
CHICAGO

YOUR PAY-CHECK

STOPS when sickness or accident keep you off the job. Doctor and hospital bills rapidly consume savings, while regular living expenses go on just the same. Protect your family against hardship and want with a

**WHY
WAIT!**

CONTINENTAL

**INSURE
NOW!**

policy, which will assure an income when you are sick or hurt. "The Railroad Man's Company" has already paid its policyholders and their beneficiaries over \$95,000,000.00 in claims.

CONTINENTAL CASUALTY COMPANY
CHICAGO — TORONTO — SAN FRANCISCO

Fry securing a passenger to Green Bay, Wis., mention being made to the effect that Mr. Fry is retired from the service. This is in error, as Mr. Fry is still actively engaged in performing the duties of an engineer on the K. C. division.

Milwaukee Terminals M. H.

DISPATCHER Guy W. Rhoda was chief inspector of Jack-o'-Lanterns in the Merrill Park district on Hallowe'en eve, and reports several fine ones.

Yardman Wm. (Bill) Diedrich has been on the sick list for the past six weeks, but is slowly recovering we are glad to report.

Dispatcher Jos. E. Roberts is sick at Wapakoneta, Ohio, where he and Mrs. Roberts are on a visit.

Engineer W. S. Gilker and family visited at Elkhart, Indiana, the last week in October.

A letter from Yardman A. O. Cunningham advises that he will visit the boys in Milwaukee about Christmas time.

Former Yardman Harry O'Connor has the sympathy of the Milwaukee family in the loss of his wife by death October 26th.

We are glad to report that Engineer Charles C. Wilson is getting along fine and we hope that he will be able to work soon.

We hope that all our readers were fortunate enough to hear Yardman Luke Shannon broadcast over WTMJ at 8:00 P. M., November 8th, singing that beautiful old hymn "Let the Lower Lights Be Burning."

His host of friends on The Milwaukee Road are congratulating Conductor Thomas J. O'Malley of the C. & N. W. Ry., on his election to the office of Lieutenant Governor of Wisconsin. He is a loyal member of Division No. 46, O. R. C., been employed on the C. & N. W. Ry. forty years, and a finer man never held the office of Lieutenant Governor.

Crossing Flagman M. H. Shackley of Cherry St., left November 12th for a trip South, where the sweet potatoes grow.

It is reported that Yardman William (Be Alive) Cahill has moved to Kohler, Wisconsin, to be with friends while he recuperates from the

t tedious duties which reverted upon him during the late political campaign.

Dispatcher Robert M. Nelson expects to start for California in a few days to spend the winter.

The Milwaukee family extend their sympathy to Engineer Edward J. Heth in the loss of his wife by death November 12th. After thirty-seven years of married life she will be missed by the husband and five surviving children. The funeral, November 14th, was from the home Interment at Forest Home.

Yardman Wm. (Bill) Heims claims that he has some hair restorer that will make hair grow upon any head. Take notice, Yardman Jas. J. Packenham.

Iowa (East) Division and Calmar Line

J. T. Raymond

GREETINGS and Good Wishes for Christmas and the New Year!

Mrs. George Struck and son, Bernard, have returned to Marion from Elgin, where they moved last spring. Mr. Struck is employed by the Milwaukee Road at Chicago and will spend the week ends at Marion, where he owns a residence.

Members of the Milwaukee Railroad Women's Club and their families enjoyed a picnic dinner Saturday evening, Nov. 5th, in Memorial Hall, Marion. The "mile of pennies" project sponsored by the club is meeting with a ready response. Both bridge and five hundred proved popular diversion. Mrs. D. S. Stewart and Mrs. Frank Keith composed the committee for the party.

Mrs. Phillip Moseney, custodian at Louisa, has taken a leave of absence for several months. She has been a popular representative of the Milwaukee Road and has taken a deep interest in her work, we hope that she will enjoy her vacation and return to her post in due time.

George Leaf is acting custodian at Louisa. Mr. Leaf is well known on the division and we are pleased to see him back in the ranks.

Agent H. E. Seeley of Greeley was on the sick list early in November, James I. McGuire acting in his place.

Agent J. R. Harding of Hawkeye was off duty the fore part of November on account of illness. Relief Agents F. W. Behrens and W. K. Hodgson relieving.

The sympathy of the Milwaukee Employees Magazine is extended to Joseph Sanborn of Marion in the death of his brother at Toledo, Iowa, in October. Mr. and Mrs. Sanborn attended the funeral services.

Mrs. Henry Higgins passed away at her home at Davenport Oct. 31st. The remains were placed in a vault, to be interred later on account of the illness of her son. Conductor John Higgins of Monticello and son, Frank, of Marion, went to Davenport at that time.

Guy Miller of Marion spent a few days early in October visiting in Chicago and relatives at Toledo, Ohio.

Agent "Billy" Magee of Perry visited briefly in Marion Oct. 23rd enroute to his old home at Monticello for a short visit. "Billy" is looking fine.

Agent Joseph N. Elsner of Dedham accompanied by Mrs. Elsner and son, Joseph, came from Chicago to Maquoketa Oct. 29th. Mr. Elsner had been at Washington Boulevard Hospital for an operation. He speaks highly of the nice treatment given patients at the hospital. Think it may be early in December before he is able to resume work.

Fireman H. Shepherd, who suffered a fall at Atkins Nov. 8th, injuring his knee near the car, has the leg in a cast at a Cedar Rapids hospital. It is expected the recovery will be slow.

Engineer John Riddle was improving nicely at Cedar Rapids Nov. 14th. It is expected that he will go to his home at Savanna in a short time.

Train Baggageman Hardenbrook was off the last two weeks in October visiting relatives in Nebraska, J. C. Miller relieving on Nos. 7 and 8 between Marion and Omaha.

Conductor Phil Shoup, who has been on the night transfer between Marion and Cedar Rapids for several years, has taken the main line way freight between Savanna and Marion. Conductor R. B. Eckhart is now running the night transfer.

Conductor W. I. Farrell was off the first two weeks in November on account of sickness, Conductor J. G. Standish relieving on the day transfer between Marion and Cedar Rapids.

Train Baggageman C. H. Hayward, who has been off duty for some time on account of sickness, resumed work on Nos. 7 and 8 between Marion and Omaha, Oct. 25th.

Conductor C. W. Rollins, who has been out of service since March 28th, 1931, due to a slight injury received at Monticello, resulting in an infection in his right arm, resumed work on Nos. 93 and 94 between Marion and Calmar Nov. 1st. Conductor Frank Dlouhy, who has been on the North way freight during Mr. Rollins' illness, has taken a braking job on the main line way freight between Savanna and Marion.

On Nov. 1st the second brakeman was put back on Nos. 7 and 8 between Marion and Savanna. This puts another Iowa Division brakeman to work and W. E. Willett has taken Nos. 7 and 8 between Chicago and Marion and W. C. Dubbs has taken Nos. 4 and 3 between Marion and Chicago. J. C. Miller is now first extra man.

The New Hub of the I. and D. Wm. Lagan

MR. N. J. GORMAN, Sioux City dispatch-er's office, has been spending a few days at Tyndall, S. D., visiting a brother and at the same time doing a little pheasant hunting.

Miss Iona De Camp, formerly of the Sioux City mechanical office, but now of Chicago, passed through Sioux City enroute to Yankton, S. D., for a short visit with relatives.

Passenger Conductor W. B. Anderson of Sioux City left on his annual hunting trip to South Dakota. Conductor M. R. Burrell has been relieving Walt during his absence.

Creosoted and Zinc Treated Materials

Wood-Block Floors Paving Blocks
Bridge Timbers Piling
Ties Lumber

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

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

Indiana Wood Preserving Co.

Chicago Office: 111 W. Washington St.
Plant: Terre Haute, Ind.

L U M B E R PILING—TIES

and

MINE TIMBERS

Egyptian Tie & Timber
Company

St. Louis

Chicago

On October 28th, the Milwaukee employees of Sioux Falls held a farewell party in honor of Mr. and Mrs. F. R. Doud, who are leaving Sioux Falls to make their home in Sioux City, on account of Mr. Doud having been promoted to the position of Assistant Superintendent there. Both Mr. and Mrs. Doud have taken an active interest in the various activities of the railroad and their loss will be keenly felt at Sioux Falls. However, as Mr. Doud's territory will include Sioux Falls, we hope that we shall see both of them as often as possible.

John Horstman, clerk at Arion, Ia., spent a few days at his old home at Scotland, S. D., trying his luck at pheasant hunting.

Mr. and Mrs. Elmer Taylor of Sioux City left for a short visit to Chicago, Friday, November 4th.

Miss Elsie Sopoci, daughter of Section Foreman Steve Sopoci, is spending a few days visiting friends in Sioux City.

We understand that Mrs. Geo. Thorpe, wife of Agent Geo. Thorpe, Tripp, S. D., is the champion quilt maker of that city. It is reported that her quilts are real works of art and worth going a long way to look at.

Passenger Brakeman Vern Quine had a sad experience a few days ago. He was hunting pheasants out at Mitchell, S. D., and was using a double barreled gun. A bird got up and Vern, a little over-anxious, pulled both triggers at the same time. Vern says the result was about the same as the time his dad's pet mule kicked him out at Gann Valley, where Vern was born and raised.

Let us all remember that winter is "just around the corner" and that any help we can give to the Medicine and Fuel fund and any assistance we can give to our Woman's Club will be deeply appreciated. Any donations to these organizations go to help our own fellow workers and should be supported by us FIRST.

Geo. Kohles, Agent at Lesterville, S. D., has been laying off a few days attending to other

NO-OX-ID
IRON-**OX**-RUST
TRADE MARK
The Original Rust Preventive

A BIG SAVING ON BRIDGE MAINTENANCE

By the use of NO-OX-ID as a protective coating on steel bridges, the initial expense for cleaning is greatly reduced, and is not entailed again.

In the coating of old structures, after removing any loose rust or paint layers, we recommend that NO-OX-ID, cut back with a solvent if climatic conditions require, be sprayed or brushed over the entire surface. This gradually loosens any old coating that remains, the chemical action kills the rust, and the rust scale drops off. These spots are then touched up until the final coating is applied.

In following this procedure with NO-OX-ID, the greatest degree of protection is obtained with the least possible outlay. Let us recommend for your requirements.

Dearborn Chemical Company

310 S. Michigan Ave.
CHICAGO

205 E. 42nd Street
NEW YORK

**"NO-OX-ID Treated Steel
Is Always Steel"**

I sincerely wish for my friends of
THE MILWAUKEE ROAD
that they may enjoy a very
Merry Christmas
and
A Happy New Year

JOSEPH KAHN
TAILOR
UNION STATION
Est. 1904
CHICAGO

Chicago Printers
INCORPORATED

Operating a Complete
Day and Night Force

RAILROAD TARIFF

PUBLICATION AND

GENERAL BOOK WORK

Modern Type Faces
Modern Methods

731 PLYMOUTH COURT
Telephone WEBster 2233
CHICAGO

LUMBER

for

Every Purpose

We can fill your lumber requirements, no matter what they may be.

HARDWOOD FLOORING
DROP SIDING SHINGLES
GRAIN DOORS
RAILROAD CROSS TIES
PINE FIR MAPLE
WHITE OAK RED OAK
HEMLOCK

No Order Too Small
--None Too Big
Write Us for Information

The Webster Lumber Company

2522 Como Avenue, West
ST. PAUL, MINN.

Under all conditions and at all times,
T-Z Products give unexcelled service.

"Crescent" Metallic Packing
T-Z Front End Blower Nozzles
T-Z Smoke Preventer Nozzles
T-Z Tender Hose Couplers
T-Z Blow-Off Valve Mufflers
T-Z Automatic Drain Valves
T-Z Boiler Wash-Out Plugs

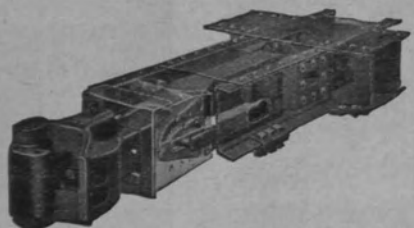
T-Z Products, as standard equipment,
are daily proving their merit.

T-Z Railway Equipment Co.
14 East Jackson Boulevard
Chicago, Illinois



FORT DEARBORN ENGRAVING CO.
Artists • Photo Engravers
SUPERIOR 0065
448 N. WELLS STREET • CHICAGO, ILL.

"BUCKEYE" Yoke and Draft Attachments



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

**THE BUCKEYE STEEL CASTINGS
COMPANY** • Columbus, Ohio
New York • Chicago • Louisville • St. Paul

business interests. Relief Agent D. Mullens has
been taking his place.

Mr. and Mrs. Emil Weisenberger, of Tripp,
S. D., spent a few days visiting in Sioux City
recently.

Mr. and Mrs. S. F. Philpot spent Sunday, Oc-
tober 30th, in Chicago visiting friends.

On October 18th Assistant Superintendent F.
T. Buechler was promoted to the position of Su-
perintendent with headquarters at Green Bay,
Wis. The officers of the old S. C. & D. division
held a dinner in his honor at the Martin Hotel,
Sioux City, Oct. 15th. Mr. Buechler was pre-
sented with a brief case and a desk set at the din-
ner. We wish to take this opportunity to extend
to Mr. Buechler our sincere appreciation for his
many favors and good deeds while with us and
to wish him the best of success in his new work.

Here are a few lines in which there is more
truth than poetry:

The truck gets lots of business
In the good old summer time,
But when the snow is blowing
And the wind begins to whine,
The railroad hauls the nation's goods
All up and down the line.
The Iron Horse must still go on
And on and on—forever,
While the truck can rest in its garage
And wait for better weather.

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

Nora B. Decco

THE samples I asked for from the president
of Headwaters Fuel and Navigation Company
have so far failed to materialize. Some one left
an ancient tree stump in my back yard, but if
that is a sample of what they have to sell,
well, in my opinion business will never pick up
until we get fresh stocks, new customers, and
to do so, we must have the latest styles of sam-
ples to show the trade. With these few words,
I do hope that by the first of December we will
be able to start out and carry the very latest
styles, kinds and sizes, of all fuel bought, sold
and stolen by the advertising department of the
company, in my opinion, also, some one is laying
down on the job, plenty of trees, plenty of water
to float the boat, plenty of customers, but no
fuel samples. Besides it's getting cold weather
and if something don't happen pretty soon I am
going to have to buy some wood or some coal
or both.

Well, way back in July Miss Hazel Houston,
daughter, of Mrs. James Houston of the Club
house in our town, went to Washington and was
married to Mr. Fred M. Coombs of Deer Lodge.
The happy event occurred at Port Orchard,
Washington, and no one knew it until right now.
We offer our congratulations, and very best
wishes to this happy couple.

E. M. Kay, who has been agent at Hilger for
some time, is now working at Bozeman, in place
of Ralph Kemberling, who was checked in at
Gallatin Gateway, later bumped by Jack Weather-
ly from Harlowton. Agent Jost from Gateway
went to Hilger.

H. C. Rector took a three days' vacation, went

over to see the big football game, came home
and visited around the office and went back to
work. Can you beat it? Now when I take a
vacation—some folks just can't get away from
their work though. He says he had such a good
time, he is going to take another some time
though.

Miss Evelyn Barton, daughter of Engineer
Barton, is now working in Bozeman at Orin
Brothers music store.

Mrs. Dolly Pettit from Butte is a guest at the
John Smeltzer home here.

October 7th a son was born at the local hospi-
tal to Mr. and Mrs. Clifford Wilcox. The
makes Fireman Herb Wilcox a grandpa, and
Clifford is his son. We offer our congratulations
on this event but we feel real sorry for Grandpa
as he was so old he couldn't play cards or dance
or anything at the Women's Club election party.
At least we suppose that was the reason, and
feeling sorry, we went out and talked things over
with him. A good time was had by both of us.

Mrs. A. Gorsky has returned from a visit at
Tacoma, where Mr. Gorsky is working.

Lots of elk coming into town the past month.
Jimmy Campbell, Pat Oragan and Art Carlson
brought in one each, and every other car that
passes along the highway has one hanging on the
somewhere. A number of deer came into town
during the season and most of our hunting
brothers got their share of ducks and geese this
fall also.

Miss Edith Townsley, who is going to school
at Dillon, has returned there after a short visit
home.

Mrs. John Rogers, wife of Conductor Rogers
is in Deer Lodge and Three Forks for a short
visit with friends until Mr. Rogers leaves for
Los Angeles, where they will spend the winter.

Engineer Tibbitt, who has been working extra
for a few weeks, has returned to Sheridan.

Operator Harrington was off a couple of days
and was relieved by Operator Campbell.

Mr. and Mrs. Paul Simmert have gone to
Tacoma to spend a week or so visiting friends.
The trouble crew has been laid up for two weeks
and most of the crew are taking advantage of
this opportunity to make a few trips and visit
a few folks they have not had time for heretofore.

Mrs. Bales, wife of Fireman Chester Bales,
has returned from a month's visit with her
sister in Oregon. She reports a fine time and
never gave a thought to either Chester or the
pup.

Wisconsin Valley Division Notes Lillian

PETER HOLLINSHEAD retired passenger
conductor on the Valley passed away at his
home at New Lisbon, Wis., on Tuesday after-
noon, Oct. 25th, following a brief illness. Mr.
Hollinshead, or "PETE" as he is better known,
all over the division, and elsewhere, was born
at Stroudsburg, Pa., May 19, 1845. At the
age of 16 years he responded to his country's
call, enlisted and served during the Civil War.
Three years prior to entering the Civil War he
was employed by the New York & Erie Rail-
road as a water boy. He was rapidly ad-
vanced and a few years later was "running" as

a conductor which occupation he followed un-
til his retirement from Railway service in Sep-
tember, 1929. His long and uninterrupted serv-
ice as passenger conductor on the Wisconsin
Valley Division made him a widely known and
familiar figure to the traveling public who will
long remember him for his courtesies and kind-
nesses. Masonic services were held and burial
was in the family lot in the New Lisbon Cem-
etery. The division employees extend sympathy
to the relatives.

The members of the auxiliary to the Brother-
hood of Railway Trainmen recently drove to
Stevens Point to attend a meeting of that chap-
ter, cards were played and those who won prizes
were Mrs. Lawrence Nowitzke, Mrs. Erwin
Graham, Mrs. Roland Bertrand and Mrs. Bert
Lency of this city.

Mrs. Wm. McEwen has returned to her home
on convalescence after an operation for appendicitis.
Mrs. Wm. Milne of Cedar City, Utah, is
visiting with relatives in Wausau.

Mr. and Mrs. Bernard and daughters, at-
tended the funeral of Mrs. Bernard's mother,
Mrs. Caroline Scovell, who passed away at the
home of a daughter at Necedah. Interment was
made in the Monroe Center Cemetery.

Mr. and Mrs. Fred Schefelbein visited with
relatives at Tomah recently.

Mrs. J. E. Dexter visited with friends at Mil-
waukee, the first part of November.

Mr. Arthur Yates, night round house foreman,
spent a few days at Perry, Ia.

The Ship-By-Rail Club which was recently or-
ganized is meeting with enthusiasm on every
hand. The membership is rapidly increasing
and it is evident that some very good and effec-
tive work is to be done in the future.

The Deer Hunting season will soon be on
and great plans are being made, discussions can
be heard and gun put in readiness. There won't
be any disappointments because all our hunters
are confident they will get their quota.

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

D. H. A.

WELL the big election is over and the
country has gone democratic and we can
all get back to normal again. If all the prom-
ises that were made are to be fulfilled the dark
days of depression will soon be over and pros-
perity will be with us again. Let us hope it all
comes true.

Mrs. Mildred Richardson of Lemmon, S. D.,
is spending some time in the West visiting at
the home of her sister, Mrs. Tasnady, at Port-
land, Ore., and at the William Wands home at
Finchurst, Wash.

Mrs. C. W. Nath and two daughters, Betty
and Caroline, have gone to Long Beach, Calif.,
for the winter. They will make their home with
Mrs. Nath's daughter, Mrs. L. Brascamp. Mr.
Nath will join them later.

The following officials transacted business here
a few days: Messrs. C. H. Buford, R. J.
Middleton, H. B. Earling and N. A. Meyers of
Seattle, J. T. Gillick of Chicago and Supt. G. H.
Hill of Miles City.

We are glad to know that the forces have
been increased at the local roundhouse giving
employment to a number of men who have been
out of work for some time. May the good work
continue.

After an absence of a year and a half, Mr.
and Mrs. Frank Schneider are again residents
of our fair city, Mrs. Schneider arriving from
Menominee, Mich., last week, and they are now
comfortably located in the Brown Palace Hotel.
Frank now wears the big smile that won't
come off.

Mr. R. S. Lewis spent a few hours here with
old friends on his way home from Bowman,
N. D., where he spent the last six weeks as
agent there, Agent "Doc" Byrne having
taken a trip to Texas. We heard all kinds of

wild rumors about Doc, that he was sitting on
an old well down there, and that he was bring-
ing back a wife, etc. How about it Doc?

Mrs. A. F. Manley and two daughters, Helen
and Frances, spent a few days in the twin
cities.

Among the old boys who have been back
here to make a few trips and hold their rights
are William Wands and Ralph Knott of Ever-
ett, Wash., Warren E. Roberts and E. J.
Stadin of Snohomish, Wash. By the way, win-
ter must be here as "Whitey" Knott is raising
his annual crop of whiskers.

Mrs. Wm. F. Hogan was called to Wenatchee,
Wash., by the serious illness of her mother,
who passed away on November 3rd, the remains
being taken to McGregor, Ia., for burial.

The H. A. Mosher family are enjoying a visit
from Mr. Mosher's brother, Mr. Oren W.
Mosher of Oakland, Calif.

Second trick operator A. E. Bennett of
Reeder, is quite ill at the Mobridge hospital.
He is being relieved by R. L. Chase.

Mrs. J. P. Rothman is visiting relatives at
Menominee, Mich. The other day the family
cat was missing and John had to pay out a
dollar reward for its return.

The temporary position as operator at the
relay office has been taken off letting out Wm.
F. Hogan. He will go to Walker, S. D., dis-
placing Nick Gahr, as agent there.

Conductor James Fagan of Marmarth has
been a patient at the Mobridge hospital suffering
from rheumatism.

Herman Wahl worked third trick as car
clerk during "Topsy" Rinderneck's absence,
putting Ernie Rinderneck back at his old job
as call boy for a few days.

Miss Helen Bugbee of Miles City, visited with
Mobridge friends for a few days, a guest at
the Conger and Rothman homes. No wonder
our second trick car clerk is so good natured
these days.

We always knew Roadmaster Ole Haanes

MORE TONNAGE

More tonnage hauled per
locomotive is but one of
the advantages of pre-
venting foaming with
"B-A Anti-Foam."

Terminal delays are re-
duced, train movement is
speeded up; fuel and wa-
ter consumption costs are
cut and lubrication is
improved.

Bird-Archer water treat-
ment engineers and lab-
oratories are always at
your service.

**The Bird-Archer
Company**
New York Chicago Philadelphia
**THE BIRD-ARCHER COMPANY
LIMITED, MONTREAL**

Laboratories and Plants at Phila-
delphia, Chicago and Cobourg, Ont.

You will never know . . .

OF THE CONSTANT NON-FLUCTUAT-
ING PRESSURE THAT CAN BE DELIV-
ERED TO YOUR OXYACETYLENE
WELDING TORCH UNTIL YOU HAVE
OPERATED—



**THE AIRCO
2 STAGE REDUCTION
OXYGEN REGULATOR
Style No. 8401**

1. Will not freeze or fluctuate in cold weather operation.
2. Requires no adjustment to compensate for falling cylinder pressure.
3. Avoids annoyances and saves operator's time.
4. Rugged and compact.
5. Proved in actual service.
6. Not expensive.

AIR REDUCTION SALES CO.

McCORMICK BUILDING, CHICAGO

CHICAGO

MILWAUKEE

MINNEAPOLIS

SEATTLE

WEST COAST WOOD PRESERVING CO.

is successor to timber treating operations of

Pacific Creosoting Company and J. M. Colman Company

Both of Seattle, Washington

Plants located at EAGLE HARBOR and WEST SEATTLE

Main Office: 1118 Fourth Avenue, SEATTLE

To Milwaukee Patrons

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

Three Forks Creamery Co.
THREE FORKS, MONT.

DELICACIES FOR THE TABLE

Specialties

Butter, Eggs, Cheese, Poultry,
Game, Fruits and Vegetables

E. A. AARON & BROS.
CHICAGO, ILLINOIS

FISH and OYSTERS

Supplying Hotels, Restaurants and Clubs
Our Specialty

Phones Roosevelt 1903, all departments

W. M. WALKER

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

E. A. Aitken R. R. Anderson
Telephones Roosevelt 1775-1776

R. R. ANDERSON
WHOLESALE
FRUITS AND VEGETABLES

Purveyor to
HOTELS, RESTAURANTS, CLUBS, HOSPITALS,
INSTITUTIONS, and DINING CARS
42 South Water Market, Chicago, Illinois

PLAYING CARDS

FINEST QUALITY LINEN FINISH

Beautiful colored reproductions of the famous
Olympian or majestic Old Faithful Geyser on backs
—in durable and attractive telescoped containers.
Every Milwaukee Employee should have a deck.

Now Only 35c

On Club Cars and Dining Cars
and at practically all Ticket Offices

Or by mail from

W. B. DIXON, General Passenger Agent
702 Union Station Chicago, Ill.

was a hustler and a good Norwegian and a great deal of credit should be given him for the good work he did for the Milwaukee Women's Club in securing memberships while on a trip on the South line.

"Smokey" Vail was one of the lucky winners to receive the second prize of \$15.00, given away by the American Legion at their annual dance on Armistice night.

While Mrs. George Dutrow, wife of Conductor Dutrow, was driving to Marmarth, she had the misfortune to collide with a truck, receiving serious injuries. She was taken to the Moberg hospital where she is being cared for and at this writing she is somewhat improved.

Twin City Terminals

Leda Mars

RECENTLY at Kingston, Minn., occurred the death of Louis Anderson, formerly Assistant Freight House Foreman at Minneapolis and Twin City Transfer. Mr. Anderson had retired from active service about two years ago and at the time of his death was 73 years of age. Mrs. Anderson died two years ago.

Among the Freight House Employees who are on the sick list are the following: Peter Hartland, George Zemers, Fred Beall and Wm. Pomeroy. We wish them all a speedy return to health.

Since when did Ray and Frank, two of our local freight Hunters, think that decoys were live ducks. Don't pay to shoot eight shots away like that. Back up, Frank, we are running over a flock of ducks.

Mr. McCluskey got his usual number of pheasants according to all reports. How much did they cost you, Mac?

Wonder what the Topic of the Day will be, now that Election is over.

Mike Ahern went hunting last month. No results. Good alibi, claims birds were flying too high.

Among the Milwaukee Employees that attended the Minnesota-Wisconsin game at Madison, Wis., were Gene Jacobson and Archie Niemens. Gene staying over a couple of days to visit a sister who resides in Madison. Wonder which team Gene rooted for?

Iowa (Middle and West) Division

Ruby Eckman

ENGINEER Joe Calhoun was called to Philadelphia in November by the death of his sister's husband.

George Franks and Charles Swift, a couple of the most enthusiastic hunters on the Iowa Division, had to buy a new wagon tongue in November. Neither of the boys own a wagon, but they were driving through a farm yard to get a bit of water where they planned to hunt and being so intent on watching the ducks they overlooked the wagon and drove over the tongue. They got their quota of ducks, however, but when the cost of the wagon tongue was figured, they were rather expensive.

William Ginn, known to most all the folks along the Milwaukee line, is wearing a new button on his coat lapel of which he is justly proud. It indicates forty years membership in the B. & O. R. T. "Bill" was incapacitated a good many years ago from further services as a trainman yet he has maintained his membership in the organization all the years.

There were four surprise parties held on Milwaukee folks at Perry recently when friends gathered to surprise and help celebrate the birthday of Engineer Wesley Leonard and his wife, and also Victor Hansen. The Dodds family moved into a new neighborhood recently and some of the railroad people gathered to help Mrs. Dodds with the "house warming."

District Safety Inspector Victor Hansen and family were called to Milbank, S. D., in November by the death of Mrs. Hansen's mother. Mrs. Wylie, whose husband was for many years a Milwaukee engineer, was an enthusiastic worker in the Women's Club from the time it was organized until her health failed.

F. M. Blakslee, agent, Defiance, returned to work Nov. 1st after a month's vacation. Glen Finders relieved him. Finders then went to Panama to work a few days while William Uptegrove went home to Nebraska to see his mother.

Lawrence Fiala relieved Agent Huyck at Newhall, Agent Hutton at Herndon and Agent Hastings at Coon Rapids the fore part of November.

Machinist Helper Nick Slater was off duty for several weeks as the result of an injury. He rides home from the roundhouse with some machinists each day and when he alighted from the auto and started across the street, another car turned the corner at a rapid pace. In his haste to reach the other curb before being struck, he stumbled and fell against the curb, injuring his collar bone and one hand.

James Wagner and wife were out in Colorado for a few weeks in October and November visiting Dr. Hunt, a former Milwaukee engineer, who is now a dentist in Denver. "Jim" retired on pension a few months ago and is going places now that he never felt he could take the time off to visit. His trip to Denver was the first he had made there in years.

William Neal, son of Conductor H. A. Boisen, commenced work in St. Louis in November for a big chemical plant. William worked his way through Iowa State College at Ames, majoring in chemistry. Each of the four years he attended college he attended the honor banquet given for those ranking among the three highest in each department. His position is in line with the work in which he specializes.

H. P. Ward, a retired conductor who lives in Perry, cast his seventeenth ballot for a republican presidential candidate on Nov. 8th. Harry cast his first vote for Abraham Lincoln in 1864 and has never missed voting for a Republican. He was ill at home, but was taken to the polls by friends so he could cast his ballot and maintain his record of 68 years.

Engineer Guy Emerick's family were in Marion November 6th to help Mrs. Emerick's father, Engineer L. K. Owens, celebrate his 75th birthday anniversary. "Lew" went hunting and brought in the ducks for the birthday dinner just like the Pilgrim Fathers did the wild turkeys years ago.

Switchman Dell Coltrin has returned to work after a seven months' lay-off on account of an injured arm.

Mrs. Grace Thornbrue Gentine, a former stenographer for the Milwaukee, is now a radio artist taking the part of "Aunt Grace" in the

Grace and Cousin Walter skit which appears over WCFM of Chicago. Grace also announces a Girl Scout program each week.

N. N. Embree, who, until a few months ago, was agent at Madrid, died at that place the latter part of October.

Conductor C. A. Dobbins is back to work after being off duty for several weeks with an injured knee.

The management of the Grand Theater at Perry offered a prize of \$2.50 to the first Perry woman who would agree to sit through a showing of "White Zombies," a recent film. The showing was to be at midnight and the woman in question was to be locked in the theater alone. Mrs. Earl Townley, wife of an extra engineer, was the first to send in her application and sat through the picture. It was quite a thrilling experience.

Iowa Division, Second District

H. H. Jacobs

Old Man Winter and the Democratic election victories descended upon us the same day. The snow delayed trains as well as buses, and with the accompanying colder weather, seems to have improved the coal movement.

The cards for the Milwaukee Railroad Employees' Fuel and Medicine Fund have again been received and signed up. We know that the fund will accomplish much good this winter.

Lyle Luther is now the driver on the second run of the Rockwell City-Storm Lake bus.

Agent Myers was relieved at Jolley, by H. Calhoun for a few days the fore part of November.

An improved Sunday morning live stock service to U. S. Yards, Chicago, was made effective November 6th from stations Rockwell City to Herndon, whereby the stock is loaded and forwarded from those stations Sunday morning for the same Monday morning market at U. S. Yards.

We are sorry to report the death on November 4th of Mrs. Laura Davis, mother of Lotta Davis, former clerk-stenographer at the City Ticket Office, Des Moines. Mrs. Davis had been in failing health for some time. Burial was at Keosauqua, Iowa.

Florence (Nelson) Ibsen and husband have moved to the big city of Chicago. She has recovered from her short illness and is looking the picture of health.

Mr. and Mrs. N. P. Van Maren, Des Moines, are the proud parents of a baby daughter which arrived Nov. 9th. Congrats, "Van."

Conductor McGrath had quite a siege with the "flu" but resumed work the last of October.

C. E. ("Gene") Bachman has resumed work in the City Ticket Office at Des Moines.

The Samuels track outfit did some track work the forepart of November in the vicinity of Clive.

The freight train crews operating between Perry and Spirit Lake have been reassigned so that they now operate through on Nos. 63-97 Perry to Spirit Lake, and return with short layover at Rockwell City.

Fullerton Avenue Building

A. M. D.

THE thousand office employees working in the Fullerton Avenue Building have not stopped enrolling in the "Ship-By-Rail" Club movement, but have secured over two thousand additional members among their friends not working on the Railroad. The Illinois State Association has set a goal of half a million petitions. Sixty thousand have already been printed and distributed to the various clubs of all railroads throughout the state. It is gratifying to see the Fullerton Avenue crew step into this as they have every other worth while endeavor.

We are happy to begin our notes with the announcement of another "Blessed Event." Mary Emerson, formerly of the Freight Auditor's office, now Mrs. Johnson, is the mama of an 8½ lb. baby boy. We suppose Grandpaw Emerson is bragging that the baby looks like him.

J. H. Good of Mr. J. F. Hogan's bureau had

his pocket picked. We understand that J. H. caught the thief but was unable to hold him.

Mr. W. P. Heuel, our Auditor of Overcharge Claims, had his tonsils removed. He has recovered very nicely from the operation.

Clara Lakowski of the Central Computing Bureau was married on Thanksgiving Day at St. Bonaventure's Church. Miss Lakowski served for a number of years as Assistant Head Clerk of the bureau and during this time we have all come to know her well enough to congratulate the lucky stiff who will get her as a wife.

At the time this is being written Mr. F. D. Dale, our Auditor of Station Accounts, is a very sick man. We sincerely hope for his early recovery.

Frank S. Patterson spent part of his vacation at Laramie, Wyoming, visiting his son, who is attending the University of Wyoming.

For absentmindedness Art Freitag is at the head of the class. Not only does he forget to stay off when he is supposed to be on vacation, but a few days ago he came to work minus his tie. His only excuse on both occasions were "he forgot."

Married, November 5th, 1932, Calmar H. Gasman, of the Car Accountant's office, at St. John's Church, Montrose Ave., to Clarabelle Bebbler. June is Chimes Time for the Wedding Bells to ring and we don't know why Cal chose this time of the year for such a ceremony, but just the same we wish him success in the undertaking.

Harold Meyer loves his "Sax," but some of his neighbors don't. A cop recently advised him of this fact, and Harold is downhearted. He is fortunate it was only a "Cop" that visited him. Sometimes it's different. Better find a cave, Harold.

A Perfect Trip

"Fine Road Made a Lot of Good Boosters" THE letter which follows expresses the thanks of the Grand Army party that traveled via

Here's Work for Furloughed Men

Permanent Employment For Those Not Afraid to Get Out and Hustle

Attractive Proposition—Desirable Location

IF YOU ARE BIG ENOUGH TO WORK FOR YOURSELF, YOU CAN MAKE MONEY WITH US

Write Today to
H. C. CONLEY, Vice-president
Railroad Department



Established 1887

ALL OVER THE UNITED STATES

A Complete Line of Quality Coals For Every Industrial Requirement

WE SPECIALIZE IN LARGE TONNAGES FOR
INDUSTRIAL PLANTS
PUBLIC UTILITIES
RAILROADS
STEAM PLANTS
GAS AND BY-PRODUCTS PLANT

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

Our resources comprise a total controlled production in excess of 5,000,000 tons annually of coals for every industrial purpose, from eleven mines in Illinois, Indiana, Kentucky and West Virginia.

BINKLEY COAL COMPANY

230 North Michigan Avenue CHICAGO

BRANCH OFFICES:
MINNEAPOLIS ST. LOUIS CLEVELAND INDIANAPOLIS
Foshay Tower Railway Exch. Bldg. Union Trust Bldg. 1828 N. Illinois St.

our line from Tacoma to the grand encampment at Springfield, Ill., in October:

Tacoma, Oct. 12th, 1932.

Dear Mr. Valentine:

CREOSOTED MATERIALS and COAL TAR PRODUCTS

★
Republic Creosoting Co.
Minneapolis

I am sending you this word of appreciation for the splendid service we, the Grand Army party, received on their late trip to the National Grand Army Encampment, at Springfield, Ill.

The trip was perfect, the cars were cool, and the service under the care of Mr. Gulbransen, was as fine as we ever have had. We all voted this trip the best all-around trip to the National, in its history.

Your fine road has made a lot of good boosters among the Grand Army. We talked it and sang it all the way going, and even at Springfield, and I had the honor while there (when I placed the flag in Lincoln's Tomb) of broadcasting the program and I told again of our trip and the splendid service of your road. I spoke to 5,000 people who were seated in the park in front of the tomb, besides the broadcast.

Again I wish to thank you; your road is all you claim for it and more. We all feel at home on it.

Always loyally yours,

Frances M. Haskell,
620 N. Starr St., Tacoma, Wash.

P. S. Anything I can do at any time, command me.

The Very Road For Me

Ye kin talk about yer Air-o-planes, yer Dirigibles and sich

ALL them contraptions of the Air, thats built jest fur the rich

And brag about their awful speed, and all sich fool-ERY

But the FINE Milwaukee Rail Road is GOOD enough fur ME.

I like to travel on the ground, not tearin thru the Sky

So—the Milwaukee railroad jest suits ME, I aint hankerin to fly

With her great electric Engines, and road bed smooth's can BE

Is WHY the Milwaukee railroad is the very road fur ME.

I aint speekin ONLY fur myself, but travelers near and far

And I'm thankin' you fur service, render'd to the G. A. R.

They were cared fur like yer fathers, and was as happy as could BE

And from NOW on, YER FINE railroad is the road fur THEM and ME.

Frances M. Haskell
620 N. Starr St., Tacoma, Wash.

What Is the A. R. A. (Continued from page 6)

The numerous accomplishments and their value would take more space than has been allotted me, but to my mind the most outstanding were the adoption of the interchange rules; the replacement, beginning in 1887, of the pin and link draw bar with the present type of car coupler, which allows the coupling by impact instead of requiring the switchmen to go between the cars to effect the coupling; the adoption in the early 80's of the air brake, which allowed the speed and the stoppage of the train to be under complete control of the engineer; the adoption of standard parts of cars; the cast steel truck sides in place of the arch bars, and the adoption of standards in the construction of the various types of freight cars. Further progress is continually going on, and, among other things, there is now under investigation a standard specification for draft gears which will ease the shock on the cars so as to not only minimize the damage to the cars but also to eliminate or reduce to the very minimum the damage to the lading; also an investigation as to the practicability of adopting a method of automatic coupling of train line connectors so as to eliminate the necessity of going between the cars to couple the steam train line, air brake and signal train lines. (There are upwards of 60 such devices now on the market, some of which are entirely impractical, while others possess considerable merit.)

The gradual increasing length of the trains, the ability to negotiate long, heavy grades without helper engines, the problem of conserving fuel, softening of water for the boilers, and many other features brought about, in the year 1868 at a general meeting held in Cleveland, Ohio, a joint railroad association of the locomotive departments. This Association was known as "The Master Mechanics Association" and provided a means for exchange of ideas

and experiences, and a general co-operative spirit of helpfulness toward solving the difficulties in the economical operation of locomotives.

Another important happening as a result of the organization of "The Master Car Builders Association" in 1867 was the selection of this Association, by the United States Government, as a medium for all of its general dealings with the railroads. Some of these problems were beyond the scope of the Car Department mechanical officials, and this brought into being in the year 1891 an organization of the executive officers of the railroads, known as "The American Railway Association." Originally, this Association was organized in the year 1872 and their gatherings known as "Time Table Conventions," which had to do with the adoption of summer and winter time schedules for through passenger trains, until April, 1883, when the system of Standard Time was made effective, and the adoption in that year of uniform train signals. At its convention of October, 1875, the organization changed its name to the "General Time Convention," by which it was known until October, 1891, when the name was again changed to that of the "American Railway Association." The original name "American Railway Association" therefore dates back to October, 1891, but the organization as far back as 1872, composed as it was of the executive officers of the railroads, handled matters of greater importance than was within the scope of the mechanical officers through "The Master Car Builders Association."

We, therefore, had in the year 1891 three international railroad organizations; namely, The Master Car Builders Association, The Master Mechanics Association and The American Railway Association. These continued until the year 1918, when the United States Government took over the operation of the railroads during the World War, at which time all of these Associations were merged into one—The American Railway Association—for the purpose of concentrating all effort. This will make it clear why in the earlier days all association standard parts of cars and all rules and regulations issued were marked "MCB" and later changed to read "ARA."

The adoption of the Government standards for Safety Appliances in 1911 was accomplished through and with the co-operation of the Association. Again early in the 1900's when the Government directed that cars be equipped with an air brake functioning in ways which the present air brake was unable to do, the Association, through conference with the Interstate Commerce Commission, had the order deferred until tests could be made for the purpose of ascertaining whether an air brake functioning in these new ways would be practical. With the approval of the Commission such tests were undertaken in 1925. The co-operation of the air brake manufacturers was obtained and the laboratory facilities of

Purdue University at Lafayette, Indiana, were engaged. A Director of Research was secured to take charge of the tests. The laboratory tests were very exhaustive and train service tests were then undertaken. After thoroughly canvassing the various railroads for a suitable stretch of road to make the latter tests, the line of road on the Southern Pacific, between San Francisco and Portland, was decided upon because of its condition of heavy mountain grades, long moderate grades, level stretches, and severe and numerous sections of curvature. Every conceivable test was made—trains of from 50 cars to 150 cars, empty, loaded, a mixture of each and with recording devices of the most sensitive kind to note every thing occurring under the various conditions—this extensive test went on until its completion last year. The compilations are now being made for the Association and it is believed that very valuable data on the air brake will be available.

I cite these things in some detail to indicate how impractical, if not really impossible, it would be for any individual railroad to undertake and carry these things through; hence the necessity for a national or international organization of railroads.

We sometimes become discouraged and impatient in the study of the various rules of the A. R. A. and in this way fail to acquaint ourselves with their requirements. No greater mistake can be made because our alertness, perseverance and ambition to absorb, understand and apply such regulations makes us not only more efficient but it redounds to the interests of our own railroad and to the public good.

I have had the privilege to serve on several A. R. A. committees and for the past 26 years I have continuously served as a member of the Sub-Committee of its Arbitration Board, a board to which is delegated the duty of correctly interpreting the interchange rules and settling disputes between subscribers as to whether equipment was damaged in fair or unfair usage as well as the correct or incorrect rendition of bills for car repairs. Such service has been a great education to me and I have always been greatly impressed with the earnestness and the desire toward equity in arriving at the decisions of all controversies.

All railroads in the United States, Canada and Mexico are subscribers to the A. R. A. Interchange Rules, and I am safe in saying that upwards of 98 per cent of all private car owners are also subscribers. I cannot understand why any private car owner would refuse to subscribe, as the Arbitration Board of eight members includes two who represent private car owners' interests. It seems so strange to think that any business firm would allow a piece of equipment representing an investment of considerable money to travel all over the country without agreement of any kind with the parties handling it.

YOUR Fire Pail and Barrel Equipment

Becomes
Much More Effective When

SOLVAY

TRADE MARK REG. U.S. PAT. OFF.

CALCIUM CHLORIDE

is added to the water

Write today for prices and valuable
booklet on fire extinguishing systems

Ask for booklet 16555

Solvay Sales Corporation
Alkalies and Chemical Products
Manufactured by
The Solvay Process Company
61 Broadway New York

Your Local Watch Inspector Deserves Your Patronage!

MILTON PENCE

29 E. Madison Street :-: CHICAGO, ILLINOIS

F. H. BARTHOLEMEW

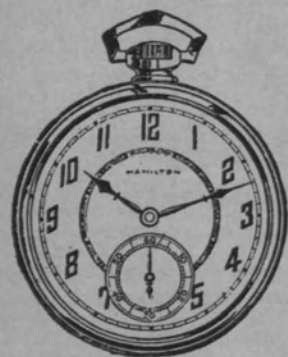
2353 Madison Street :-: CHICAGO, ILLINOIS

H. HAMMERSMITH

332 W. Wisconsin Avenue MILWAUKEE, WIS.

CHAS. H. BERN

Union Station Bldg. :-: CHICAGO, ILLINOIS



The above are
Official Watch
Inspectors for



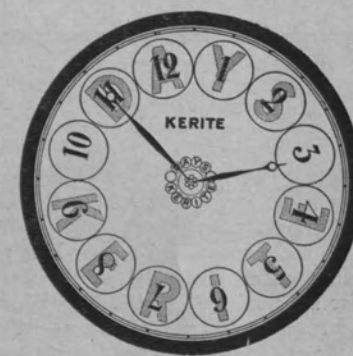
The MILWAUKEE ROAD
Consult them when considering the purchase of Watches or Jewelry

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, depend-
able and that it
has a long
life.

THE P. & M. CO.
Chicago • New York



Time is the great test.
The most efficient and
permanent insulation
known is

KERITE

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

17 VON PLATEN-
FOX Co. 17

Manufacturers and Distributors of

Lumber and Fuel Products

Capacity 40,000,000 Feet

Mills at Iron Mountain, Michigan

Chicago Office
1412 Straus Building
Telephone Harrison 8931

CLASSIFIED ADVERTISING

The use of these columns is FREE TO EMPLOYES of the MILWAUKEE, who have personal property to exchange or sell. Your copy must reach the Editor not later than the 15th of the preceding month. Your name and department for which you work must be sent in on a separate slip.

FOR SALE—One set of International Correspondence School books and air models and charts on locomotive running and engineering. The set of books consists of 6 volumes and also one volume of Locomotive Cyclopedia, 1922 edition. All for \$35.00. W. D. Bellesfield, Rock Valley, Iowa.

FOR SALE—A beautiful registered Morgan colt, 7 months old. Carries blood of some of the best Morgans in history. Beautiful pure white shepherd police pups for Christmas delivery. Eligible for registry, priced \$10, \$15, \$25 c. o. d. Write for pictures and more information of these wonderful and beautiful dogs. Persian kittens, all colors, full blooded and part Persians. Prices ranging from \$3 to \$10. All real beauties. Silver foxes; breeding stock and furs. Quality—not quantity—and satisfaction guaranteed.

PERFECTOGRAPH, \$12. Prepaid, or what have you to exchange? Write Donald Gustafson, Neola, Iowa.

FOR SALE—Good land in Minn. Timber country; good hunting, trapping and fishing. Timber for fuel and building. This is a chance for a home of your own and very easy terms. Sell from 1 acre up, but prefer to sell in 5-acre tracts. Five years to pay if wanted. Write H. M. Lueder, Box 25, Mahto, So. Dak.

SALESMEN — Introduce \$1.00 Razor Blade Sharpener at 50c, over 150 per cent profit. New and superior to anything on market. Sells on sight. Full or spare time. G. Kaufmann, 3153 Ainslie St., Chicago.

FOR RENT, SALE, OR WILL TAKE in a partner. Small investment needed to become partner in my 2,000 acres of Northern Minnesota improved farm land with buildings and 2 large private lakes on this land. The best for summer resort, dude ranch and general farming. A. A. Reich, 3505 W. Park Hill Ave., Milwaukee, Wis.

FOR SALE—Five acres irrigated orchard mature bearing apple trees, near Otis Orchards or Green Acres, Washington, about thirteen miles from center Spokane toward Coeur d'Alene, Idaho. No buildings; land suitable for country farm or city suburban home; near steam, electric and automobile roads. Write Apartment 1, 112 South East Avenue, Oak Park, Ill.

FOR SALE—7-room frame house, furnace heat, two lavatories, two-car garage. Corner, excellent transportation; four blocks from C. M. St. P. & P Mayfair Station, Chicago. Clear, price \$6000, or will rent at \$45.00 per mo. Address G. A. Semmlow, 2433 Fargo Ave., Chicago. Phone Bri. 3397.

FOR SALE OR EXCHANGE—Modern Brick 2 Flat Bldg. in Jefferson Park, Chicago, well financed, near schools and car lines, convenient to Forest Glen Station; will trade for 5 or 6 room house or bungalow in Chicago or in suburb on Milwaukee Road. Inquire P. A. Schloss, 208 Union Station, Chicago.

FOR SALE—Our beautiful suburban home, containing two city blocks. Just 24 blocks from the center of a city of 23,000 pop. Has a semi-bungalow house 28x30, full cement basement; has hot water heating plant, big cistern, fine well, two stall garage, large chicken house 20x40, divided into two rooms. Plenty of shrubbery, pine, elm and ash trees. This would be a fine home for one retired or who wants something to busy himself. There is a large grape vineyard, also a large raspberry patch, plum and crabapple trees. All fenced. A real bargain in one of Iowa's best cities. For further information write Walter J. Strong, 924 15th St., S. E., Mason City, Ia. P. S.—Would sacrifice for quick sale.

SAVE These Banks are Recommended to **SAVE**
Milwaukee Railroad Employees
You will find willing and able counsel among their officers.
Take your problems to them and let them help you.
START A BANK ACCOUNT

EVERYONE SHOULD HAVE A
BANK ACCOUNT

We Solicit the Patronage of
MILWAUKEE EMPLOYES

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

GET THE SAVING HABIT

MERCANTILE TRUST &
SAVINGS BANK of Chicago

Opposite the Union Station
Jackson Boulevard and Clinton Street

MEMBERS OF
CHICAGO CLEARING HOUSE ASSOCIATION
AND FEDERAL RESERVE SYSTEM

DIRECTORS

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

Types of Leadership (Continued from page 4)

There may be also another type of leadership not included in any of the foregoing. Call it the PIONEER type—he who is first to bring forth a new idea. It is a composite type, partaking, to some extent, of all the above-mentioned types. It is perhaps most commonly found in the field of manufacture, and may be illustrated in the ideas advanced by such men as Henry Ford, James J. Hill, George Westinghouse, the Wright brothers, Marconi, et al.

Pioneer leaders must not only enunciate their ideas, but they must also put them to the "acid test" and produce in practical form that which they enunciate as well.

If all these things are done, this is really one of the most difficult forms of leadership; because it is most commonly found in the commercial world, and as a consequence, will, sooner or later, face all forms of competitive animosity.

Though the penalty of leadership is heavy, there is a compensating satisfaction to the true leader. 'Tis said that "imitation is sincerest flattery"; and it is true that all efforts to equal the work of a leader are merely added proof of such leadership, furnished by those who seek his downfall. Thus is the real superiority of the leader most strongly confirmed. The greater the "opposition, the greater is the assurance of worth in that which is opposed."

If we are not leaders—though we may all be, in some way, if we will—then we are followers. Let us choose our leaders, whichever type appeals to us most, and follow with enthusiasm. Shout it from the house tops; work for the glory of the cause; and best of all, be a consistent, persistent, insistent LIVER and practitioner of the leader ideas we have chosen. In this alone, lies a measure of great success.

Thirty-Two

SPORTS

The Chicago Passengers Club consists of ticket sellers, steamship agents, and tour representatives. Each Tuesday the Bowling Club meets at Mussey's Alleys, Wabash and Adams Streets.

The Olympian Club met the 20th Century Ltd. and the following scores resulted on November 15th:

OLYMPIAN—					20TH CENTURY LTD.—				
	1st	2nd	3rd	Total		1st	2nd	3rd	Total
Pitts	151	128	165	444	McGarr	127	198	180	505
Kyle	188	178	223	589	Elkins	138	134	166	438
Bick	166	140	182	488	Trudeau	133	133	145	411
Beinkemper	160	170	202	532	Heinrich	203	136	153	492
Schilling	182	190	211	583	Martin	165	192	193	550
Handicap	16	16	16	48					
Team totals	863	822	999	2684	Team totals	766	793	837	2396

The standings of the Freight Auditor's Bowling League as of November 15, is as follows:

Team	Won	Lost	Average
1 Kansas City	17	10	698
2 Twin Cities	14	13	796
3 Chicago	13	14	754
4 Omaha	13	14	754
5 Milwaukee	12	15	740
6 Seattle	12	15	771

Player	Team	Games	Average
Miller	Chicago	148	
Beneke		122	
Patoek		151	
Christ		159	
Specht		174	
Peterson	Milwaukee	176	
Nickels		121	
Ganzer		139	
Pufundt		156	
Gerke		148	
Weyforth	Twin Cities	155	
Lynch		134	
Braun		155	
Ludwig		174	
Malczynski		178	

High Team Series, First	Twin Cities	with score of 2538
High Team Series, Second	Seattle	with score of 2511
High Team Game, First	Twin Cities	with score of 930
High Team Game, Second	Kansas City	with score of 871
High Individual Series	Ludwig	with score of 608
High Individual Game	Malczynski	with score of 225

First National Bank
OF
Everett, Washington

with its Capital of \$500,000, and its Surplus of \$600,000, has given intelligent, safe and constructive service to its depositors since the time it was established in 1892.

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

it's CHRISTMAS CLUB time
IN SAVINGS TOWN



JOIN NOW for 1933

Join the Savings Town Christmas Club at any First Wisconsin office and enjoy a paid-for Christmas next year. Deposit 25c to \$10 a week.

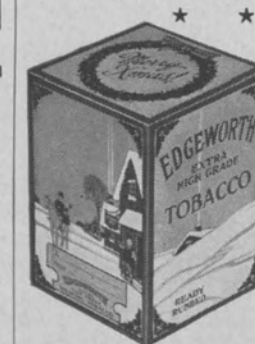
FIRST WISCONSIN
NATIONAL BANK
MILWAUKEE

Unit of Wisconsin Bankshares Group

Here's the way to bring
XMAS
JOY
to SMOKERS



THIS handsome one-pound glass humidor of fresh Edgeworth Ready-Rubbed Smoking Tobacco makes a welcome Christmas gift. You can't go wrong in giving Edgeworth. The glass humidor will be permanently prized by the smoker for keeping his tobacco fresh.



\$1.50

THE one-pound humidor tin, especially wrapped to make an attractive gift. Filled with cool slow-burning Edgeworth Ready-Rubbed in perfect smoking condition. Edgeworth Ready-Rubbed is also sold in pound vacuum packed tins. These are best for your friends who live in high altitudes or at a great distance.

worth Ready-Rubbed is also sold in pound vacuum packed tins. These are best for your friends who live in high altitudes or at a great distance.

or for only...75¢

THIS half-pound tin of Edgeworth Ready-Rubbed makes an attractive, inexpensive present in its bright gift carton. Also sold in half-pound vacuum packed tins. Edgeworth Plug Slice also in half-pounds. All in attractive Christmas cartons.

Ask your nearest dealer to show you these Christmas packages. If he cannot supply you, send us your order for the packages you want, with remittance, the names and addresses of those you wish to remember, and your card of greeting for each friend. We prepay all delivery charges. Please be careful to specify Edgeworth Ready-Rubbed or Edgeworth Plug Slice. Address Larus & Bro. Company, 108 South 22d Street, Richmond, Va. Thank you—and a Merry Christmas.





**Chicago
St. Paul
Minneapolis**

Why starts
and stops are
smooth —

Why courtesy
prevails —

Why you're
"On-Time" —

on the

Pioneer Limited

An institution of more than 30 years' creditable service, the Pioneer Limited guards closely its name.

Every man in its personnel fills a position of trust, trained to be thorough in his task, trained to be true to the traditions of his institution. To be called to the "Pioneer run" is a recognition of merit coveted by every trainman on The Milwaukee Road.

Be certain, then, that the Pioneer Limited offers patrons something

more than mechanical perfections. Their well being rests in the hands of men who appreciate that they are honor-bound to maintain the service ideals of a world-famed institution.

In addition to this distinguished train, The Milwaukee Road's fleet between Chicago and the Twin Cities includes The Day Express, The Fast Mail and The New Olympian — operating on convenient schedules.

GEO. B. HAYNES
Passenger Traffic Manager

W. B. DIXON
General Passenger Agent
Chicago

**The MILWAUKEE
ROAD**
ELECTRIFIED OVER THE ROCKIES TO THE SEA