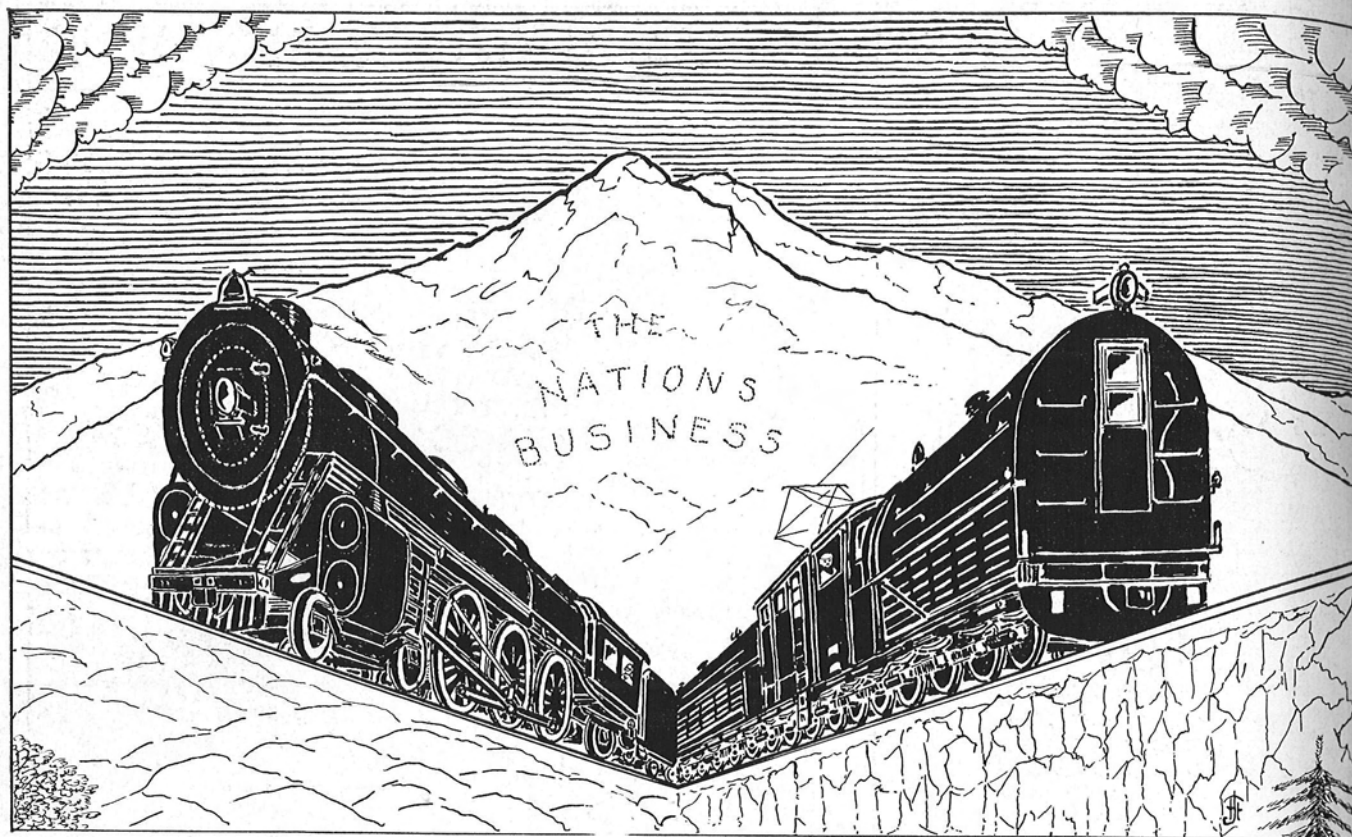




SOME other transportation agencies are making inroads upon railroad business. To an important extent this is due to the fact that these other agencies are allowed to use public facilities rent free and are not subject to the governmental regulations that control rail operations. Obviously this situation does not warrant criticism of railroad service.

The railroads are of unique value to the public in that most of the money collected from freight rates and passenger fares goes back to the people in the territory served in the form of payrolls, purchases and taxes. About one-tenth of the population of

this country is supported by the railroads through these expenditures.

It is a great tribute to the progressiveness of this country's railroads that, although a hundred years have passed since the first locomotive was invented, no other agency has been devised that can take its place. The railroads transport traffic for medium or long distances more cheaply, reliably, safely and speedily than any other agency. Continuous improvement of motive power and other equipment; of tracks and terminals, and of operating methods, has kept the railroads in first place throughout the century.

It is an interesting fact that under present conditions many railroads are being operated solely for the benefit of the public—the owners receiving no benefit from their investment.

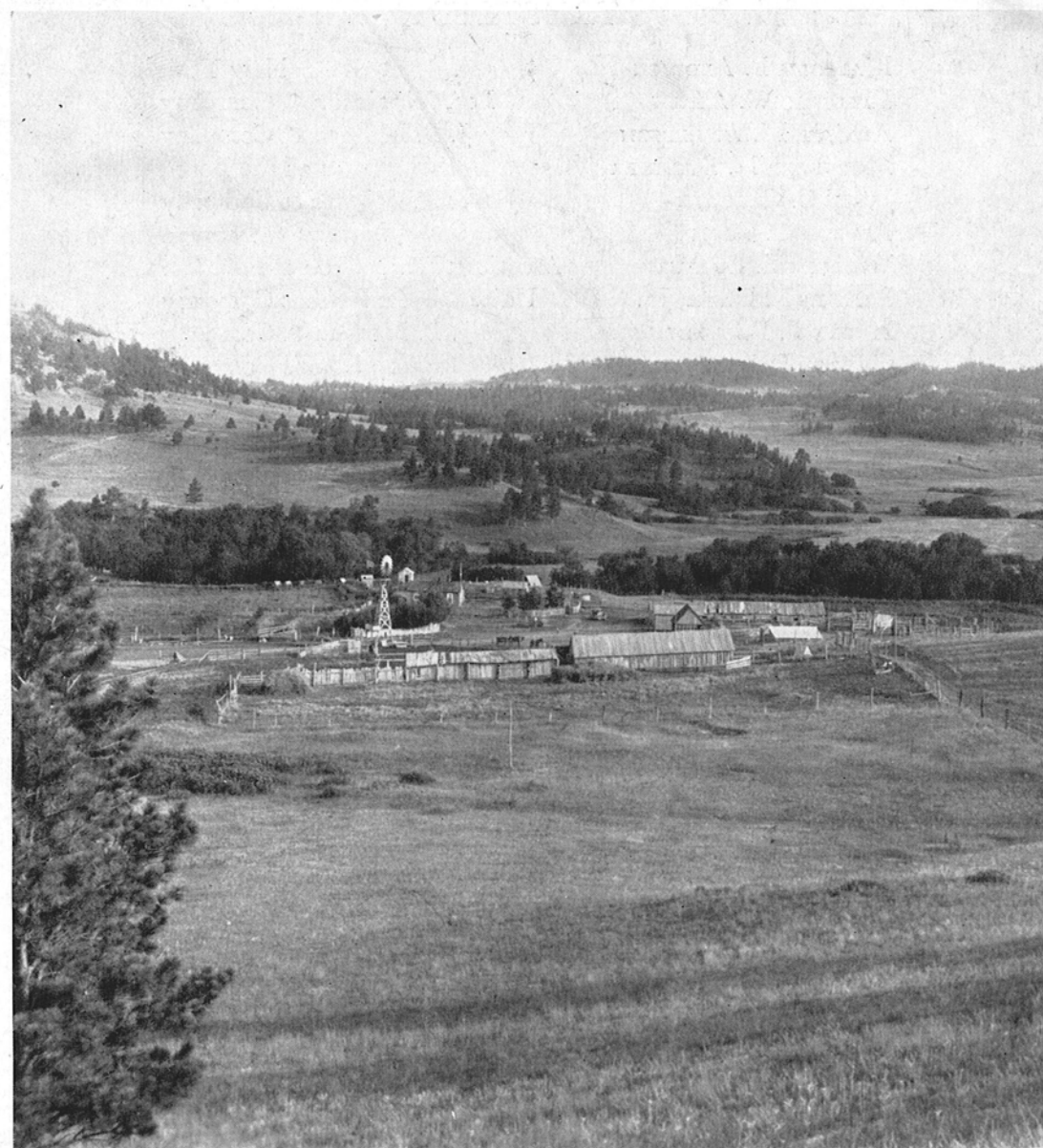


Do not the foregoing facts justify more generous patronage of the railroads by travelers and shippers in order that they may insure for themselves the continuance of benefits that only railroads can offer?

The MILWAUKEE MAGAZINE

CHICAGO
MILWAUKEE
ST. PAUL
AND PACIFIC

MARCH, 1932



In the Montana Range Country

The New York Trust Company

Capital Funds \$37,500,000

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MARCH, 1932

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More Milwaukee Magazine Readers Wanted

WE'VE BEEN EAVESDROPPING (we shouldn't, we know, but we have), and found that most of the Milwaukee people we've listened in on are pretty proud of their magazine. They like the features it contains, and especially the Division Notes where news about their friends and associates appears. They say it's a homey magazine—like getting a letter from the folks.

Not only have we found that our own people like it, but there are lots of people in the communities our railroad serves who like to read it *when they can get a copy*. It seems to us that there must be a good many of our business friends in those communities who would like to receive copies of the magazine regularly, *and that's what we want you to help us with*.

Don't you suppose you could tell some of those people that they can get it regularly? It will only cost them One Dollar a year. That's little enough, isn't it?

If you agree with us that our idea is a good one, try and see whether you can't get some subscriptions from our friends. We think they'll thank you for offering them such an opportunity.

Please send the Milwaukee Magazine to

for one year beginning with the next issue.

Attached hereto is \$1.00 for a year's subscription

Ribbons of Romance

By

RETA WILLERT RHYNSBURGER

Wife of Division Engineer, Butte, Montana

Hard cold steel, you say? Ah, no!
Ribbons of romance winding on
Over valley broad and thru the town,
Up mountain slope in rain or snow,
On and on forever they go.
They carry a load of human freight,
The young and old, the gay and sad,
Courageous and timid and good and bad.
Here are a young man and his bride,
Hope beaming bright from the face of each.
Over the ribbons of romance they glide,
Safe in the thought that no other pair
Ever started their journey down life's thoroughfare
With half of the joy and the bliss they know.
A young mother tells her babe not to cry;
The clickity-click sings a soft lullaby;
Home to the father, her heart full of song,
Ribbons of romance bear her along.
What manifold tales these ribbons could tell,—
Of a hero returning and riding alone away up ahead,
With no one to tell him whither he goes,
Except it be the draping flag or maybe a whispering rose, who knows.
Many a wondering prodigal
Who was lured away by these bands of steel,
Thinks of home when he sees them gleam,
Thinks of his mother and longs to feel
Her warm arms about him once again,
Till, restless, he travels. The night is black.
Close beneath him, they swiftly unreel,
These ribbons of romance that he calls track,
But they carry him back—they carry him back.
Bonds that unite; bars that sever,
On, on, they go forever.
They take a sweetheart away from his mate;
They bring together a father and son;
A family group they separate,
But they bring them back again, one by one.
Ribbons of romance from sea to sea,
From north to south; they penetrate
The mountain's heart with vigor consummate;
They follow the river's gentle winding
And shine as they span the canyons deep;
Across the plain, then up again, climbing along the ridges steep.
When sunlight beams on the countryside,
When night-time darkens the face of all,
On, on they go, knowing no night, knowing no sun, but going, going.
Rain makes them brighter, these ribbons that stretch
Out into somewhere from somewhere.
Snow falls and covers them quite out of sight;
But snow lasts not long on ribbons that know
They must carry on and eternally go.
There's something so steadfast about them;
There's something forever alive;
There's romance and mystery mingled
As these ribbons go on side by side,
Year after year, mile after mile, winter and summer-tide.
You say they are nothing but hard cold steel?
There's a chance that you may be right.
But your rails of steel will always be
SILVER RIBBONS OF ROMANCE to me.

A RANGE HISTORY

By E. A. PHILLIPS

ON the trail leading to Montana, close behind the miner and the adventurer, came the cowman. Trailing his herd over broad plains and through mountain passes, braving the elements and fighting dangers at every step, came the great builder, for the stockman came to build and maintain and develop his future home.

From various authorities the fact is established that cattle were in the country now called Montana, as early as 1832.

There were dairy cattle and work oxen used for freighting supplies to widely scattered posts and later to the mining camps. However, the livestock industry was actively started in 1862, though on a very limited scale. In 1864, Kohrs and Beilenberg trailed the first cattle into the Deer Lodge Valley. The years immediately following brought a great importation of cattle, for the wonderful feeding qualities of the native grasses were soon recognized.

With the settlement of the state, the industry naturally grew. In 1871, Robert Ford and Thomas Dunn drove a herd of cattle to northern Montana and ranged them on the Sun River. Within a short period of years followed the stocking of the Powder River country, the Judith, the Milk River, the Musselshell, the Blackfoot and the Crow.

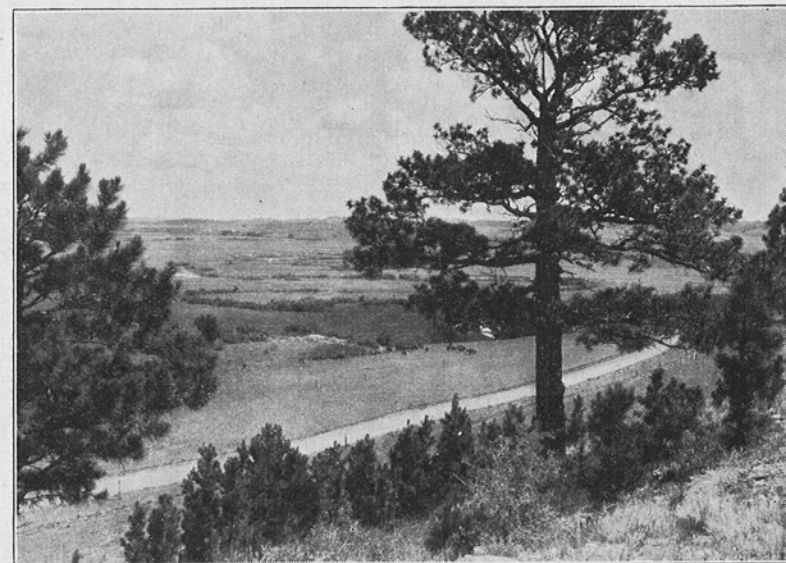
In 1868, the first herd of beef cattle was driven out of the southwestern part of the territory to Salt Lake. Mr. Patrick Largey, long a resident of Butte, owned the herd. The first shipment of Montana cattle to Chicago was made in 1874, when Kohrs and Beilenberg trailed a herd from Sun River to Ogden for shipment. After 1876, it was not uncommon for herds to trail to Cheyenne, where they were loaded on cars for Chicago and Omaha.

Records are available, showing that from 1885 to 1930, eleven and one-half million cattle were shipped from Montana. Unfortunately no figures on the export of sheep, horses and hogs are available, so many years back. Beginning in 1885 with an exportation of 79,000 cattle, the peak was reached in 1919, during which year 641,000 head were shipped out.

In 1883, the Eastern Montana Stockgrowers' Association was organized at Miles City by Col. T. L. Bryan and six other stockmen. In April, 1885, this association was merged with other small associations and there was born the

present existing Montana Stockgrowers' Association. Granville Stuart served as the first President and Theodore Roosevelt, who then ranged cattle on the Little Missouri, was an active member of the Executive Committee.

The history of the Montana stockman, through the period of the last fifty years has been a series of ups and downs. The same set of men that worked through and survived the destructive winter of '86, which gave Charlie Russell his first



Eastern Montana Range Country

claim to fame, and the panic of '93, when the railroads demanded that the freight on livestock shipments be paid in advance, lived to see daylight after the deflation and terrible winter of '19 and '20, and are now again struggling against heavy odds. But no one who knows the type, doubts for a moment, that he will again taste the sweetness of prosperity.

In "Maximillian's Travels in North America," by Prince Maximilian of Weid, who visited the Upper Missouri River country in 1883, the following is observed:

"Fort Pierre (now in South Dakota) is one of the most considerable settlements of the American Fur Company on the Missouri . . . the verdant prairie is very extensive, animated by herds of cattle and horses; of the latter, Fort Pierre possessed (in 1833) 150, and of the former, 36, which afforded a sufficient supply of milk and fresh butter. Fort Pierre was built under the supervision of the Chouteaus, but at the time was in charge of William Laidlaw. Fort Pierre is mentioned at the beginning of this article as being the principal fort of the Fur Company, next in importance being Fort Union, at the mouth of the Yellowstone River, and to which point, no doubt, stock was brought up from Fort Pierre.

"The erection of Fort Union was com-

menced in 1829, in the autumn, by Mr. McKenzie. . . . In the inner quadrangle are the residences of the clerks, the interpreters, etc. . . . stables for the horses and cattle, swine, goats, fowls and domestic animals. The cattle are very fine and the cows yield an abundance of milk." This goes to show that they probably had fairly good stock, for it is well known that McKenzie considered himself the "King of the Upper Missouri" and that he ruled that section like a king and served only the best from St. Louis at his table.

The great Indian artist, George Catlin, visited Fort Union in 1832, and on page 21 of his book, I find that he says as follows:

"Mr. McKenzie is a kind-hearted and high-minded Scotchman. He lives in good style, etc., and pronounces me welcome at his table which groans under the luxuries of the country, buffalo meats and tongues, with beavers' tails and marrow fat, but sans coffee, sans bread, sans butter. A bottle of Madeira and one of excellent Port are set in a pail of ice every day, and exhausted at dinner." This would seem to indicate that cattle must have been introduced at Fort Union after Catlin's visit of 1832, but we find cattle there in the summer of 1833, as related by Prince Maximilian of Weid.

Some may criticize and say that Fort Union was in what is now North Dakota, although the Fort was located so near the Montana line that for years it was thought to be in what is now Montana. Part of the stockade was practically on the Montana-Dakota line. It hardly seems necessary to meet such criticism, for beyond doubt, stock must have been one one side of the line as much as the other. To such, therefore, as may be inclined to exclude consideration of Fort Union, here are additional facts, which show that cattle were to be found much farther up the Missouri River, in what is now Montana, as early as 1833. This appears from the writing of the great naturalist, John J. Audubon, who visited at Fort Union in July and August, 1843.

"Fort McKenzie, by Alexander Culbertson, August 7, 1843":

"The Fort was built by me, Alexander Culbertson. . . . In the southeastern corner is a large barn, 60 by 50 feet, capable of holding sufficient hay for all the cattle and horses of the Fort. The stock of the Fort consists of 30 to 40 horses, ten or twelve cattle, and a number of hogs. Fort McKenzie boasts of one of the most splendid Durham Bulls that can be found in the United States or Territories."

This old Fort McKenzie was about

at what is called Brule Bottom and was succeeded by Fort Benton in 1846. It was on the north side of the Missouri, about six miles above the mouth of the Marias.

The next reference to cattle in Montana seems to occur in the "Life and Travels of Father DeSmet Among the North American Indians," by Chittenden and Richardson.

In an address prepared by the late Judge Woody of Missoula, he mentions that there were cattle at St. Mary's Mission (present day, Stevensville, Montana) in 1841. Father DeSmet went to Colville, Washington, in that year to procure seeds as well as cattle, but a careful investigation of his writings does not show that there were any cattle at the Mission until in the year 1846. Father DeSmet says as follows:

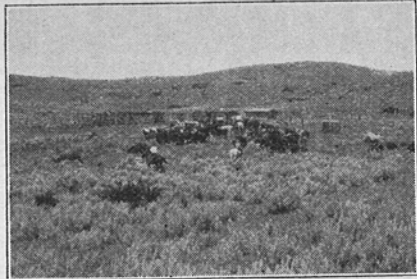
"The stock on this farm at present (September, 1846,) consists of about 40 head of cattle, a fast increasing herd of hogs and a prolific progeny of domestic fowls."

It is a fact that there were cattle at Fort Colville, Washington Territory, long before that time, but none seem to have been brought over to the Bitter Root Valley until 1846.

In Captain John Palliser's excellent journal, entitled "Solitary Rambles of a Hunter," published in London in 1853, there are some references to cattle at Fort Union that are interesting, as they indicate that good stock was bred there, in those early days. On page 113 of this work is found the following:

"Old Mr. Kipp (father of Joe Kipp), thinking to give all the employes and voyagers of the Fur Company at Fort Union a great treat, had for some time previously been fattening up a very nice small-boned heifer cow, which was killed in due time, in prime condition. All who had been reckoning on the treat this would afford them, sat down in high expectation of the ensuing feast, but after eating a little while in silence, gradually dropped off one by one, to the bison meat, which was also on the table, and were finally unanimous in condemning the beef, which they said was good enough, but nothing remarkable, and the fat sickening. (This occurred on Christmas Day, 1847.)"

Palliser, who was a very entertaining writer, mentions that they had a bull at Fort Union which they used to put to work in a cart, and that one day a buffalo bull attacked this bull, but the bull finally got the best of the argument by running his horn into the buffalo, back of one shoulder, thus killing the buffalo. Later, Palliser refers to this bull as a thoroughbred and a fine animal, as having been shot with arrows by the hostile Sioux Indians, and the bull was just able to walk back to the flag pole at the fort, where, Palliser says, he "sank down and expired at the foot of his country's colors." Palliser makes some other references to cattle at the Fort, and comments on the friendliness between buffalo and domestic cattle, whereas the European Aurochs will have nothing to do with common cattle. The Auroch is



Branding Calves On the Range

the nearest similar animal to our buffalo, he goes on to say.

Henry A. Boller, who died some years ago in Salt Lake City, wrote an entertaining little book, under the title of "Among the Indians," which was published in Philadelphia in 1868. Boller went up the Missouri River in 1858, and returned by way of Fort Union in 1863. He says of that place on the way down the river, as follows:

"At one time a herd of cows was kept here, and the luxury of fresh butter was indulged in. . . . But the attacks of the Sioux became more and more frequent, the remainder of the cattle being sent to Fort Benton. . . ."

This was probably done before 1860, as Union was losing out as a trading

post before that. It goes to show that cattle were at Fort Benton in all probability all the time from the establishment of the old Fort at the Marias in 1833, by Culbertson, to the time of which Boller writes.

Judge F. H. Woody, in his sketch in Montana Historical Contributions, Vol. 2, Page 93, says that Neil McArthur, an old Hudson Bay Company's trader, brought with him a band of horses and cattle in 1855, locating at the present town of Stevensville. In November of 1856, Fred H. Burr came to the Bitter Root Valley with a large band of cattle. Judge Woody says that the winter of 1861-2 was one of the most severe ever known in the mountains, and many cattle died as a result of a big thaw and subsequent freeze with no hay put up.

In the report of the Commissioner of Indian Affairs for 1862, the first report of the Government Farm at Sun River is to be found. It is as follows, in part:

"Blackfeet Farm, August 28, 1862.

"Our stock is comprised of two mules, two horses, nine oxen, five milch cows, eight young cattle, five calves, one bull, and eleven hogs.

"(Signed) J. A. Vail,
Blackfeet Farmer."

(Continued on page 28)

Native Grass on the Northern Great Plains

By L. H. ROBBINS

NATIVE grass has always been and will always be the foundation on which the livestock industry of the Northern Great Plains is securely built. This has been true ever since the white man came with the first cattle to this splendid grass country. For a number of years, beginning with the big rush of homesteading in about 1906, the value of native grass was overlooked and underestimated. This was during the years when the rainfall was higher than normal and during the past years with rainfall at normal and much lower in some of the years, business men, farmers, banks and railroads are coming to the realization that grass is the mainstay of agriculture in the Northern Great Plains.

The Milwaukee Road traverses this area from Mobridge, S. D., to Harlowton, Montana, with the branch lines to Faith, Isabel and New England. The prosperity of this great stretch of country is of prime importance to our company. Man has disregarded Nature's laws in many of his operations during the time of the settlement west of the Missouri River, but these laws are always enforced regardless of what man may do. Rainfall is just so much and no more. It has been definitely proven that the theory of "dry farming" was carried too far, causing many heartbreaking failures and many families in eastern Montana are now hopeless as to the future and depending on charity until they can find work in other

lines or move to countries of greater rainfall or to irrigated lands. The many who have been able to stay and weather the storms of the past years have done so because they raised cattle or sheep on the native grass and provided winter feed by producing corn, alfalfa, straw and grain on the best land, such as we find in western Dakota or the creek bottoms in eastern Montana. Many in the latter section have developed flood water irrigation so that they produced feed in the driest years.

The U. S. Geological Survey, in cooperation with the Department of Agriculture, has completed a land classification of the Northern Great Plains. This work gives us accurate information on our agriculture in this area. Through it we have a good guide for future operations such as we should have had at the beginning of settlement and at the time the Milwaukee Road was built.

This survey classified the land as follows: *Irrigated and irrigable land; farming land*, smooth surface, climatic conditions, soil texture and fertility are favorable to successful production of hardy grain crops in most years; *farming-grazing land*, second grade farm lands where conditions are favorable to production of hardy grain crops about 75 per cent of the time, but yields are normally less than on the good farming lands; *grazing forage lands*, where grain crops can be produced

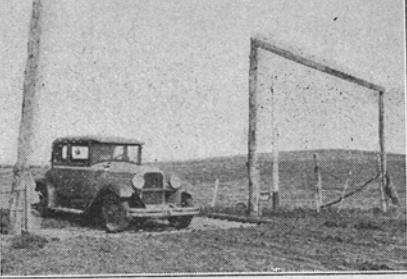
successfully only occasionally with the best possibility being grain cut green for hay and most of the land always used for grazing stock; *grazing land*, good only for grazing or the production of native grasses.

From this land classification, the following table has been prepared to present a picture of the counties served by our Trans-Missouri Division, giving the percentage of the different kinds of land as described above:

County	Grazing	Grazing-Forage	Farming-Grazing
South Dakota			
Armstrong	85	11	2
Corson	47	23	2
Dewey	55	10	8
Harding	44	31	19
Meade	42	14	34
Perkins	32	18	34
Ziebach	42	21	25
North Dakota			
Adams	16	1	3
Bowman	22	6	41
Grant	43		1.5
Slope	32	3	13
Hettinger	5.5		
Montana			
Carter	66	18	11
Cascade	57	8	9
Choteau	38	51	8
Custer	77	14	8
Fallon	43	12	43
Fergus	71	5	8
Garfield	63	22	14
Golden Valley	47	51	2
Judith Basin	57		
Meagher	87	7	3
Musselshell	63	32	5
Petroleum	75	19	4
Powder River	78	9	13
Prairie	56	6	37
Rosebud	86	6	7
Wheatland	43	49	3
Iowa & Dakota Division			
Pennington, S. D.	67	8	21
Jones	34	1	39
Jackson	41	16	42
Mellette	41	1	35
Washabaugh	54	2	13
Washington	78	8	6

The table shows the high percentages of lands which are strictly grazing and mainly dependent on grass as the best crop. The percentage of farming land of the first grade is very low in most counties in Montana. Some do not have any of the best farming land. Much of the land which has been plowed up as classified under farming-grazing and grazing-forage would have been more profitable if left to produce the rich grasses that produce grazing even in the driest years. The exception to this general rule of low percentage of high grade farming land is found in Adams, Bowman and Hettinger counties, North Dakota. These counties have much first-class farming land, running up to 94.5 per cent in Hettinger County. The other extreme is Rosebud County, Montana, with 86 per cent strictly grazing, containing one of the best sheep producing areas in the Northern Great Plains, the Ingomar country, served exclusively by the Milwaukee Road. Lambs from the Ingomar country are eagerly sought by the corn belt feeders. The rich gumbo grasses produce good milk and make for growthy, thrifty lambs. The Milwaukee Road's greatest mileage in any one county is in Rosebud County so grass and livestock are of vital importance to our company.

Native grasses in the Northern Great Plains are the most valuable crops that grow. The principal feed for all classes of live stock except hogs, is native grass pastures. The following table showing the digestible nutrients of different grasses



Type of Automobile Gate in the Range Country

will clearly demonstrate the high value of our native grasses:

DIGESTIBLE NUTRIENTS PER HUNDRED POUNDS OF FRESH GREEN ROUGHAGE					
Grass	Dry Matter	Crude Protein	Carbohydrates	Fat	Total
Wheat Grasses	45.3	2.2	24.1	0.5	27.4
Blue Joint Western	38.9	1.7	17.6	0.4	20.2
Blue Stem	31.6	1.9	13.2	0.8	16.9
Gramma Grass	36.1	2.1	15.7	0.4	18.7
Bunch Grasses	49.4	2.8	21.4	0.6	25.6
Kentucky Blue	31.6	2.3	14.3	0.6	18.5
Alfalfa	25.3	3.3	10.4	0.4	14.6
Timothy	37.5	1.5	19.3	0.6	22.2
DRIED GRASSES—HAY FROM GRASSES					
Grass	Dry Matter	Crude Protein	Carbohydrates	Fat	Total
Wheat Grasses	94.1	4.2	50.5	0.9	56.7
Blue Stem	93.1	2.4	44.6	0.8	48.8
Gramma Grass	93.4	3.2	41.9	0.7	46.7
Bunch Grass	93	1.2	37.9	0.7	40.7
Buffalo Grass	93.0	3.8	43.9	0.8	49.5
Alfalfa Hay	91.4	10.6	39.0	0.9	51.6
Blue Grass	86.8	4.7	43.5	1.5	51.6

The first table above is for the green grass and the second for dry hay. Native and tame grasses are both given for comparison. One of the striking facts is the outstanding value of our native wheat grasses. In comparing the wheat grass hay with alfalfa hay it will be seen that alfalfa is much higher in protein than wheat grass, but lower in fattening value.

The dry wheat grass contains 56.7 digestible nutrients compared to 51.6 in alfalfa. Green wheat grass totals 27.4 and alfalfa, green, 14.6. Wheat grass is the first grass to suffer from overgrazing and so many native pastures are not as productive as they once were because the wheat grass has been destroyed or at least very much reduced in stand.

It is believed that a careful reading of this table will greatly increase the reader's respect for native grass in the Great Plains area. One of the great needs in this section is an increased appreciation of native grass pasture, so that they will be better handled and the stand of grass increased. The Great Plains Field Station, Mandan, N. D., has been carrying on grazing experiments for fifteen years and the United States Forest Service has some good information on grazing problems which should be studied by every farmer and stockman in the Great Plains. Our sure income each year, regardless of the

rainfall, comes from native grass in the form of beef, lambs, wool, butterfat and horsepower. This native grass is good twelve months out of the year, as it cures on the stalk ready for winter use.

The Agricultural Department of the Milwaukee Road has taken the lead in bringing to the attention of the people of the Northern Great Plains the great importance of native grass to the prosperity and permanence of this vast territory which we serve. The first grazing district in the United States was the Mizpah-Pumpkin Creek, containing about 98,000 acres lying southeast of Miles City. This district contains government, state, private

and railroad land. These lands were all grouped together and covered by a ten year lease so that the stockmen using this area can be assured of grazing and grass protection at a reasonable cost for ten years.

Milwaukee Road Agricultural Department Responsible

Land tenure for grazing is too uncertain and costly. One of the greatest needs in our West River country is more stability in the use of grazing lands. The holders of permits for grazing on the Custer National Forest have the ideal condition and the value of this permanent grazing is demonstrated by the prosperity that is evident in these communities and the steady, even flow of livestock each year regardless of weather conditions. Grass is protected so that there is grass for years like 1931. Over four million acres of land in eastern Montana has gone into the hands of the counties on tax delinquencies and this land is largely grazing. It should be placed in grazing districts so that the grass can be protected and leased to livestock producers.

If this tax delinquent land is sold again for farming purposes, it will only revert to the counties after another period of years. Some stockmen may be able to buy it and in this way block out units

for grazing of enough size to make operations profitable. The obstacle to this is the high taxes. This tax load is greater than the productive value of the lands as for this reason, lands will probably best remain in the ownership of the county or state and revenue be obtained from them by leasing.



Crop Land, Range Cattle Ranch

Railroad Problem Is of National Significance

Adequate Earnings for the Railroads Seen as Essential to the Protection of the Savings of the People

"The railroad problem has ceased to be merely a railroad problem, and is a general economic and financial problem of the first magnitude," states a recent article published by the National City Bank. "The savings of the American people are invested, directly and indirectly through their bank deposits and insurance policies, to a greater extent in railway securities than in any other class except those of the United States Government."

Speaking of the need for protecting these interests through adequate return for the roads, the article states that "if it were not for the investment of capital there would be no railroad system providing employment and a livelihood for more than one million railway employees and their families. Our whole economic civilization is advanced by the saving and accumulation of capital, while the progress of any industry ceases if its supply of new capital be cut off."

Basic Industries Depend on Roads

"All of the basic industries are dependent upon the railroads for securing their raw materials and shipping their finished products. It is true that motor trucks have taken a substantial volume of the traffic in general merchandise, some of which is the most profitable class of business, away from the railroads, but there seems no reason to seriously question the place that the railroads will hold indefinitely in the transportation of bulky commodities. In its recent decision on the rate case, the Commission remarked that, 'the railroads now furnish the backbone and most of the other vital bones of the transportation system of the country', and we

Further it is pointed out that "relief should be given from the heavy non-productive expenditures for grade-crossing elimination. Moreover, railroad tax assessments have become unreasonable and almost unbearable."

Low Earning Power Cuts Railroad Purchases

Carriers Spent 40 Per Cent Less in 1931 Than in Previous Year; Restoration of Buying Power Would Aid Business Recovery

The fact that railroad purchases in 1931 were 40 per cent less than in 1930 indicates the need for adequate rail earnings, if the normal purchasing power of the carriers is to be restored, according to the *Railway Age*. That increased purchases by the railroads will help industry in general and thus hasten the recovery of business is apparent from the following statement:

"Railway purchases of equipment, fuel, materials and supplies amounted to \$863,000,000 in 1931. While an \$863,000,000 market in such a year as 1931 undoubtedly represents one of the largest in the country, this total fell 40 per cent, or \$583,000,000, below the 1930 railroad purchases, which amounted to \$1,446,000,000, and further, fell 50 per cent, or \$852,000,000 below the corresponding 1929 total of \$1,715,000,000."

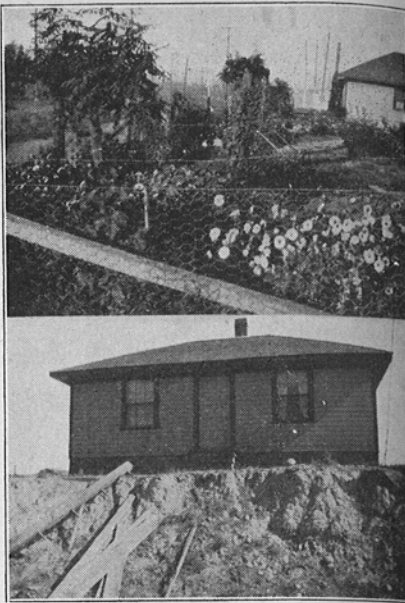
Important Purchases Listed

"Principal railway purchases of materials and supplies used in operation comprised \$185,500,000 for bituminous coal, \$53,200,000 for cross ties, \$50,800,000 for steel rail, \$40,500,000 for switches, bolts, spikes and similar material, \$30,500,000 for structural steel, iron bridges, bar iron and steel, and \$30,000,000 for fuel oil. Aggregate railroad purchases, by general commodity divisions, are shown as follows for the last three years:

	Fuel
1929	\$364,392,000
1930	306,500,000
1931	224,200,000
	Iron and Steel Products
1929	\$437,840,000
1930	329,700,000
1931	220,000,000
	Forest Products
1929	\$157,551,000
1930	134,600,000
1931	75,500,000
	Miscellaneous
1929	\$369,752,000
1930	267,700,000
1931	175,300,000

"It has been estimated that in normal years the railways consume about 23 per cent of the total bituminous coal production in the United States, about 19 per cent of the fuel oil output, more than 20 per cent of the total timber cut, and about 17 per cent of our national iron and steel production."

"In the light of these facts and the figures, the return of the railways to their normal purchasing power would represent one of the most constructive steps possible in aid of the general recovery of business." Finally, the article shows that, as "the total value of materials and supplies on hand at the end of 1931 was the lowest since 1916, it appears that a reasonable improvement in their financial position should result in a material increase in railroad purchases."



Making the Lava Plain Bloom

THE picture above is evidence of the way the soil of the lava plains around Othello, Wash., will reward one who loves vegetation and flowers and will make the little extra effort required to produce them.

Othello is in the lava plain country, its soil is very productive when water is applied, so when Mrs. R. D. Doyle, wife of the section foreman there, moved into her new section house, she had "virgin soil" and plenty of it, to begin on. The lower scene of the picture shows the new house on the bare soil and the above is what Mrs. Doyle has accomplished since 1929. The picture of the flower garden was taken in the summer of 1931.



Mrs. R. D. Doyle

one year old and I try to have many flowers. I have twenty shade and fruit trees started, which are coming fine. The soil in Othello is wonderful to grow things, with a little moisture."

Travelers on the passing trains never fail to remark on this little created beauty spot at Othello, and it has acquired a fame all its own,—a pleasant little beauty spot to carry in memory on a transcontinental trip.

WHIDBY ISLAND

Largest Island in Western United States

(Continued from February Magazine)

By LON COOK

AND let us not pass by Whidby Island while writing of the Evergreen State, for Whidby is one of Washington's rarest and most valued treasures.

Ask any teacher in the fine schools on Whidby Island what subject is easiest to teach budding citizens and without a moment of hesitation she will reply, "Local history, Sir." And, no wonder. Right there on the island where the youngsters grow up great pages of history have been written by the early pioneers and in every classroom you will often find children bearing the names of people after whom the towns and villages of the island have been named.

If you notice, island children grow sturdily in the crisp salt air and outdoor life, and work becomes play when chores are performed in a setting that only a poet could write about or an artist paint.

Scenery that challenges comparison anywhere is the reward of the motorist who follows the example of others who board the Black Ball ferry at Mukilteo and fifteen minutes later drive ashore at Columbia Beach on the start of a sixty-five mile drive along Whidby Island or "Paradise Island," as the Indians called it.

Many Things to Talk About

Whidby Island has many things to talk about. If you are practical-minded, you will perhaps be interested in the bountiful crops from the acres upon acres of fertile farm fields. Potatoes, beans, peas, cabbage seed and mustard seed grow in abundance. The wheat crop is spoken of apart from the other agricultural gifts, for it is in its wheat that the Whidby Islander throws out his chest and says:

"Our wheat holds the world record at 117.5 bushels an acre—beat that if you can."

In fact, it is one of the first things the folks on the island tell you about.

Forgetting the fertility and productivity of the soil, Whidby Island still holds much of interest. It is the largest island in western America and the second largest in the United States. It is one-half to twelve miles in width and seems to have been fashioned by the masterly hand of nature as a pattern for all that a beautiful island should be. The roads are in excellent condition and plenty wide enough for safe travel. Lovely clusters of rhododendrons, the state's official flower, fringe the roadway. The lakes abound in bass and the thickets are alive with game fowl. Even deer are to be had.

Historic Background

Like many other portions of our state, Whidby Island has a background of historic romance. The name Whidby



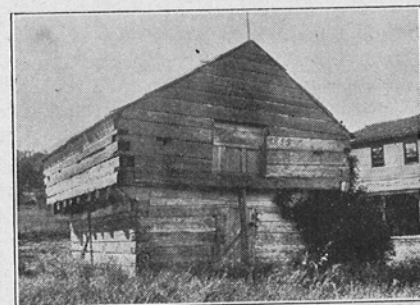
Beach Drive, Whidby Island

was derived from the name of Joseph Whidby, one of Captain George Vancouver's intrepid voyagers. It is an English name and dates back to the discovery of the island in 1792. However, many years before the days of Captain Vancouver it is said that the galleons of San Juan de Fuca, Lopez and Quadra rode the tide in the bays and inlets off the island. Not many years ago an old Spanish cross was found near Coupeville, bearing mute evidence that in the distant past Spanish explorers roamed the valleys.

There are two old blockhouses on the island that tell the history of Indian conflicts. Erected in the early 50's, the fir logs are black and decayed, but still show the bite of the broad ax, and the loop holes are there, peering grimly out over a peaceful land where rifles and arrows are now only playthings.

On a high bluff overlooking the blue waters of the Strait of Juan de Fuca is a simple marble stone bearing the inscription that near that site Isaac N. Ebey was beheaded by the Indians on August 11, 1857. The pioneer lost his life at the hands of the savages at his own doorstep and with his own ax. Other names associated with the glamorous history of the island are Coupe, Haller and Dr. Lansdale.

Coupeville is not a metropolitan city



Alexander Fort at Coupeville, First Town on Whidby Isle, Built in 1855

such as Seattle, Tacoma and Spokane, but what it lacks in population it most certainly makes up for in community spirit and enterprise.

Interesting Places to Visit

A trip to Whidby Island should include a visit to Fort Casey, one of the seacoast defenses of Puget Sound. The

fort is now manned by caretaking troops, but the old barracks of war days still stand. Many of the guns have been dismantled, but there are still a number of batteries in place to provide training for reservists and guardsmen.

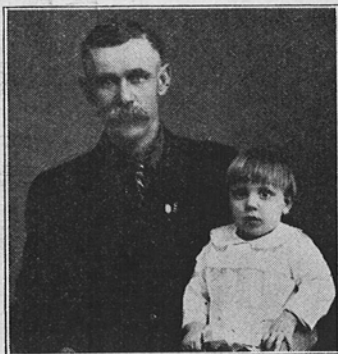
Lingering too long at the many charming places visited does not afford opportunity to see all of the island. What is seen of the country gives it a strong recommendation as a

delightful place to spend a Sunday or holiday. There is a state park at Deception Pass which alone is worth a trip to Whidby Island. There are numerous side roads that invite the motor wanderer. From Coupeville to Oak Harbor some of the finest scenery of the Northwest is to be found. The road shows the deep cut-in of Penn's Inlet, Island lore tells the story that the roistering Captain Kidd sailed his pirate ship in these waters and coming ashore hid untold treasure of "pieces of eight." If you are so inclined you might bring along a pick and shovel. The area you dig up will probably be planted with wheat the next time you visit the place. Perhaps it has been the fortunate hunters that have cultivated the fields of the island. Who can tell?

The Ebey tragedy occurred just as the Indian War in Washington territory was drawing to a close. While the terror of that war gripped the pioneer settlers they built block house forts; four of these still exist on the island and attract annual pilgrimages by history students from the University of Washington, and visits from many tourists. The one shown here, known as the Alexander Fort, stands in Coupeville. Like all such forts, the upper portion projects to protect the approach of the Indians with fire brands to burn the structure. Pioneers tell of surprising numbers of men, women and children who found shelter in these forts during periods of savage attacks.

On last Labor Day the ladies of the Round Table Club, in the presence of many descendants of pioneers, dedicated another block house fort on the old Davis Farm. They caused it to be restored, but saved every sound log, securing similar logs to replace the ones that had rotted during the lapse of 76 years.

ACCIDENT SAFETY FIRST PREVENTION



Andrew J. Kassel

Forty-Three Years Without an Accident

THE smile of satisfaction which Andrew J. Kassel wears in the picture shown above has a twofold meaning. "Andy" is always pretty happy when he has one of his grandchildren with him, and this picture was taken just after he had retired from service as a section foreman, with an unscarred record for forty-three years.

When Andy was a young man he got a job on the section at Morley, Iowa, under Port Weaver, as foreman. His service date was April 14, 1888, and from then until the latter part of 1931, he has been in continuous service. After a couple of years at Morley and a like period at Olin, the young man was sent to Hale to take charge of the section as

foreman. George Lutze, who now lives at Perry, was the roadmaster at that time, and until Mr. Lutze's retirement from active service he had always kept in touch with Mr. Kassel. After William Crabb came to the Middle division as roadmaster, Andy was sent from the Collins section, where he had worked for some time, to Melbourne, and after a period there under Mr. Crabb and Roadmaster Mike Murphy, he went to Van Horne, at which point he continued his work, until he decided to retire.

Andy didn't wait until the Safety First movement was started to start practicing Safety First, but started right in on April 14, 1888, and never missed an opportunity to caution the men working with him to be careful. His record of forty-three years without a personal injury shows that his efforts were not fruitless and he always felt that he benefited as much from Safety as anyone.

Mr. Kassel has four sons, who are employed by the Milwaukee. Charles is agent at Keystone; Bert is a foreman at Wilson, Ill., and two other sons are working as laborers under Foreman Tiernan at Van Horne.

Mr. Kassel's service record with the company is as good as his Safety record. In all the 43 years of his service there never was a night too cold or a day too hot for him to respond to call. Now that he has retired from active work and can take life easy, his many friends on the division will congratulate him.

Some Car Department Safety Records

Two safety records in the Car Department on the Terre Haute Division have recently been received, one covering the record of Car Foreman C. R. Patton at Terre Haute, whose force of from 100 to 300 men has gone through a period of about 2,100 days without a reportable or lost time injury, and Equipment Maintainer F. Perdiw at Latta states, "Just completed the year 1931 without a reportable injury and hope to make the year of 1932 just as good and safer. Slogan: Safety First is no magic. It is just good common sense. Watch your step."

Every employe should make it a point to give serious thought to the slogan of Mr. Perdiw. It is true there is nothing mysterious about safety and there is no magic connected with Accident Prevention. Every foreman that has a good safety record will vouch for the fact that he did not accomplish it because he was a magician, but simply because he used a lot of good common sense in supervising his men. When we reach the point where all employes are using common sense and seriously thinking about

their own personal safety and that of their fellow workers, there will be no more accidents. This, of course, includes strict compliance with all of the safety rules, and in order to comply with the rules, a thorough knowledge of them must first be had.

During the year 1932 the aim of all employes should be to study and become thoroughly familiar with all rules and instructions pertaining to Accident Prevention. Each employe should take an interest in his individual safety record. There are a great many of the older employes on the railroad who are proud to say that in all their years of service they have never received a disabling injury. They take a great deal of pride in their record and justly so. You should endeavor to go through the entire year 1932 without an injury of any kind.

In comparing the records of the Safety Department for the year 1931 with the year 1928, it is noted that a decrease of 82% in fatalities was accomplished and a decrease of 94% in all reportable injuries. This record can be materially improved upon during the year 1932 by each employe giving his wholehearted support to the campaign.



William J. Casey, 26 Years Service Without an Injury; August Nelson, 20 Years Service Without an Injury; Arthur Greenwood, 11 Years Service Without a Serious Injury; Herman Kragero, 11 Years Service Without an Injury

An Outstanding Safety Record

THIS group of Milwaukee Road men, engaged in perhaps the most hazardous of railroad occupations, has worked as switchmen in the Minneapolis (Minn.) yards for periods ranging from a decade to a quarter century without having suffered a personal injury of any nature.

Climbing and crawling over and about moving cars and locomotives daily for from 8 to 12 hours, in all kinds of weather, and mostly at night, they have proven themselves to be safety conscious in pursuing their precarious occupation.

The most outstanding safety record for any department or group of employes on the Milwaukee System in 1931 was accomplished by the road's switchmen. The record involves approximately 4,400,000 man hours worked without a fatality and only 22 reportable injuries.

Safety Record of Trackmen

ONE of the best safety records in the 1931 was that accomplished by trackmen.

The following tabulation shows the improvement which has been made since 1928, so far as trackmen injured on duty is concerned:

Year	Fatal	Other
1928	17	806
1929	11	361
1930	5	60
1931	..	23

The most gratifying part about the record is that during the year 1931 no employes in this branch of the service were fatally injured while on duty. This is a very remarkable showing, in view of the record of previous years, which included several section men fatally injured when struck by moving equipment. When we consider the hazards incident to track work, where it is possible for

an employe to be struck by moving cars and engines, unless he is absolutely on the alert at all times, I am sure all will agree that the 1931 record was a good one.

A comparison of the reportable injuries, excluding the fatalities, shows that there was a reduction of 55 per cent in the year 1929, compared with 1928, a reduction of 83 per cent in the year 1930, compared with 1929, a reduction of 62 per cent for the year 1931, compared with 1930, and a reduction of 97 per cent for the year 1931, compared with 1928. It is to be conceded that three years of safety activity resulted in a mighty fine record, so far as trackmen are concerned. This record can further be improved upon, and I believe that all of the trackmen realize this, and will make an effort during the year 1932 to handle their work in accordance with the rules and in a safe manner at all times, so as to make this possible. The section foremen and extra gang foremen will play a large part in effecting an even better record in the year 1932.

The employes in the B. & B. Department had a fairly good record in the year 1931, although it was marred by one fatality, as the following tabulation shows:

Year	Fatal	Other
1928	2	161
1929	3	68
1930	2	27
1931	1	9

In comparing the reportable injuries, excluding the fatalities, I find that there was a reduction of 58 per cent for the year 1929, compared with 1928, a reduction of 60 per cent for the year 1930, compared with 1929, a reduction of 67 per cent for the year 1931, compared with 1930, and a reduction of 94 per cent for the year 1931, compared with 1928. It will be noted that the B. & B. employes did not have as good a record as the trackmen, but I am sure they have learned the value of safety and appreciate the need for following out the safety rules and instructions; for that reason they undoubtedly will be able to show a much better record at the close of the year 1932.

A supply of this circular is being forwarded to all Superintendents, who will please see that it is posted on all bulletin boards perused by employes in the Maintenance of Way and Structures Department and in all section tool houses, as well as other roadway buildings as may be appropriate. In addition, they will see that each foreman in the Track and B. & B. Departments receives a copy.

The year 1932 must show a better safety record than that of any previous year, and I am counting upon the track and B. & B. employes to improve upon their record to such an extent as to be of material assistance in effecting a casualty rate for the System far below that of any other year on record. I have no reason to doubt but what you will cooperate to the fullest extent, in view of your past fine safety performance.

M. J. Flanigan,
Manager, Safety Department.

The Most Outstanding Safety Record

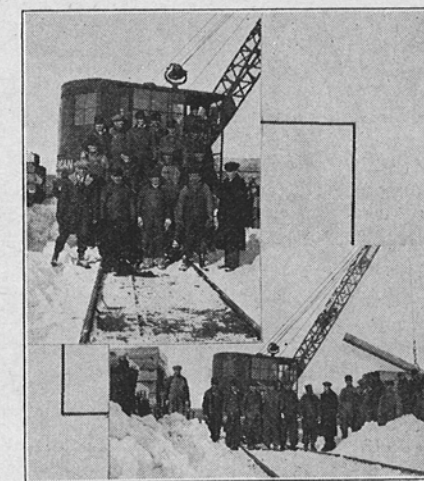
I BELIEVE the most outstanding safety record for any department or group of employes in the year 1931 was accomplished by our switchmen.

To give you some idea as to their remarkable achievement, I am showing below a tabulation of the reportable injuries and fatalities to switchmen on duty during the past four years:

Year	Reportable Injuries Fatal	Other
1928	9	236
1929	8	195
1930	5	61
1931	..	22

The record of fatalities speaks for itself. Considering the hazards which, while not abnormal and yet of necessity, prevail in our switching yards, I believe all will agree that it takes a mighty fine group of safety-conscious switchmen to go through an entire year without a fatal injury. This record involves approximately 4,400,000 man hours worked. While the 22 reportable injuries should not have occurred, we must acknowledge the fact that this is a very good record, when compared with previous years.

Taking the reportable cases, excluding the fatalities, there was a reduction of only 17 per cent, 1929, compared with 1928; a decrease of 69 per cent, 1930, compared with 1929; and a decrease of



A Fine Record

THESE pictures, showing a group of employes at the Aberdeen Supply Yard, were taken following a recent snowstorm.

Local Storekeeper W. J. Beckel, in charge of this point, advises that his force of approximately 28 men has completed a total of 1,300 days without an injury of any kind, and, in order to point out the hazards incident to the work at Aberdeen Supply Yard, the following tabulation shows the amount of material handled during the 1,300-day period:

Total lumber handled.....	20,534,391 FBM
Total feet piling.....	525,209 Feet
Total switch ties handled.....	2,103,636 Pieces
Total cedar posts handled.....	22,461 Pieces
Total shingles handled.....	2,592,500 Pieces
Total cars loaded.....	1,232
Total cars unloaded.....	1,070

This is a mighty fine record, and Mr. Beckel and his entire force feel mighty proud of it.

64 per cent, 1931, compared with 1930. The 1931 record shows a decrease of 91 per cent, when compared with 1928, a very remarkable and outstanding bit of evidence in favor of the Accident Prevention Movement, proving beyond a doubt that our efforts are worth while. A great deal of credit is due the yard train service employes, who so clearly, through their safety performance, have indicated that they fully appreciate the value of this great humanitarian movement which our executives have seen fit to endorse.

I sincerely hope that, at the close of the year 1932, I will have the privilege of calling attention to an even greater record, which I am sure our switchmen can attain as long as they bear in mind that safety is of the first importance, and handle their work accordingly.

M. J. Flanigan,
Manager, Safety Department.

3212 Foot Safety First Altitude

P. A. Franco, Section Foreman,
Sherwin, Idaho

WE BELIEVE that no other industries have seriously undertaken a vigorous Safety First campaign as railroads have, and a great deal of improvement has been achieved in the elimination of personal injuries and human suffering.

I can recall the time when keeping time on track elevation work around Chicago when personal injuries more or less serious were a common occurrence and very little or no comment was passed. In our injury reports for an explanation of the cause of the accident we would say, "Purely an accident," and get by with it.

We must admit that railroad work in those days involved more hazard than today. Through the advance of machinery and inventions, hazard has minimized. Yet most of the elimination of personal injuries is accomplished by Safety First education. The little Red Book furnished us is almost a complete guide for the performance of our duties, and to me Rule No. 5, "In all cases of doubt, the safe course must be taken and no risks run" is a gem of thought.

The literature sent out by our alert Mr. Flanigan, the reports of some personal injuries, nature and cause of them, are of great help. While we pity our unfortunate brothers who in some way or other stumble and get injured, it teaches us to follow a safer course and avoid falling into the same ditch.

Our Vigilant Division officers invite all the employes that possibly can to attend the safety first meetings and they send out to all the proceedings of the meeting. Not long ago when I was employed on another railroad, they called the meetings Staff Meetings just for the officers to attend. Roadmasters and division officers on inspection trips would talk about work and no mention of safety first. Today no roadmaster or other officers go by section crews without stopping and talking about Safety First and giving and taking suggestions to develop a safer method to carry on our work.

I worked at times on lines East and West of the Milwaukee Road as section
(Continued on page 14)

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

CARPENTER KENDALL, *Editor*

ALBERT G. DUPUIS, *Assistant Editor*, In Charge of Advertising

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HOW THE RAILROAD PAYCHECK BENEFITS THE COMMUNITY

Much has been said about the value to the communities served, of railroad Payrolls, Purchases and Taxes.

A Milwaukee Road agent in a small town has kept tab of his years' expenditures and has sent us the following tabulation. Repetition of some items such as "groceries" and "hardware" indicates that purchases were made of different firms. All purchases were made in his home town except the final item of \$108.79 which was spent in two nearby towns.

The list covers all of the expenditures made by this agent during the year 1931.

Clothing	\$ 9.25	Physician	13.00
Groceries and meats.....	40.74	Ice	24.00
Dry goods and groceries.....	17.35	Chicken feed	2.00
Variety store	12.50	Fuel	19.60
Groceries and fruit.....	20.44	Fuel	6.97
Groceries and dry goods.....	5.30	Building material and fuel....	79.85
Groceries and meats.....	189.87	Cleaner	6.75
Groceries and bakery.....	100.02	Barber	8.65
Shoemaker	10.00	Meals	3.00
Drugs	9.25	Light and water.....	64.58
Drugs	23.60	Interest	113.50
Milkman	98.21	Principal	250.00
Hardware	20.22	Taxes	68.73
Hardware	4.25	Church	35.00
Hardware	10.95	Donations	12.00
Garage	4.76	Newspapers	2.00
Gas and tires.....	60.39	Labor	19.20
Gas and oil.....	3.00		
Tobacco	5.90		\$1,406.63
Candies and ice cream.....	3.00	Purchases in nearby towns....	108.79
Box rent	1.80		
Dentist	27.00		\$1,515.42

B. F. VanVliet

On January 22nd, at the Iowa Lutheran Hospital in Des Moines, occurred the death of Superintendent B. F. VanVliet of Des Moines, in his 73rd year.

Mr. VanVliet was a veteran in Milwaukee service, beginning as Operator at Monticello, Iowa, in 1878, where he served two years, then going to Oxford Junction as Dispatcher. He received promotions successively as Chief Dispatcher, Trainmaster and Superintendent. In the latter capacity he served at Milwaukee four years, Minneapolis five years, and one year in Chicago. With those exceptions his entire service was in the state of Iowa, where he was located at Des Moines as Superintendent of the Des Moines Division; Marion in charge of the Iowa Division; Mason City on the I. & D. Division, and again at Des Moines, where he remained until his death.

Mr. VanVliet's service on The Milwaukee Road had been one of notable success in the various positions which he had filled. He possessed the faculty of friendliness to a marked degree, and his associations with the patrons of the

road and his courteous attention to their requirements made and held many friends for the company. He was held in the highest esteem by his co-workers of the official line and with the rank and file of employees with whom he came in contact.

He was a native of Monticello, Iowa, the son of a Methodist minister, and most of his life was spent in his native state.

He is survived by two daughters, one a teacher in Milwaukee, and the other living with him at home; also a sister residing in Sioux City.

Funeral services were held in Des Moines and at Monticello, which were attended by a large gathering of his railroad friends. Burial at Monticello.

B. H. McNaney

On February 17th, in Milwaukee, occurred the death of Bernard H. McNaney, an honored veteran in Milwaukee Road service.

Mr. McNaney was born in 1850 and has been continuously in the employ of this company since 1873 when he began as freight conductor on the R. &

S. W. Division. He had previously been in freight train service on the Illinois Central Railroad for a couple of years. In 1887 he was advanced to passenger service and in 1894 was appointed stationmaster in Milwaukee. From 1898 to 1912 he was Superintendent of Terminals in Milwaukee and then went to the LaCrosse and Northern Divisions as Trainmaster. In 1918 he was appointed Train Rules Examiner, being chairman of that Committee, which position he filled at the time of his passing.

Mr. McNaney had been in declining health for several months suffering from heart disease. He is survived by one daughter, Mrs. Elizabeth Peterson, who occupies the position of Chief Clerk of the Pass Bureau in Chicago, to whom the sympathy of the entire railroad family is extended.

Mr. McNaney was widely known in the railroad world. He was a deep student of all matters pertaining to the railroads, his counsel was highly valued and he was looked upon by the younger members of the "Family" as a true friend and adviser. He enjoyed to a remarkable degree the confidence and friendship of his superiors in the service and was loved and trusted by all of his co-workers, all of whom feel a sense of personal loss in his passing.

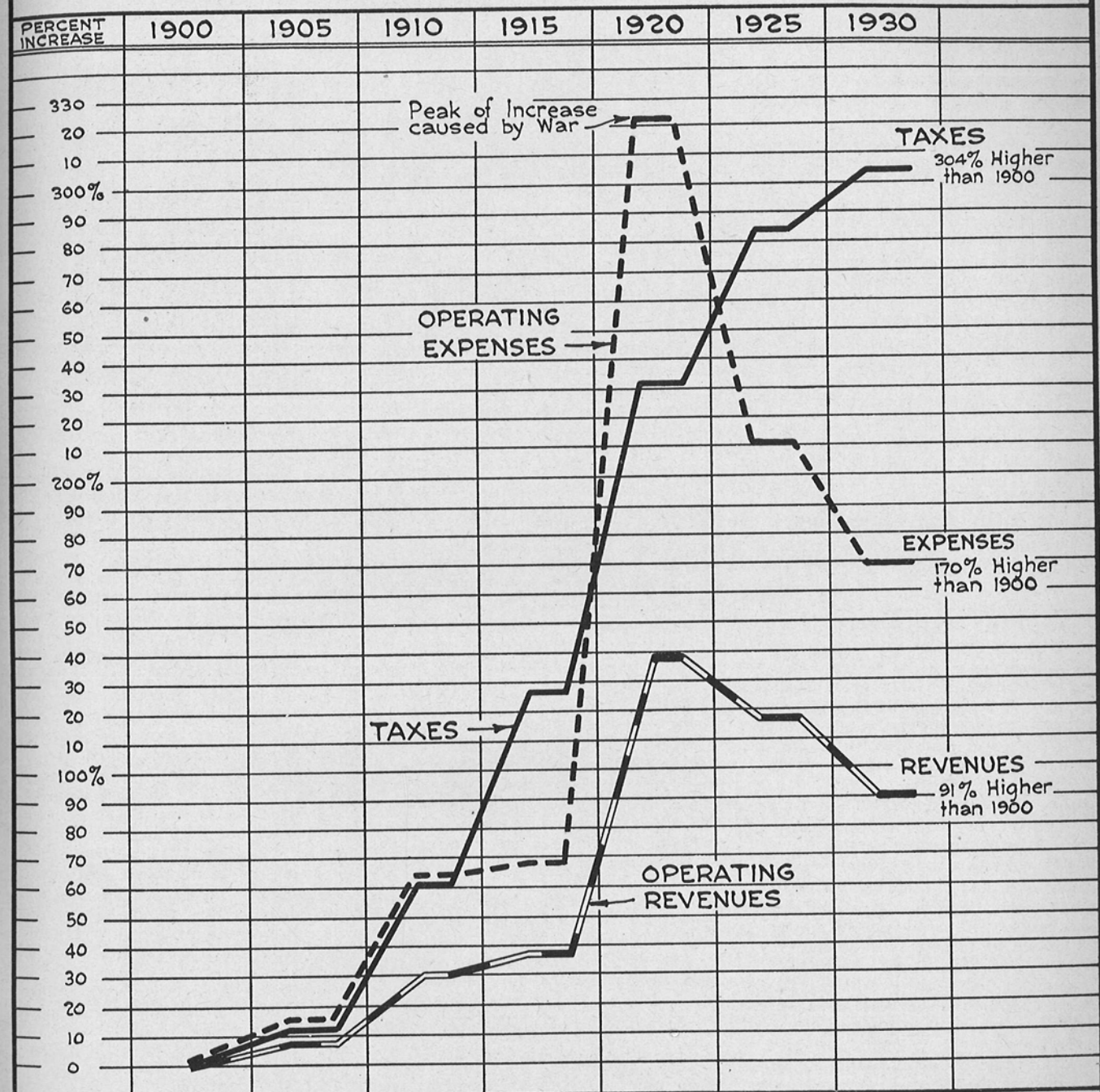
—IN MEMORIAM— W. W. Collins

Another reminder—The certainty goes on
That Pilots, Kings and Queens may spread upon
The Tones of commendable service; failure!
Failure to record one other survival
O'er this master of sly performances—Death!
Hence we greet thee, thru thy latest victim,
Whom we well knew, and others of his kin,
Who carried his responsibilities
With unwavering fealty to motion
Calculated to ennoble the heritage of man.
And so we look back with a sense of pride
On our acquaintanceship, believing, as we do,
That however trying this exit really be,
We look towards that future state coolly
And say with harmonious thought: 'Tis well!
Hence 'tis ours to do as thou hast done—
Build nobly and thru untiring effort,
Reviving pages added to human history.
Hence we say: 'Tis well!—No fantasy when
Times reckoning passed beyond the three score
ten.

Edward Murray.

On February 2nd in California occurred the death of Superintendent W. W. Collins. Mr. Collins retired from active service a number of years ago and has since made his home in California.

— The Milwaukee Road — Percentage of Increase in Revenues, Expenses and Taxes per Mile of Road — based on Year 1900



The Revenues, Expenses and Taxes for each of the years shown have been divided by the miles of road operated in that year and percentage of increase figured thereon. Note increase in taxes in last decade while Revenues and Expenses were decreasing.

The Washington Bicentennial

AS THE Magazine goes to the printer, the impressive ceremonies marking the opening of the Washington Bi-Centennial commemoration are under way in Washington and elsewhere all over the civilized globe. Eulogy and high encomium are wreathing the tablets erected to the memory of the Father of His Country and everywhere is heard the tribute to his dominant characteristics,—Honesty, Industry, Fidelity and Frugality,—those qualities which he himself said were the indispensable foundation stones on which to build a nation.

The spiritual force of the great man who lived and built according to his unshakable faith and his unswerving honesty, is the heritage of the nation which he founded and the highest and greatest tribute which we as a people can pay to him is to endeavor to so order our lives in respect to those qualities of Honesty, Industry, Fidelity and Frugality that the high ideal which he established may not be forgotten.

A disciplined, well-ordered life, under Divine guidance, and in accordance with those principles that he laid down for a nation's prosperity is the quickest and surest way out of the troubled times that now surround us.

This year of commemoration to George Washington may well be spent in a study of those higher attributes of life and a swing back to the spiritual force that dominated him throughout his public career.

Increasing Our Circulation

ATTENTION is directed to the ad on page 1 of this issue, inviting our regular readers to join in a campaign toward an increased circulation of The Magazine. We have many friends outside of the circles of The Milwaukee Family who enjoy our publication and as its sphere of influence is extended, so also can the general interest of its reading matter be augmented. The yearly subscription price is negligible compared with the real value of our publication to Milwaukee friends.

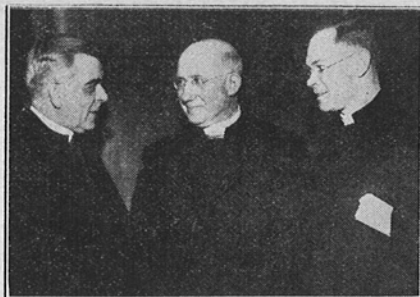
John Henley, Veteran Switch Tender in St. Paul Yards Has 52 Years of Service

HEMMEED by towering bluffs on the one side and the mighty Mississippi on the other, situated in the Milwaukee Road yards at St. Paul, is a tiny structure known to Twin City Terminal employees as Division Street switch shanty.

For eight hours each day it is the base of operations of John Henley, veteran switch tender, who counts 52 years of service with the company, all of it spent in Minneapolis and St. Paul.

Visitors to the shanty are few, for no beaten pathway passes the threshold. Trains seldom pause and rarely stop, for it is the duty of "Jack" Henley, as he is affectionately known to his fellow workers, to line the switches so that stops are unnecessary.

But "Jack" is never lonesome. While callers do not tarry and he has little opportunity to swap yarns of the early days with fellow veterans, he finds delight in the exchange of cheery words of greeting with train and engine crews as



ON JANUARY 27th, the Milwaukee road was host to a party of dignitaries of the Catholic Church including Most Reverend Peter Fumasoni-Biondi of Washington, D. C., Apostolic Delegate to the United States and the highest ranking dignitary of the church in this country; Rev. Francis E. Hyland of Washington and Msgr. James H. Ryan, Rector of the Catholic University of Washington. They were enroute to St. Paul to take part in the consecration of Bishop Murray of Portland, Ore., as Archbishop of St. Paul.

they pass his doorway. "Jack" knows them all, for his service goes back to the days when only four Milwaukee Road switch engines were required to do all of the work at Minneapolis, Minnesota Transfer and St. Paul.

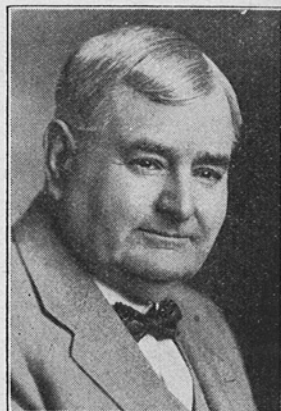
Then, too, "Jack" has his memories. Business is a little quiet on his stretch of railroad these days, but time passes quickly for him nevertheless. Between blasts of engine whistles calling for track route, "Jack" sometimes lets his thoughts wander back to the days when "Bill" Underwood was superintendent at St. Paul and when "Jim" Gillick was a trick dispatcher there. Days of the heavy wheat movement; the extra trains carrying State Fair visitors; the severe winters and the blizzards that would have tied up a railroad if other than stalwarts were on the job.

"Jack" has the sky-line of downtown St. Paul to look after, too. He's been watching it so long now that it has become a sort of duty. Built as the city is, on seven hills, his shanty has long provided a vantage point from which to watch the growth and development of the capital city of Minnesota.

And there is the river that also gets a bit of his attention. Years ago he waved to captains of the Diamond Jo packets plying the Mississippi between New Orleans and St. Paul. He saw the demise of that industry with the turn of the cen-

tury. Today he watches his neighbors residing along the banks, in their search for firewood. Directly across the river from his shanty is the Municipal Airport, where he sees the mail and passenger planes land and take off.

John Henley has lived in a great age and he is grateful for it. Hale and hearty at 67, he proposes to preside over the switches at Division Street for a long time to come. And he is hopeful for the early return of business, that he might be kept "jumping like a grasshopper" in the maze of tracks that is his front yard.



E. A. Thomas

He Counts Box Cars

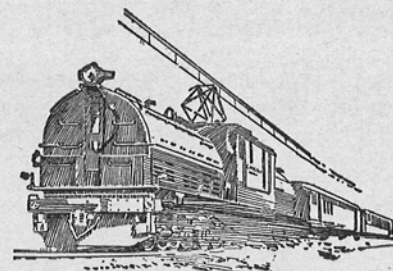
E. A. Thomas, Agent at Sioux City Stock Yards Figures Out Where the Box Cars He Has Billed Out Would Go To and Back If They Were Put End to End.

CARL EBY in the Sioux City Tribune of January 30th, put Mr. Thomas in the spot light in an interesting story of his career with The Milwaukee Railroad and the part he has taken in the operation up at the busy station at Sioux City Stock Yards. According to the Tribune, Mr. Thomas "does not count sheep when he battles insomnia—he counts box cars. And if he were to count only those he has billed out of Sioux City, they would make a train stretching from here to Los Angeles, to New Orleans, La., from New Orleans to New York and back as far as Indianapolis, Ind." More than 800,000 boxes, this train, all of livestock and meat, reaching more than 6,000 miles; and Mr. Thomas thinks that of the meat shipments there would be enough to provide every American citizen with a chop or a steak with enough "left over for a liberal serving of stew for each soldier in the embattled Chinese and Japanese armies in Manchuria."

Mr. Thomas began service with The Milwaukee Road in 1893, as baggage man at Herndon, Iowa. After a year he was transferred to Manning, Iowa, as operator, remaining there until 1900 when he went to Rock Island. Mr. Thomas was appointed freight agent at the Stock Yards in Sioux City in 1902, which position he has held ever since. W. W. Breckendrige was local freight agent at the city office, and he was followed by H. W. Hurlburt, C. R. Dimmiller, R. J. Larsen and Homer Snow. Mr. Thomas has served under superintend-

(Continued on page 14)

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



+ COURTESY +

Many theories have been advanced to explain the economic crisis through which we are passing and we all realize the seriousness of it. A recent speaker, in commenting on the situation, stated that the final outcome depends largely upon the attitude of the individual citizen, his own state of mind and his relations to the people with whom he comes in contact either socially or in business. In closing his remarks he quoted the following:

"It matters not how deep intrenched the wrong,
How hard the battle goes, the day, how long;
Brace up, fight on! Tomorrow comes the song.
Be strong, ye men, be strong!"

These words, although written more than two score years ago, impress us as though they had just been spoken. They have a message of cheer and encouragement for us today and might well be adopted as a watch-word.

Many employes of our road feel that they have no direct contact with the traveling or shipping public while performing their daily duties and wonder how they may be helpful in promoting its interests other than by doing their work efficiently. To such it may be said that opportunities often present themselves and most unexpectedly.

Every person with whom we come in contact is in a sense a prospective customer of the railroad. He may not have need for our service just at this time but sooner or later he will have occasion to take a trip or make a shipment that can be handled by the Milwaukee Road and if his contact with you has been pleasant and satisfactory it will be a reminder of what we have to offer. Not long ago a business man, whose duties require him to visit eastern cities frequently, had occasion to go to Seattle. A suggestion that he would find variety and comfort in travelling over the mountains on an electrified train appealed to him and he made the trip on The Olympian. He later expressed himself as having been more than pleased and the thing that appealed most strongly to him and which he always emphasizes when telling about it is the courtesy shown him by the Milwaukee Road's employes as they went about their various duties.

This is only one of many ways in which every employe may be helpful in securing business.

(Contributed by F. E. Weise, Office of Chief Engineer, Chicago)

F. E. Weise

Vice-President



John Henley and His Switch Shanty

ents—the late L. B. Beardsley, F. L. Richards, M. J. Larson, C. H. Buford, E. F. Rummel, E. H. Bannon, A. J. Elder and F. T. Buechler.

J. G. Love was Division Freight and Passenger Agent when Mr. Thomas arrived in Sioux City and was followed by C. N. Curtis, both of whom have passed on, and B. C. Searles now occupies that position.

Sees Many Changes

Mr. Thomas has seen many changes and much growth in Sioux City since he went there, among which are noted the Live Stock National Bank's former location, where now is the Emil Rosenstock Commission Company; the elevated railroad was operating, but ceased its activities in 1904; and the Floyd River which ran in front of the Ex-

change Building was diverted from its original bed in 1904. An interesting event in Sioux City's history is that this little river was named by Lewis & Clarke on their memorable expedition to the headwaters of the Missouri River, in 1804, to commemorate Sergeant Charles Floyd, a member of the Expedition who fell ill while the Expedition was encamped on the banks of the Missouri where Sioux City now stands.

The place named for him has become a part of Sioux City, but the river is still true to his memory. After this diversion, we return to Mr. Thomas, to say that after thirty years on the same job he is still pleased with his work and looks forward to many years of continued activity.

The Ghost Train (To the Reader: Read This by the Full Light of Day)

HERE is a ghoulish little yarn that had some circulation in the switch-shanties and among the stove-pipe committees of the yester years. It has been preserved as a bit of folk lore by Mr. Charles E. Browne of the State Historical Museum at Madison, Wisconsin. Mr. Brown relates:

"Tales of the appearance of phantom trains or of engines on various railroad lines were in former years occasionally heard. Some old railroad men in the middle west assert that during the months of April and May of each year (April 28th to May 3rd) the anniversary of the passage of the funeral train of President Abraham Lincoln (1865) over the Big Four, Chicago & Alton and other railroad lines, through the states of Ohio, Indiana and Illinois, on its way to Springfield, a ghost funeral train again rolls over this route.

"The phantom train makes its appearance late at night. For its flight, the lines are mysteriously cleared. As the time for its appearance approaches everything becomes oppressively quiet. Not a human or other sound is heard. A strange feeling of apprehension and terror takes hold of those who are on duty along the tracks, or who happen to be in the vicinity.

"A light is seen in the distance. It is the headlight of the pilot engine of the funeral train. It approaches rapidly and hurtles by with lightning speed. After it has passed another light is seen and the unearthly shriek of a locomotive is heard. The headlight grows larger and larger and fairly blazes with a blinding glare as it draws near. The muffled engine bell is heard tolling with a mournful tone. This is the funeral train bearing the body of the martyred President and of his young son to their last resting place at Springfield.

"The Lincolns ghost train is being run by the dead. In the dimly lighted engine cab are the engineer and fireman, both grinning skeletons. The train, consisting of the funeral coach bearing the caskets and a number of cars, is heavily draped with black and silver mourning drapes. On the platforms of coaches,

swinging lanterns, are the conductor and brakemen. Although fully uniformed, all are of the dead. Other skeleton faces peer from the coach windows. There is a great rush of wind and the heavy steel rails rumble and seem to groan as this phantom train crashes past and is lost to sight in the dense black of the night.

"Those who claim to have seen the Lincoln Ghost Train never wish to witness its passing again during their lives."



Inspecting the Exhibit, Milwaukee Division Engineer W. E. Stephens, Fireman Edw. Margoles, and Conductor Dan Marlett, of The Olympia Crew

An Interesting Exhibit

An exhibition of real interest to railroad workers and one that is attracting the attention of Milwaukee Road travelers arriving and departing in the new Union Station in Chicago is an exact replica of the famous "Rocket" steam locomotive built more than a hundred years ago by George and Robert Stephenson.

It was built for The Museum of Science and Industry by the Robert Stephenson & Co., of England and was loaned to the Union Station Company for a temporary exhibition, after which it will be permanently installed in the museum, founded by the late Julius Rosenwald, located in Jackson Park in Chicago.

When the famous Rainhill trials were held near Liverpool, England, in October, 1829, to determine whether horses, fixed engines with cables or steam locomotives were most practical for use on

the new Liverpool and Manchester Railroad, a prize of £500 was offered for the best engine that would haul 6 tons at 10 miles an hour. The Rocket averaged 15 miles an hour and attained a speed of 29 miles an hour and was awarded the prize.

Because it had the following 4 basic elements still found in modern locomotives—elements which made it the first commercially successful locomotive—the Rocket is regarded as the grandfather of all locomotives:

(1) Fire-box surrounded by water of the boiler.

(2) Boiler was horizontal and hot gases passed from fire-box to smoke-stack through tubes in boiler and heated the surrounding water.

(3) The steam exhausted into the smoke-stack, thereby increasing draft and making a hot fire.

(4) Power derived from steam was exerted through the piston-rods and connecting rods directly on the driving wheels to which the connecting-rods were attached without intervening parts.

Adjacent to the locomotive in the station is an exhibition installed by the Pullman Company housing sleeping car units, including a Single Bedroom similar to the type in service on the Pioneer Limited. A Single Occupancy Section and other new sleeping car features are displayed. A uniformed Pullman Conductor and Porter are in attendance.

The contrast between the early day type of motive power and the present day comforts available to travelers impresses one with the luxury and safety afforded Milwaukee Road patrons.

3212 Foot Safety First Altitude

(Continued from page 8)

and extra gang foreman and the last seven years as section foreman on the Idaho Division and fortunately sustained no personal injuries to myself nor to men working with me.

Some of the things which help me in handling men is to maintain a cheerful disposition all day. I do not want to be too bossy, and when the work is hazardous I take the worst end myself, and explain how to tackle such work safely. I don't show partiality but treat them all alike and when I get a new man I take him for a partner as much as possible. Thus I get the confidence of my men and feel that better results are obtained.

I run a motor car as close as I can according to rules, and have provided myself with a good electric headlight for use at night in case of emergency and I find it indispensable.

We believe that we have only graduated from the primary department of the Safety First course, but we shall keep on studying and practice and achieve a one hundred per cent safe mind. When this economic depression passes, which we all hope to be soon, and the wheels of industry will hum again and, as President Hoover said, "Twenty years of prosperity follow," we will find all the members of the Milwaukee Family one hundred per cent efficient and one hundred per cent safety minded.

The Agricultural and Colonization Department

Apples Taking Place of Lumber Satisfying Mrs. Consumer Makes Industry Grow

MRS. Consumer is a mighty particular person with whom the producing public must ultimately deal. Probably in no one thing is she more particular than that of purchasing the supply of apples for home consumption. Surely she feels that inasmuch as it is her money she is spending she has a right to demand disease free, insect free, uniform sized and attractively colored fruit. If she does not secure these things she simply refuses to purchase apples no matter what the price may be.

In every apple growing territory served by The Milwaukee Road, well equipped apple packing plants, such as is pictured on this page, are essential for sorting, grading and packing the commercial varieties found in large quantities in every important market center. The building of these plants is going forward as rapidly as production

and other economic conditions warrant their construction. Perhaps in Washington, as nowhere else, has the producer of apples recognized the value of a high quality pack. These western growers realize the importance of furnishing the consumer with a product that will satisfy demand and remove all doubt about the purchaser not getting full value for the money expended.

The Milwaukee Road has four promising territories in Washington where high quality tree fruits are being produced in commercial quantities, namely: Kittitas Valley, Spokane Valley, Priest Rapids Country and Moses Lake Country. In each of these territories much attention is being paid to better cultural methods, such as proper fertilization, pruning and spraying. As a result the quality of the fruit has not only been improved, but production increased until it is not uncommon to find orchards producing 1,000 packed boxes per acre and many of the better managed orchards yielding around one carload of salable fruit per acre.

The foregoing production areas have been cultivated sufficiently long to have thoroughly demonstrated their commercial value. It is said that no better fruit is produced anywhere. The flavor, texture, color and yield of the apples grown is as good as nature and man can make them. All that remains is to properly satisfy the consumer as to

grade. No matter where a box of Kittitas Valley, Spokane Valley, Priest Rapids or Moses Lake apples are opened they must be uniform. The packing plants are seeing to the fact that a buyer in London, New York, New Orleans, Chicago, San Francisco and Honolulu gets exactly the same kind, quality and grade of apple when it bears one of these stamps of origin. Mrs. Consumer may buy them today, tomorrow, next week or next month with confidence



Orchard Scene Near Bellingham

knowing she will get her money's worth.

As progress has been made in producing and marketing apples from these Milwaukee served areas, so too it has been made with pears, peaches, apricots and cherries—and each load produced and sold is a contribution towards taking up the slack in the diminishing lumber traffic.

How We Get New Settlers Prospective Farmers Are Picked to Fit Into Areas Where They May Expect to Succeed

THE evident intention of many hundreds of families to return to a self-sufficing mode of living is expressed in the inquiries and personal calls we receive. Folks actually want to get on to a place where they may be able to supply all or the major part of their daily needs. They speak of food, fuel and shelter as being most important and point to the farm as the place where those necessities may be secured.

They seek information through our office, confident that they will be directed to the right place. Often there is the frankly addressed question, "your road traverses a great area of this country. Surely you can direct me to a place where I may be able to find surroundings suitable and soil sufficiently rich to supply our needs. Where do you recommend that I go?"

The responsibility of answering that

question "Where do you recommend that I go?", is twofold. First, we must be sure that we are directing a family to a farm where the head of the family, his wife and children can by experience, adjust themselves to their new conditions. Also, where they are reasonably assured that their efforts will return to them a certain degree of success. We must ask ourselves "Are these folks the kind that will be able to farm on large acreages? Will they do best growing

products that must be specially marketed? Is their training most adaptable to the open or wooded areas, or will they do best near our large centers of consumption, or more removed?" Those and other questions we ask must be answered before we can safely recommend the purchase of land in any area.

Secondly, we are constantly investigating lands that are for sale in all areas served by our road. We do this so that we may know the type of soil, the capital necessary for a

beginner to attempt farming, the possible markets, the leading agricultural products for which the land is best adapted and the extent of cooperation a new settler will receive.

Dovetailing the accurate knowledge we have gained of the territories we serve with those of the known conditions we are sure the prospect desires, and can adjust himself to, we are then in a position to direct our new settler to a locality where he may expect to be an asset to himself, his family, his community, and our road.

We have no lands for sale, so must cooperate closely with land owners or their agents who do have farms for sale. Therefore, we cultivate the acquaintance of good reliable real estate agents or land owners to whom we may safely refer our prospects.

After having all the foregoing information, and much other that space will not permit our detailing here, we prepare lists of farms that are for sale. In those lists we give locations, brief descriptions of the soil, sale price of the land, terms on which farms may be purchased and a short account of what the area and the farms are best adapted for agriculturally. Those lists are given to or mailed to the prospect and from them he is invited to make such investigations as he may desire.

We urge every farm purchaser to make a special trip of investigation to the area from which he expects to make

a purchase. We suggest that he become acquainted with the man with whom he is to do business to see that he is fairly representing the farm for sale, its price and the terms upon which it may be purchased. We ask that new settlers visit with neighboring farmers and local business men to learn all that can be learned about the farm in question, its surroundings, its productivity, its evident and hidden assets and anything else that might be of value to a newcomer. In other words, we try to point out to prospective settlers that they must satisfy themselves as to the value of their contemplated purchase so that they may know in advance that they are getting a hundred cents worth of value for every dollar expended, and they must be able to satisfy themselves that should they purchase a farm it will be able to pay for itself, all necessary improvements and provide a living for the family.

All of the settler's investigation is, of course, based on his willingness to do his part in intelligently managing the farm he shall purchase and frugally conducting his personal affairs so that he may be able to meet such just obligations as he may enter into.

Dakota Farming Changing New Sources of Income Taking the Place of Wheat

THE often-used axiom that "There is nothing as certain as change," applies to Agriculture as truly as it does to transportation and industry, the other great phases of present day civilization.

These three activities so closely interwoven into the machinery of modern life respond in unison to accelerating and retarding influences. Minute changes in any one are reflected on down the line to the most remote part of the other two in a beneficial or detrimental way, as the case may be.

The eighty-three thousand farmers in South Dakota have and are rapidly changing their operations to fit into a changing agriculture brought about by improved methods, market fluctuations and competitive problems.

Northeastern South Dakota five years ago classified as the wheat-producing area of the State is shifting her operations to a greater diversified program of dairy production and livestock finishing.

Ambitious farmers, feed crop surpluses, geographical advantages in being located intermediate between the producing areas of the west and the consuming areas of the middle west and east are responsible for this changing agriculture in this area.

In the fall of 1930 the first western lambs were placed in eastern South Dakota feed lots—last fall and this winter more than 30,000 western lambs were finished in Brown County.

Commission firms, experienced feeders from the corn belt, producers and technical observers pronounce this area peculiarly suited to this venture because of conditions already enumerated. Feed-

ers who have attempted lamb-feeding at this critical period of declining markets are developing with confidence this new operation and it promises to soon become a major source of farm income in this area.

Packers, market representatives, bankers and agricultural extension agents are lending every cooperation in the sound development of this program.

Harding County, South Dakota, with her 111,000 sheep, like other counties in western South Dakota and Montana will continue to produce feeder lambs to be moved to sections best adapted to finish them and place them in the hands of the packers in competition with the best that can be developed with present-day knowledge. If feed crops of unlimited variety, artesian water, high type farmers and students of agricultural problems are essential in this program, eastern South Dakota has laid the ground work for a new source of farm income that has unlimited possibility in the years to come.

Railroad employees will play an important part in this development as profitable returns to both the producer and feeder are in no small part dependent upon the rapid and careful movement of this important commodity so essential in the diet of the eastern consumer.

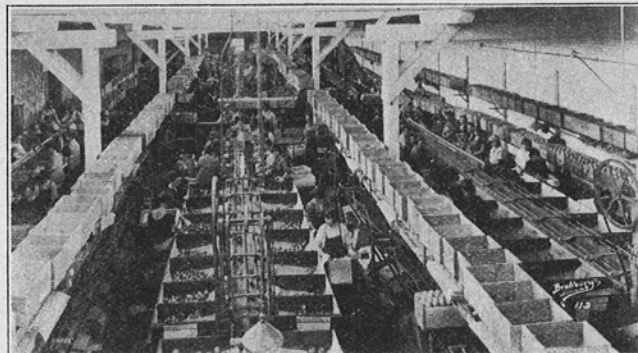
Fairfield Settling Up Fast Nearly 90 New Families Added to the District This Past Year

A TOTAL of 87 farm families will be new settlers on the irrigated lands of the Fairfield district along our lines in Montana. These families will operate farms having 8,988 acres. There is a very good possibility that nine additional families will be located in the district before spring.

This new movement into one of Montana's best irrigated districts was the result of the government opening up



Harvesting Peas Near Fairfield, Montana



Typical Washington Apple Packing Plant

85 tracts of land for homesteading. Ex-service men were given first choice and 76 allotments were granted them. The remaining nine allotments have all been applied for and no doubt will be assigned before the new crop year.

Besides these government homesteads, totaling 7,108 acres, 1,880 acres of privately owned lands in the district were purchased or leased by 11 families who are already preparing for their spring work.

Since water has been brought to the district non-resident and large local farm owners are finding that it will be much to their advantage to sell their holdings in units of 80 to 160 acres. This is because the government will not furnish water to holdings in excess of 160 acres and, furthermore, idle land must, of course, bear its fair share of the whole cost of irrigating the district.

In addition to the foregoing lands that are for sale and settlement, there is a large tract known as the Achuelot "bench," lying east and southeast of the Fairfield district, that is capable of irrigation. This bench can be irrigated at a comparatively low cost by the simple method of extending the canals that serve the Fairfield district.

Illustrated folders and maps describing the Fairfield district have been prepared by this department of our road and the U. S. Reclamation Service. They may be had for the asking by any one who would like to learn more about the farming possibilities. Their conservative estimators say there is room for several hundred more families on the Fairfield district and the Achuelot "bench."

Good Potato Growers Choosing Land Along Our Gleason Branch

EXPERIENCED potato growers are taking up the available cleared land along our Gleason branch in Wisconsin. The new productive soil and its freedom from disease appeals to men who are looking for areas where large yields of good quality potatoes may be grown.

Indication of this movement was further revealed in a letter from Agent Hams at Gleason. He writes that a Mr. Zuickey from Antigo, Wis., last year leased 40 acres near Meadow and from that land shipped 14 carloads of potatoes, getting 80 cents a hundred weight for them when the general run of potatoes sold for 35 to 50 cents per hundred weight.

Mr. Zuickey has again rented the same 40 acres. In addition he has leased 40 acres two miles north of Gleason and another 50 acre tract three miles east of the same town. When experienced growers will arrange to plant 130 acres of potatoes in any given area it is evidence of a satisfactory production.



SAID TO BE HUMOROUS



"Repartay"

The old gentleman did not try to help his wife into their new car as he used to in the horse and buggy days.

"You're not so gallant as when I was a gal," she told him.

"No," he replied, "and you are not so buoyant as when I was a boy."

Two Irishmen were looking into a jewelry display window at a collection of diamonds. One said to the other: "Mike, how would you like to have your pick in there?"

"Begorra," said Mike, "I would rather have me shovel."

Scared Husband: "You say you found a letter in a woman's handwriting in my pocket this morning? I don't know how it got there!"
Irate Wife: "I do! I gave it to you to mail two weeks ago!"

As It Is—

Visitor in county jail: "What terrible crime has this man committed?"

Warden: "He didn't commit any crime at all. He was going down the street a few days ago and saw one man shoot another and he is held as a material witness."

Visitor: "And where is the man who committed the murder?"

Warden: "Oh, he's out on bail."

Faith, Hope and Charity

An old farmer who had been waiting for farm relief promised by the last three administrations was asked how he liked it. He replied: "Well, sir, the Harding administration I lived on faith, the Coolidge administration I lived on hope, and so far during the Hoover administration I've lived on charity."

For An Impression

Mr. Peewee: Why did you get me such big shirts? These are four sizes too large for me.

His wife: They cost just the same as your size, and I wasn't going to let a strange clerk know I married such a shrimp as you.

Dublin Porter (announcing the departure of an express train): "This train shtops nowhere at all!"

Aberdonian to hero of drowning accident: "Are ye the man that saved my laddie?"

"Aye."

"Whaur's his bunnet?"

In her school essay on "Parents," a little girl wrote: "We get our parents at so late an age that it is impossible to change their habits."

Young Man: "Er-sir-I-er—that is, I came to say that your daughter tells me that she-er—she loves me."

Parent: "And I suppose you have come to ask my permission to marry her?"

Young Man: "No, sir; I came to ask you to make her behave herself."

MOGUL MIKE SAYS:

Did it ever occur to you that the railroads have taken a mighty important part in building the homes of the people of this Nation?

In the early days folks had to live close to seaports because the inland rivers and highways couldn't supply the transportation necessary to provide the things that people must have. And our country didn't grow very fast till the railroads stepped in to haul the lumber and then the steel and cement and the furniture and all those things that were needed for homes and farms and places of business in every part of the land.

All the new inventions that make house-work lighter and furnish amusement and entertainment in these homes wouldn't mean much if it weren't for the railroads to haul them from the places where they are made to the people all over the country.

If disregard for home life is increasing, as some folks say, it can't be blamed onto the railroads. The sweet young things and their boy friends don't hop on the Milwaukee Road's Olympian to make the rounds of the night clubs and road-houses, nor climb aboard the Pioneer Limited and park it in some dark lane, leaving the old folks with nothing to do but crank up and strike out for themselves.

No sir! People use the railroads for worth while pleasure and business and while they are in our care they are safe from harm to the outer or inner man.

We railroaders are proud of our record as "home builders" and happy that we have been so useful in providing the service needed for the industrial and social growth of our country.

The doctor's small daughter had strayed into his consulting room and was watching wide-eyed, as he tested the heart and lungs of a patient with the stethoscope. Suddenly she spoke: "Get any new stations, Daddy?"

A rich man, lying on his death bed, called his chauffeur, and said: "Sykes, I am going on a long journey, rugged and worse than you ever drove me."

"Well, sir," consoled the chauffeur, "there's one consolation—it's all down hill."

MasStingy—I never deny my wife a single wish.

O'Donough—That's mighty generous of you, old man.

MasStingy—Oh, you misunderstand me. It don't cost nothin' to wish, does it?

"How did you get your auto all smashed up?"
"I tried to climb a telegraph pole in it."

"But you know autos were not made for that."
"Yes, but another autoist wanted to use the road."

Some Paint!

A paint manufacturer recently received the following letter:

"Gentlemen: Will you please send us some of your striped paint? We want just enough for one barber pole."

Time Out

Dissatisfied customer: But you guaranteed that this watch would last me a lifetime.

Clerk: I know it, but you weren't looking very well the day you bought it.

Dense Dorothy (being instructed in driving her new car): "But, how do I turn on the radiator when the car is cold?"

"Say, Bill, if you had five bucks in your pocket, what would you think?"

Bill: "I'd think I had somebody else's pants on."

Bugs—Where, in Chicago, do you live?
Mugs—Only a bomb's throw from the loop.

Teacher: "Who was the world's smartest man?"

Boy: "Thomas Edison. He invented the phonograph and radio so that people would stay up all night and use his electric light bulbs."





Chlorate of Soda

There are a considerable number of handlers of dangerous material in this world who go along, doing things they should not do, secure in the belief that because they have done something wrong for nine hundred and ninety-nine times without having trouble, no trouble will ever come near them. The difficulty with this idea lies in the "Law of Probability" which cannot be persuaded to keep its hands off in such cases. Sooner or later, the shipper or railroader who persistently and indifferently does what he shouldn't, is brought up suddenly and painfully.

Some men, through ignorance or indifference, pack and handle some tricky substance in a way completely opposed to common sense, or what is the same thing, the I. C. C. Regulations. They may go their way unharmed for years, but sooner or later the value of the regulations becomes suddenly and terribly apparent. We are going to tell you about a very recent proof of all this, the said proof emphasizing its meaning with a money loss of over \$100,000.

A certain company, dealers in chemicals, apparently have done, for some time, a considerable business in CHLORATE OF SODA and CHLORATE OF POTASH. These two substances, classed as OXIDIZING MATERIALS by the regulations, are usually in the form of small white crystals, and if these are subjected to friction, in the presence of anything that will burn, HOW THEY CAN OXIDIZE! Such treatment is EXTREMELY LIKELY to START A FIRE! The company in question stored its chlorates, which were imported from Europe, in a public warehouse, and, as needed, had the material trucked down to a nearby railroad terminal.

Now, so far, this was perfectly proper, as these chlorates are acceptable for shipment under the regulations; BUT—the regulations call for certain types of containers for chlorate shipments, metal fibre or plywood drums, or wooden boxes, barrels or kegs, WHICH COMPLY WITH THE APPROPRIATE I. C. C. CONTAINER SPECIFICATIONS. The most important point in these specifications is that these containers are SO STRONG and SO TIGHT that sifting of the contents will be prevented. The materials are relatively harmless as long as they REMAIN IN THE CONTAINERS, but if dry chlo-

rates leak out, and become scattered around ALMOST ANYTHING MAY BE EXPECTED.

Well, then, this company's material was packed in wooden barrels and metal drums. An examination was made of seven wooden barrels, which were about to be unloaded at the railroad platform but on account of the fire described below were taken back to the shippers' warehouse. These barrels did not comply with the I. C. C. Regulations by any stretch of the imagination, nor were they marked with any I. C. C. container specification number. In addition, they were not in good tight condition, one having a broken stave and another a broken head-board, while chlorate of soda was sifting freely from these barrels. It is assumed that they were representative of the barrels actually involved in the fire, and that sifting from the latter was probable.

On the morning of November sixth, a truck arrived at the station and delivered ninety-eight wooden barrels and four metal drums of chlorate of soda crystals. Almost as soon as these were rolled from the truck to the platform, truckers wheeled them away and into a waiting box car, until thirty-three barrels had been placed in the car. At this time an additional fifty-eight barrels and four steel drums stood on the platform.

One of the truckers, as he placed a barrel in the car, noticed that the bottom of the barrel was covered with white crystals. On his way back with another barrel, he suddenly saw smoke and flame coming up around the barrel with the white deposit on it. He dropped the barrel he was trucking, and ran to give the fire alarm. Two employes came run-

ning with fire-extinguishers, but the fire was already roaring out of the car, and smoke and heat drove them back. The car was on the third track away from the receiving platform yet in a few minutes the fifty-eight barrels and four drums on the platform were ablaze.

The local fire department apparatus came dashing up, and soon hose streams were pouring onto the blazing platform and cars; but the heat was so intense that the firemen could not get close enough to the heart of the fire. Although the wind was blowing in the opposite direction, a telephone pole sixty feet away took fire. Every one of twenty-five box cars in the yard were ablaze; In one car, loaded with pigs or solid bars of tin, the heat was so intense that even though four of these were of all-steel construction, the contents took fire, a large part of the metal flowed like water through cracks in the car floor. Forty feet away, a steel box car loaded with cocoa beans buckled till the car body touched the ground between the trucks. Flying embers set fire to the rigging of an ocean steamship, which was separated from the fire by a brick firewall.

Yes, it was quite a fire—the largest dangerous-article fire in a long time. And that \$100,000—what an expensive way to learn the properties of chlorate of soda! We think the lesson has been learned in that particular place! On the following day, a truckman came with four barrels of chlorate of potash for shipment and was promptly CHASED away!

It appears that the shipping order for the chlorate of soda bore a "YELLOW LABEL" notation and THE SHIP-

work as operator in 1880, while the railroad out there was being graded from Leaf River to Lanark Junction. Mr. Miller worked as night operator at Byron while the only other night operator on the division was at Elgin, and one train dispatcher was located in Chicago. Mr. Miller wears his years of service with a smile and enjoys his work with the same zest as when he first handled the key at Byron and called the Dispatcher out of his slumbers in the office at "DI" on the rare occasions when something was doing in the night. In the years when the division was young and most of the trains were operated between 6:00 a. m. and 9:00 p. m.



H. H. Miller

At Byron, Illinois More Than Fifty Years

WE present Mr. H. H. Miller, agent at Byron, Illinois, where he started

PER'S CERTIFICATE SIGNED! In other words, the shippers knew SOMETHING about the regulations, yet they CERTIFIED to something that was untrue! The barrels were not actually yellow-labelled, nor did they even bear the name of their contents! The receiving clerk at the terminal did not examine the barrels, as things were moving rapidly at the time; but how much more rapidly they moved a little later!

What actually started the fire? With chlorate of soda sifted out on the car floor, the iron wheels of heavily loaded hand-trucks could do the rest, as surely as if a match had been struck—grinding friction!!

We must have hand-trucks, but we need not have sifrage. We would not have had sifrage if I. C. C. specification containers had been used. We would not even have had sifrage ON RAILROAD PROPERTY if the shipment had been refused till properly packed. Paragraph 201 of the I. C. C. Regulations says, in part:

"Transportation of the following dangerous articles is forbidden and such articles must not be delivered for transportation or transported:

(a) Packages containing dangerous articles in a leaking condition, or in such an insecure condition as to make leakage probable during transit.

(b) Dangerous articles not properly packed, marked, labelled, described and certified."

Isn't that pretty plain? We know plenty about the problems that receiving clerks and other railroad employes have to meet. We know how unpleasant it is to refuse a revenue shipment, and all that. Yet, when you come to look at it, there were in the yard twenty-five cars, loaded with materials on which the revenue would run into three figures, while the chlorate of soda was destined for a short haul only. By not sacrificing that revenue, both the freight and the value of twenty-four carloads of material went up in smoke!

There are still some men who consider the I. C. C. Regulations as a plain nuisance, being put over by a lot of fuss budgets who know little or nothing about railroading. If YOU are one of these, now is the time to GET RID OF THAT IDEA!

Notes on the I. C. C. Regulations

In this issue we present Paragraph 207, comments on which will be singularly appropriate in connection with the above article but which is also extremely important at all times. This paragraph reads as follows:

"SHIPPING ORDER CERTIFICATE 207. The shipping order must also show the following certificate in the lower left-hand corner over the written or stamped facsimile signature of the shipper or of his duly authorized agent:

"This is to certify that the above articles are properly described by name and are packed and marked and are in proper condition for transportation according to the regulations prescribed by the Interstate Commerce Commission."

The intention of this paragraph is that

the shipper signs the certificate with the knowledge that his packages do comply with the regulations. It is assumed that a shipper is honorable enough not to sign his name to a statement that is untrue, whence the presence of the signature may be taken as the shipper's statement of the correctness of his packages. Fortunately, the majority of shippers are well intentioned; however, as indicated in this Bulletin's first article, this may not always be true. There are shippers, some willfully dishonest and others merely slipshod who will sign a certificate either with the definite knowledge that it is untrue, or without knowing whether it is true or not. Consequently the shipper's signature on the certificate cannot be taken as complete evidence of the correctness of the packages. The signature is presumptive evidence only.

It was the intent of the framers of the I. C. C. Regulations, in view of the fact that it is in most cases impossible for the railroad employe to determine the full compliance of containers WITH CONTAINER SPECIFICATIONS, that the proper container specification marking shall be taken as evidence that the container does comply. The railroad employe then, IN ADDITION to noting

the signature on the certificate must check the presence of the PROPER specification marking. Even this is not enough. A check must also be made for labels unless the shipping order is marked "NO LABEL REQUIRED," and for the name of the commodity, and the marking "THIS SIDE UP" on liquid shipments. After a FURTHER check on the condition of the package and possible leakage the package is ready for acceptance. All this requires only a few seconds; however, NO MATTER HOW LONG IT TAKES, it MUST BE DONE!

In conclusion, IT MUST BE NOTED, even if the packages are properly marked and look all right, they must not be accepted unless the certificate HAS BEEN SIGNED. This is required by Paragraph 207 because it is the final hold which the enforcing agency has ever the shipper, to penalize or censure him for making improper shipments. The shipper might argue that an inexperienced man packed a dangerous article wrong without the knowledge of his superiors; but the presence of the signature on the certificate PUNCTURES THAT ARGUMENT COMPLETELY!

One Hundred Years Ago

THERE was not a public library in the United States.

Almost all the furniture was imported from England.

There was one hat factory, and that made cocked hats.

Every gentleman wore a queue, and powdered his hair.

Crockery plates were objected to because they dulled the knives.

Virginia contained a fifth of the whole population of the country.

A gentleman bowing to a lady always scraped his foot on the ground.

Buttons were scarce and expensive, and the trousers were fastened with pegs or laces.

When a man had enough to eat he placed his spoon across his cup, to indicate he wanted no more.

The church collection was taken in a bag at the end of a pole, with a bell attached to arouse sleepy contributors.—Union Pacific Magazine.

Seattle Veteran Tells Lon Cook the Story of Early Snow Fighting Days

"HEAVY snowfall doesn't mean delay to railroads any more," says James R. McLean, 74 year old veteran of this railroad. "Huge rotaries, electrically driven, eat through mountains of snow as easily as a hot knife cleaves butter, but years ago, trains were sometimes delayed often several days because of snow, and getting stalled in drifts was sometimes a matter of life and death." Mr. McLean, after complet-

ing more than forty-five years of active service as brakeman for The Milwaukee, is about through "railroading" and has turned in his application to the Pension Association.

In 1879, he came to work for The Milwaukee, when he was a husky youth of 22 years, starting out at surveying on the right-of-way west of Milbank, in what was then the territory of South Dakota. His first job of braking came in 1881 when he worked on a freight train between Aberdeen and Milbank, when in the former place were just two tent hotels—no wooden structures.

They had snow up there in that year, lots of it, and getting the trains through on time was impossible. Snow was piled in places, as high as the telegraph poles and many trains were buried in tons of snow between stations for two or three days. The crews were cut off from outside help, unable to do anything except to keep a fire going and hope for luck in breaking through.

Sometimes it was impossible even to keep the fires going. Then again, if the water supply ran low, snow was shoveled into the tank, the fire replenished and the melted snow transformed into steam. If the coal supply gave out, the locomotives were abandoned and the crew started walking. It was a case of walk or starve. They walked.

Sometimes an engine was backed up about a mile, an extra hot fire built, steam stored up and the engine run at full speed into the drifts. This resulted in one of two things. Either the snow was thrown aside or it packed up in a jam, locking the engine in a trap.

With the years came improvements, and now it takes a great deal more than snow to halt a train.

THE MILWAUKEE RAILROAD WOMEN'S CLUB

Terre Haute Chapter

Mrs. Harold Patton, Historian

THE January meeting of the Terre Haute Chapter was held Thursday evening, the 21st, in the club rooms and was preceded by a Pot Luck Supper which was enjoyed by about 50 employees and families. The committee in charge was Mrs. R. M. Bentley, chairman, assisted by Mrs. J. H. Powell, Mrs. Lloyd Groves and Mrs. C. W. Van Winkle.

Immediately following the supper Mrs. Chas. Wilson presented several children in a very entertaining program. The first number was a piano solo by Jimmie Blackwell, followed by a reading given by Mildred Patton, and then a Tap Dance by Betty Lou Richards, and the final number was two songs by Jackie York. All the numbers were cleverly given and enjoyed by all.

The regular business meeting followed, presided over by the president, Mrs. J. H. Valentine, with all committees reporting. The following committee was named to nominate the officers for 1932: Mrs. T. I. Colwell, chairman, Mrs. W. W. Griffith and Mrs. V. E. Engman.

The club, in conjunction with the Employees' Christmas Committee, are planning on giving a benefit dance in February.

The rest of the evening was spent in card games and conversation.

Marion Chapter

Mrs. Robert Cessford, Historian

THE members of the Milwaukee Railroad Women's Club and their families, Saturday, Jan. 9th, were entertained at dinner in Memorial hall. The dinner was served at six-thirty by the Ladies' Aid Society of the Presbyterian Church. Covers were laid for seventy. The president, Mrs. A. J. Elder, later called a short business meeting. Reports were given by the various committees, showing the relief given to those in need of assistance; the president also called attention to the annual election of officers, which will be held Thursday afternoon Feb. 11. Mrs. Robert Cessford was named chairman of the nomination committee, composed of Mrs. Willis Jordan and Mrs. W. E. Cooper.

Bridge was played at ten tables during the social hour. Prizes were awarded to Mrs. Roy Worthington of Cedar Rapids, and Walter Hotchkiss and Mrs. J. J. Reardon received second prize.

A great deal of merriment was caused by the sale of candy kisses which had a number, the lucky number drawing a basket of groceries. Mr. Leonard Hewitt held the lucky number. Mrs. John Coakley and Mrs. Willis Jordan were in charge of this feature.

Mason City Chapter

Mrs. John A. Nelson, Historian

THE first regular meeting of the New Year was held January 26th, at 7:30 p. m.

The meeting was called to order by our president, Mrs. W. Johnston and all repeated the club motto in union.

Committee reports were as follows: Mutual Benefit, Mrs. H. Smith reported much relief work done at cost to the club in groceries and aid to a Business College student; and also at no cost to the club in clothing and food from the pantry shelf. Many calls, both personal and telephone were made.

The Treasurer, Mrs. J. Mathewman, reported proceeds from the card party held in January, \$8.50; cash on hand, \$122.26; balance, \$200.76.

Ways and Means, Mrs. Ingraham reported another card party to be held in February, date to be announced later.

Sunshine, Mrs. J. Balfanz reported twenty



**Mrs. W. W. Dunson, President,
Cedar Rapids Chapter**

personal calls, eight telephone calls, and three cards sent.

Mrs. Johnston announced that in two months our fiscal year would end, so she appointed a nominating committee as follows: Mrs. S. V. German, chairman, Mmes. Mather, Ross, Greene and Ruth Scott.

She also appointed the Auditing Committee as follows: Mrs. Robert McClintock, chairman, Ruby Potter and Irma Wilhelm.

Mrs. Johnston reported that Mason City Chapter was one of those to reach a membership total entitling it to a ten dollar prize offered by the General Governing Board.

The meeting was then turned over to the Program Chairman, Irma Wilhelm, who introduced Mrs. Harvey J. Bryant, whose father, John Hughes was an engineer on the I. & D. Division for forty years. Mrs. Bryant expressed her appreciation at being invited to speak before Mason City Chapter. She gave two interesting book reviews.

A social hour followed and refreshments were served. A Safety First Meeting for the Welding Crew had been held at the same time of our meeting, and its members were invited into the Club Rooms to enjoy some refreshments. Three of the young men sang several numbers most acceptably and upon leaving they said the "cake tasted just like that 'Mother used to make'" and sang "Good Night Ladies" as they were leaving.

Sioux City Chapter

Lillian Rose, Historian

THE board of the Sioux City Chapter met with Mrs. R. L. Robson, Tuesday, January 12, for 1 o'clock lunch and business meeting. Mrs. H. T. Carney and Mrs. John McGrane assisting. Sub-zero weather was responsible for several absences but those who attended were eager and enthusiastic to keep up the excellent relief work that our chapter has been undertaking this winter. The cold weather we are experiencing is working considerable hardship on those unfortunate members of our Milwaukee family who are out of work. So far, we have met every appeal for aid, kept all our children properly clothed for school, provided coal and stocked pantries with a month's supply of groceries. In all, 28 families receiving aid in January. It is a constant source of joy and satisfaction to find so much generosity among those still earning. Instead of being selfish and hoarding every penny, they graciously respond to our calls for financial help, thus living up to an old commandment given almost 2,000 years ago, "Freely ye have received, freely give."

Notices of unpaid dues have been mailed to delinquent members. We feel sure, this is an oversight on the part of those receiving the communications, but our pressing needs justify the action. We firmly believe in the old adage, "Charity begins at home." Altogether now, come on let's square ourselves.

Our pot-luck supper brought out a good sized crowd to picnic and play a few games of bridge—dime-a-player—as an evening diversion. Most of the members present pledged themselves to earn a dollar.

At the present writing this reporter hopes the others are having better luck than she has had, having undertaken to make a few cents in a poker game (where usually Lady-Luck favors her) in which she had the misfortune to lose nineteen cents. However, the club gets the nineteen cents as the winner was playing for the same purpose, and one can always hope for better luck next time.

A series of "silver teas" will be inaugurated next week, weather permitting, and we hope to realize a goodly sum and also interest more of our Milwaukee family in this great humanitarian work.

Mrs. Charlie Tythcott, one of our loyal members, passed over the Great Divide last week. She had been ill for three years and we truly feel she has at last found release from her suffering. Our deep sympathy is extended to all the members of her family.

Susanne Tythcott

... O send out thy Light and thy Truth, let them lead me, let them bring me unto thy holy hill, and to thy tabernacles.

No more strain of flesh at the bars,
No more burdens of life on her heart,
Night came to her, and the quiet stars
Unlocked the fetters, and they fell apart.

She sleeps in that still untroubled Night,
Far from the clamorous noise of day,
Her spirit merged in the Great White Light—
That guiding beacon of the earthly way.

So our grief and joy should each clasp hand
In this, her hour of pure release,
And we'll think of her in that Happy Land—
Life's great reward—of peace, sweet peace.

Miles City Chapter

Mrs. W. H. Wise, Historian

AT THE last meeting, January 22, Mrs. Nummord, president, announced that an afternoon party "bridge" would be given February 2nd.

Mrs. Geo. Hill and Mrs. Pitner were appointed on committee soliciting twenty tables.

Mrs. Joe Feeley, chairman of the Entertainment Committee and her committee will have charge of the refreshments.

We had five charity cases reported, which were taken care of. One woman has been very ill, and received considerable help. She expressed great appreciation for all that has been done for her.

The Ways and Means Committee are perfecting plans for the annual Easter dance. Mmes. E. B. Walters, S. A. Mayo, W. H. Fellnos and Custer Greer were appointed on the Nominating Committee.

Mrs. J. V. Anderson will finish the year as Sunshine chairman.

After a delightful program, Mrs. G. Kyger, Dr. Jesse Deuson, Mrs. Moore and Mrs. Topfer served refreshments.

Mobridge Chapter

Bess B. Bunker, Historian

THE regular meeting of the Mobridge Chapter was postponed from Monday to Wednesday evening, the 27th, at which time about fifty members gathered at the club house.

Mrs. Manley had arranged a most entertaining evening's program and this was given prior to the business meeting. Under the able direction of Rev. Bruins, the comedy "The Obstinate Family" was presented by a cast including Robert Fuller, Helene Welsh, James Taylor, Kathryn Douglas, Donald Robinson and Kathryn Bruins, each being particularly suited to their role.

Mrs. Moran, president, presided over the business meeting. After repeating the club motto, the members joined in singing a surprise song to Mrs. Moran. Mrs. Moran, who never fails

to appreciate the little things, expressed her appreciation of the song.

Minutes of previous meeting were read and approved, followed by reports of various committees. A nominating committee was appointed to draw up the slate for next year's officers. Mrs. A. W. Arvidson, chairman, Mrs. John Kresel and Mrs. Leonard W. Clark.

A resolution of sympathy for the passing of our member, Grace Hourigan, was read and the secretary instructed to send a copy of same to the family of the departed one.

An oyster supper, sponsored by a group of employed men, and headed by Vern Cotton, was given at the club house and the proceeds turned over to our club. This was done without solicitation and was entirely handled by our boys. The food was donated, prepared and served by them. When it comes to the finishing touches, Vern will have to take off his hat to Ira, we hear. Our thanks to you, boys!

Mrs. Moran emphasized again the purpose of our club and asked that we have for an additional motto, "Let us do all the good we can and then forget it." The sympathetic and generous attitude of our club towards its unfortunate members is outstanding. In Mrs. Moran, our president, and Mrs. Fuller, chairman of the relief committee, we have two who are most ably fitted to carry this work on. Their hearts are open to the wants and needs of all and, at this time, when it takes patience, tolerance and understanding, they give of their best to meet these demands. It has been a difficult task, but to these two should come the words, "Well done, good and faithful servants." In our letters from Miss Lindskog we find always a note of encouragement and a wish for fairness and justice. We have spent a goodly sum in carrying on this work and we feel we shall be shown a way to continue in "every good work."

In closing, the chorus to the song written by Mrs. Arch Robinson was sung:

"Like a bright and glorious banner
Gently waving in the sun,
Shines this Women's Club of Mobridge
For the work that it has done.
And we're going to keep it shining
With our future work of cheer
So that all along the system
They'll have cause to know we're here."
Tune: "Springtime in the Rockies."

Refreshments served by Mesdames Rinderneck, Rose and Dahl brought to a close this enjoyable and profitable meeting.

Channing Chapter

Mrs. J. R. Krause, Historian

OUR regular meeting for February, with Mrs. W. Tuttle, presiding, was well attended.

Monthly reports were read, and the members of the chapter take this means of thanking Miss Lindskog for her kind letters.

Mrs. Benj. Berman, chairman of Ways and Means, suggested having a hard time dance, admission 25 cents a person and 5 cents fine for each person attending in formal attire. A most becoming array of house dresses, old trousers, overalls, and blue cotton work shirts were in evidence, and only a few fines were levied. That the dance proved successful as well as enjoyable was evident, when the committee in charge turned in a net sum of \$29.

The raffling of a basket of groceries netted \$8.10 and rent of our club house for \$1, making a total of \$38.10, shows that our chapter is up and coming. The lunch at the dance was served by one of our members, whose husband is unemployed. Our chapter is paying for hot lunches served to a number of school children who carry cold lunches to school. Reports from teachers show us all that it has proved beneficial and is appreciated by the children's parents.

One new member secured by chairman Mrs. A. Manufelt. Twenty-three dollars cash, and \$2.50 value of clothing expended by Mutual Benefit chairman, Mrs. I. Freiss. Three cards

sent out by Sunshine chairman, Mrs. A. Worthington.

Mrs. W. Feak, librarian, reports 60 books drawn, proving that our library is popular.

After the meeting a social hour was spent playing cards at 5 tables, prizes awarded to Mrs. Wm. Porter and Mrs. I. Freiss, (by the way, Mrs. Freiss won the attendance prize also that evening), refreshments were served by Mrs. J. Kramer, Mrs. A. Youngke, and Mrs. G. Riley.

Council Bluffs Chapter

Mrs. L. E. Underwood, Historian

OUR chapter of the Milwaukee Women's club met Wednesday afternoon, February 3rd, at the R. R. Y. M. C. A. Election of officers took place at this meeting and the following list is the newly elected officers: Pres., Mrs. Hugh McLean; First Vice Pres., Mrs. Geo. Wehrhan; Second Vice Pres., Mrs. H. C. Evans; Secretary, Mrs. Hans Hansen; Treasurer, Mrs. Carl Schonberg; Corresponding Secretary, Mrs. H. O. Deval.

Plans were made for a special meeting on the afternoon of February 12th. At this meeting we will have the pleasure of the attendance of Mrs. Byram and Mrs. Lindskog.

The next regular meeting will be held March 2nd.

Green Bay Chapter

Mrs. Chas. Heyrman, Historian

GREEN BAY chapter held its regular meeting Thursday evening, February 4th, in the club rooms, with our President, Mrs. Thos. McLean presiding. The club motto was recited in unison.

The various chairmen gave interesting reports. Our Welfare chairman, Mrs. Maurice Hastings, has been very busy, she reported several families being taken care of by giving them help in different ways, such as groceries, medicine, coal and clothing.

The Sunshine chairman, Mrs. Chas. Cheany, also has been ever ready to give cheer and sunshine to the sick and shut-ins. Four cards were sent, 40 telephone and 6 personal calls made.

Our Social chairman, Mrs. Leighton Stickler, deserves special commendation, as she has worked exceptionally hard trying to make our social afternoons different and interesting. We all eagerly await these socials to see what surprise she has in store for us.

Our president announced a good way for the chapter to make some money. The Fairmont Creamery has invited our chapter to go through their plant, which is very interesting and instructive. They offer the club the sum of twenty-five cents for each one attending, so we are hoping a large crowd will turn out for this event.

Our president then called on Mrs. E. F. Palmer, chairman of the Nominating Committee. The following were unanimously elected: Pres., Mrs. Thos. McLean; First Vice Pres., Mrs. E. A. Meyer; Second Vice Pres., Mrs. Frank Sautamur; Treas., Mrs. Henry Martyn; Rec. Sec., Miss Catherine Browning; Asst. Rec. Sec., Mrs. Clyde Ballard; Cor. Sec., Mrs. Henry Kohls; Historian, Mrs. Chas. Heyrman.

This closed the business session after which refreshments and cards were enjoyed. High score going to Miss Catherine Browning.

Sioux Falls Chapter

Mrs. Tom Cavanaugh, Historian

THE December meeting of the chapter was held in the club house on Tuesday the 8th, with a very good attendance, Mrs. C. E. Wheeler, president, presiding. The chairman of the Sunshine and Relief Committee reported 5 personal calls, 8 telephone calls and cards sent to 2 members. The Ways and Means Committee reported \$18.02 cleared for November. Mrs. John Bell, delegate to the Federation of Women's clubs gave her report.

Mrs. W. W. Bowers made the suggestion that a study club be organized in connection with the chapter, and a survey will be taken to find in-

terested members who wish to belong to it.

Plans for the annual Christmas tree for the Milwaukee children were discussed, and it was decided to have filled sacks of goodies distributed by Santa Claus on his special train as usual, and Mrs. Robt. Manson volunteered to defray part of the expense of tailor made pop corn balls.

On Tuesday evening, January 12th, the chapter met in the club house for the monthly business meeting. All officers and committees were present to give their reports. The annual report of the General Governing Board was displayed in a prominent place for those interested. The membership committee reported 40 voting members and 104 contributing.

The club voted to have a series of card parties in the club house as entertainment for the members. Mrs. John Bell will act as chairman for the first party and she will be assisted by Mesdames Henry Kruck and Henry Hurt.

Mrs. J. R. Bankson, chairman of the Ways and Means Committee, announced a \$5.00 gold piece would be raffled off and 200 chances were put out for sale on same.

Discussion of the annual dance followed. Plans were made to hold this dance the first Thursday after Lent in the Arkota Ball Room, and a prize trip to the Black Hills or a \$25.00 cash award to the one who holds the right number. Mrs. J. R. Bankson is chairman of this dance.

Mrs. Peter Larson made the suggestion that a party be held in the passenger depot for the members, and plans for same were made. January 16th was set for it and motion made for it to be a Hard Time dance. A committee volunteered to furnish lunch. Due to a severe snow storm there was not a large crowd, but judging from the display of badly patched gingham gowns and other worn out garments, the judges chose Mesdames Zane Jenkins and Harold Peters as the most desperate of the "hardups" and dainty sets of Woolworth toy silverware were presented to them. An unusual display of short pants, upheld with enormous safety pins, ancient neckwear, summer hats, split coat tails won oversized doughnuts baked especially for the winners, Louie Rayburn and Zane Jenkins, who no doubt will use them for spare tires for their cars this spring. Dancing and an evening of fun was completed at a late hour, when doughnuts were "dunked" in steaming hot coffee, and due to the occasion, hard up members were allowed to fill their pockets with remnants of lunch not consumed.

The Nominating Committee, which is composed of Mesdames H. Kruck, W. Griffith and Leslie Drew, will give their report at the February meeting.

The writer's ambition to be accommodating might fit in perfectly some times, but as a "door opener" at the wrong time causes many a blush, especially if the Roadmasters Clerk seeks admission with the fair sex, or did he get into the wrong pew? I wonder—

The February meeting of the club will be held in the club room, Tuesday evening, February 9th, and the study club will meet in the afternoon of the same day at 2:30 o'clock.

Bensenville Chapter

Ethel Brakke, Historian

BENSENVILLE Chapter met February 3rd with a very large attendance.

Benefit Chairman, Mrs. Linderman, reported buying groceries amounting to \$87 for eleven families.

Mrs. Bartholmey, librarian, has 110 books ready to send on to three chapters, Alberton and Harlowton, Montana, and Murdo MacKenzie, South Dakota. Six books were donated and she expects to spend \$12, which has been accumulating by book fees, for new books this month.

The Nominating Committee consisting of Mrs. Bodenberger, Mrs. Madill and Mrs. Byres submitted their choice of officers and the following were duly elected and will take office in April. For President, Mrs. Dorothy Tonning; First Vice President, Mrs. D. T. Bagnell; Second

Vice President, Mrs. Woodworth; Recording Secretary, Mrs. Grace Eggert; Treasurer, Mrs. Maribel Hoover; Corresponding Secretary, Mrs. Marian Rands, and Historian, Mrs. Estelle Newcomer.

Bensenville chapter members have been invited to visit the Fullerton Ave. chapter at their club rooms on February 13th, and on February 18th the three local chapters, Union Depot, Fullerton Ave., and Bensenville, will meet together at the Union Depot club rooms where Mrs. Byram will be their guest of honor.

Mrs. O'Keefe, Ways and Means chairman, gave a Card and Bunco party at the club house on the evening of February 3rd, and 16 tables were filled. Two immense baskets of canned goods, which had been donated by club members, were raffled. There were also a beautifully decorated cake and a dozen fresh eggs given for door prizes and about 15 lovely prizes for the players.

This chapter mourns the loss of one of its members, Mrs. Louis Johnson, who passed away on February 5th, and wishes to extend sympathy, through this column, to the bereaved husband and family.

Tomah Chapter

THE February meeting of the Tomah chapter was held Wednesday evening the 3rd.

The meeting was opened by Mrs. Archie Benjamin, vice president, our president being unable to attend on account of illness.

The club motto was repeated, followed by community singing.

The various chairmen gave their reports.

The Nominating Committee reported all this year's officers were willing to take their offices for another year, except Mrs. Archie Harris, who was unable to accept her office on account of illness in the home.

The meeting was then turned over to the Entertainment Committee. The program was very good.

Ottumwa Chapter

Mrs. Perry Grubbs, Historian

A ONE O'CLOCK luncheon was held in the club rooms on January 9th, with quite a good attendance. The meeting was called to order at two o'clock. All business was taken care of, and the chairmen of the committees gave reports of work done.

A benefit card party was given January 2nd with sixteen tables in play.

Mrs. Hannon gave a benefit Dutch Dinner on January 29th at one o'clock and there were about thirty-five present. Everyone dressed in costume and a prize was given for the funniest. A play was given and games played. Mrs. Bingham and Mrs. Reed won the prizes for wearing the funniest costumes.

A benefit card party was given the evening of January 26th in the club rooms for both men and women. We cleared about \$16.

Davenport Chapter

Mrs. Chas. G. Baird, Historian

DAVENPORT has been a little slow about sending in reports, but hope the other chapters will be interested in some of their past activities.

During November a card party was held netting \$63.50. On December 14th a children's party was given at the club rooms, with a pretty Christmas tree. There were 64 children and members present, a lovely program by the children was enjoyed after which Santa arrived and handed the children the nicest little basket of candy and everyone was served doughnuts, which were made by our ladies, and coffee. An altogether enjoyable evening was had by all. On December 22nd, 14 Christmas baskets were distributed to our needy members and several families have been given aid since.

In January another card party was given netting the club approximately \$25.00. On February 5th, a special meeting was called and held in the local freight office. Mrs. H. E. Byram, national president of our organization and Miss

Etta Lindskog, secretary general, were with us at this time. Mrs. Byram gave an outline of the progress the organization has made since its beginning only 7½ years ago and felt it was very encouraging to hear the reports of the various chapters and urged that all employees of the road become members and in that way to do their bit in the encouraging and cheering of needy and sick fellow employees. She also urged the club to have many social affairs to bring the families of our employees together.

Miss Lindskog spoke briefly, citing some cases where the Women's club was directly responsible for some employees getting assistance in the saving of eyesight, and in one case even of life.

The club's next meeting will be held on March 14th, at which time there will be the installation of officers for the new year.

We are sorry to report the deaths of Mrs. Jas. Hasenmiller and Mr. John Cogshall, both passed away January 16th. The club extends deep sympathy to the bereaved families.

Montevideo Chapter

Mrs. Bob Schwanke, Historian

MONTVIDEO chapter met January 25th at its club rooms at 8 p. m., with president, Mrs. Gunderson, officiating.

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

Sunshine chairman reported sending cards and cheer baskets to the sick members, also telephone and personal calls they had made since last meeting.

Janesville Chapter

Mrs. E. W. Lueck, Historian

A SUPPER was served to members on regular meeting night, February 1st, by the following committee:

Mrs. Herman Dallman, Mrs. John Davey, and Mrs. James Fox.

Election of officers was the principal business of the evening, with the following result:

Mrs. Elmer Duxstad, President; Miss Blanche Hayes, First Vice President; Mrs. Chas. Gregory, Second Vice President; Mrs. C. J. Neave, Recording Secretary; Mrs. Herman Dallman, Corresponding Secretary; Mrs. Wm. McAuliffe, Treasurer; Mrs. Paul Trambie, Historian.

Mrs. Chas. Gregory, chairman; Mrs. W. B. Wilcox, Mrs. M. J. Kelleher, Mrs. Paul Trambie and Mrs. James Fox comprised the Nominating Committee.

Mrs. A. Wobig, chairman of Welfare Committee, reported six personal calls, twenty-four telephone calls and \$21.94 expended for food during January.

Mrs. T. H. Decoster, chairman of Sunshine Committee, reported seventeen personal calls, twenty-eight telephone calls, twenty-four cards and one spray of flowers for month of January.

Ways and Means showed net of \$7.15 card party, Mrs. H. Haffrey, chairman; \$6.75, card party, Mrs. James Fox, chairman; and \$17.50 for rent received during January.

Mrs. Hunter read a telegram from Miss Etta



Little Son of K. C. Div. Dispatcher J. A. Sanford

N. Lindskog regarding a luncheon to be given by Madison chapter, February 17th, to be attended by Mrs. Byram and herself, to which members of Beloit and Janesville chapters are invited. It is expected quite a number from Janesville will attend.

A Washington costume party is to be sponsored by the club February 22nd, Mrs. Charles Gregory, chairman, in charge.

Plans were made for installation services to be held at the April meeting. Mrs. Geo. J. Ryan to have charge of the services and Mrs. James Fox and Mrs. Clara Naeser of the supper which will precede the meeting.

The sympathy of the chapter is extended to Mr. and Mrs. Bert McCullough, Milton Jet., Wis., whose child passed away recently.

Mr. and Mrs. Thos. Fox are visiting several weeks in California with their son, James, who is spending the winter there for his health.

Mr. and Mrs. Wm. Dee are also in California for part of the winter.

Mrs. Thos. Kennaugh is receiving treatments in a Madison hospital.

Mr. Wm. Tassell, who has been a patient at Mercy hospital for several weeks has returned home.

Mrs. Geo. Haney, who received treatments at Mercy hospital, has returned home.

We wish them all a speedy recovery.

Beloit Chapter

Mrs. George Brinkman, Historian

THE meeting of January 13th was called to order by the president, Mrs. Yahn. The usual routine business was taken care of. The Relief Chairman reported quite a sum spent for welfare work; also reported seventeen Christmas baskets sent to needy families. The Sunshine report also showed quite considerable accomplished, a number of gifts and cards having been sent.

The February meeting was held on the 10th. The various chairmen gave their reports as follows: The treasury showed a total balance of \$86.28; the Welfare chairman reported \$30.34 had been spent for relief during the month of January; 20 personal calls and 32 telephone calls made. The Sunshine report showed 6 personal and 15 telephone calls made and 5 cards sent.

The Ways and Means chairman reported a total of \$10.58 cleared on card party and lunch money.

Membership showed 43 voting and 18 contributing members. The Social chairman's report included a pot-luck supper on January 30th, followed by cards, all our railroad people being invited. Everyone had a fine time and are hoping there will be another one soon.

The secretary read resolutions of respect in memory of Mr. J. J. Connors which were adopted. The resolutions were written by Mrs. E. Noye.

The chairman of the Nominating Committee, Mrs. Thurber, presented the slate for election of officers as follows:

President, Mrs. J. E. Yahn; First Vice President, Mrs. Wm. Gilbert; Second Vice President, Mrs. John Connors; Recording Secretary, Mrs. Ray Connor; Corresponding Secretary, Mrs. Frank Cluskey; Treasurer, Mrs. James Barrett; Historian, Mrs. Edward Ruck.

A communication from the secretary-general was read notifying of a joint meeting with Beloit, Janesville and Madison, hoping to see many members out as much good may be derived from such meetings. Mrs. Byram and Miss Lindskog will be present.

This letter was followed by a letter from Mrs. Dittmar, president of Madison chapter inviting and urging that a large delegation be present at the joint meeting to help make the occasion a great success.

Ways and means of making money were discussed and finally centered on a bake and food sale, but the plans were not completed at time of adjournment.

Refreshments were served and a social hour followed.

Portage Chapter

Mrs. F. P. Miller, Historian

THE regular meeting of Portage chapter was held at the club house, February 1st.

The Sunshine chairman reported 36 calls, 20 personal and 16 telephone.

The Welfare chairman reported clothing, coal, rent, to needy families.

The Membership chairman reported names of several new members to join the club.

In January 12 members went to the club house, had a picnic dinner, and gave the club rooms a general cleaning throughout. By all reports they had a good time along with the cleaning.

Election of officers was held February 1st, all present officers remaining for another year, except Mrs. W. Brauer, resigned, Miss Elizabeth Baurer, was elected secretary to succeed Mrs. W. Brauer.

Our meeting day has been changed to the first Friday of each month.

Plans were made to have a card party February 6th. After the business meeting cards were enjoyed and lunch served by Mrs. MacFarlane and her committee.

Mrs. F. P. Miller and Mrs. W. L. Wuhburn are leaving Sunday February 14th for Florida and Cuba.

St. Maries Chapter

Mrs. Theo. May

THE regular meeting of St. Maries chapter was held Monday afternoon, December 12th, in the club house with our president, Mrs. Pete Michelson presiding.

The various committees gave their reports.

Sunshine and Good Cheer reported 40 personal calls and 16 phone and 1 relief case.

As soon as the meeting was over about 80 children came to the club house to greet Santa Claus. They were all excited when they saw him coming from the depot. Santa found the club house all ready for him with a large Christmas tree decorated with filled boxes. Little Hugh Kenworthy, Jr., (3 years old) was the first to wish him a Merry Christmas.

Our president took charge of the program and 18 children spoke pieces, sang songs and danced. Santa then gave the children a short talk and gave each one an apple, popcorn ball and Christmas box from the tree.

We want to thank Mr. Lee Carlock for being Santa Claus and helping make our Christmas party such a success; and Mr. Pete Michelson for delivering all the Christmas boxes to the children who were not able to come to the party.

Our January meeting was held in the club house on the 18th, with a nice attendance, even though the weather was bad.

Our Sunshine Committee reported 39 personal calls, 12 phone calls and 1 relief case. One hundred and nine Christmas boxes were given to the children and 12 Christmas baskets to families and to the sick.

The ladies are busy making a layette for one of our relief cases.

The club wishes to extend sympathy to Mrs. L. C. Johnson and family in the loss of her husband, who passed away at the Sacred Heart hospital January 25th. Mr. Johnson had been sick for some time and the club sent him to Spokane for special medical attention, but upon examination it was found his trouble had developed to a stage where nothing could be done. We were glad we could do what was possible for him, for he has been in the car department for several years. He was well liked by all who knew him.

Our relief cases are getting quite heavy at this time, but hope we are not over-looking any one.

Our president appointed the following Nominating Committee: Mesdames Carl Showack, Clarence Levy, M. D. Donovan, Frank Mathews, W. E. Smith, Carl Reiman, J. E. Donlon, O. Simms, and Lee Carlock.

Twin City Chapter

Mamie Rasmussen, Historian

THE first of a series of card parties which was held January 23rd, at the home of Mrs. Edw. H. Bannon, proved very successful. Tulips, jonquils, and chrysanthemums, adorned the living room, dining room, and library. The party was entertained by an orchestra composed of St. Paul girls.

Bridge and five hundred were played. Lovely prizes were awarded, and dainty refreshments were served.

Regular meeting of the club was held Monday evening, February 1st, in the Depot club rooms.

The reports of committees were read and approved.

The Ways and Means chairman, Mrs. Lyle W. Scoville, reported \$40.50. Proceeds will be used to carry on the welfare work.

The Nominating Committee presented the following names to be acted upon by the club.

President, Mrs. E. B. Stanley; First Vice President, Mrs. Lyle W. Scoville; Second Vice President, Mrs. E. J. Sainsbury; Recording Secretary, Mrs. C. F. Holbrook; Treasurer, Mrs. F. P. Rogers; Corresponding Secretary, Mrs. L. A. Mookin; Historian, Mrs. Mamie Rasmussen. The above officers were duly elected.

After the meeting cards were played and refreshments were served.

Tacoma Chapter

Mrs. Chas. M. Slightam

THE January meeting was held on the 25th in our new club rooms with our president, Mrs. George Loomis presiding and was preceded by the usual luncheon with Mrs. Homer Williams as chairman. We were exceedingly happy that so many of the men folks were present at the luncheon.

On January 23rd 12 members of the board, with Mrs. F. E. Devlin as chairman, entertained the club and friends at a card party. Honors in bridge went to Mrs. Chas. Negley and Mr. Pyette, and honors in five hundred to Mrs. Chas. Schulta and Mr. Fred Allemen. The door prize was won by Mr. Donald Perkins.

Mrs. Schmidt, chairman of the Sunshine Committee, reports having made 35 personal calls, 4 telephone calls and the sending of 6 cards of sympathy. Members in the hospital who are recuperating are Mrs. Dower, Mr. Fred Brown, Mr. John Lovett and Mr. James Crawford.

Plans are already under way for a complimentary dance to be held in our new club house on February 13th and this will be in the form of a "House Warming."

Mrs. J. A. Wright and her committee are busy with plans for a card party which will be held on February 24th.

Lewistown Chapter

Mrs. N. H. Fuller, Historian

THE Lewistown Chapter held an especially enjoyable meeting Monday evening at their club rooms, with forty members and friends in attendance. Election of officers was the principal order of business with the following results: President, Mrs. Stanley Spring; first vice president, Mrs. A. M. Maxeiner; second vice president, Mrs. J. L. Lindbloom; recording secretary, Mrs. John Smeltzer; corresponding secretary, Miss Mabel Newbury; treasurer, Mrs. William Bratz; historian, Mrs. N. H. Fuller. Following the business meeting the club surprised Mrs. C. G. Bacon with a shower of lovely handkerchiefs in honor of her birthday, and a lovely cake was an important feature of the sumptuous lunch which was served at the close of the evening. The usual bridge game, in which the gentlemen joined, occupied the remainder of the evening and honors went to Mrs. John Smeltzer and Robert Lindbloom. The consolation awards were the fortunes of Mrs. J. L. Lindbloom and Everett Moore.

During the past few months the club has given a picnic and two dances. After each busi-

ness meeting, which is held in the evening, the husbands and friends come in for a card party, and we have prizes and light refreshments. The ladies have a card club which meets every two weeks in the afternoon. Each pays ten cents and the hostess furnishes the refreshments. There has been \$40.00 spent for relief, in addition to baskets of provisions sent to needy families. The club has a paid-up membership of 58, and the enthusiasm for the club has never waned, even though many have moved away.

Mr. and Mrs. Roscoe Peterson are the proud parents of a baby boy weighing seven pounds nine ounces, born February 3rd. Mr. Peterson is section foreman at Christina.

Milwaukee Chapter

Mrs. J. D. Thurber, Historian

THE January meeting of Milwaukee Chapter was held in the Club Room on the 18th. In the absence of Mrs. Carey, 1st vice-president, Mrs. Deards presided.

The Welfare Chairman reported the care of several cases of need. Sunshine Chairman reported sending several cards of cheer to sick members and several personal calls.

Mrs. Thomas Kane, a member of this Chapter, passed away January 1st.

Mrs. Lohf, Ways and Means Chairman, announced a card party in the club rooms for the 21st; and a pillow case card party at Schuster's in February.

It was decided to hold the annual dance and card party as usual, date to be announced later.

Fullerton Ave. Chapter

Marie Nixon, Historian

ON Saturday afternoon, February 13th, the regular monthly meeting was held in the club rooms. Luncheon was served to a record crowd at 1:00 p. m. and was followed by a short business meeting.

A check for \$2.50 was raffled and Miss Agnes McCarty of the Auditor of Expenditure's office was the lucky winner.

Mrs. W. W. K. Sparrow, chairman of the nominating committee, read a report and the following have been elected for the year 1932:

President—Mrs. H. M. Borgeson.
1st Vice-President—Mrs. J. A. Newman.
2nd Vice-President—Mrs. E. F. Rummel.
Treasurer—Miss Anna Nasheim.
Recording Secretary—Miss Alva Elwee.
Assistant Recording Secretary—Miss Elinor Harrer.

Assistant Recording Secretary for Mid-week Afternoon Meetings—Mrs. E. Lindbergh.

Corresponding Secretary—Miss Mary Girard.
Historian—Miss Mary Maney.

After the business meeting adjourned a very clever one act comedy entitled, "Tuning Up for the Wedding," under the direction of Miss Edith Strate, was presented with the following cast: The Misses Edith Strate, Vernus Johnson, Lillian Ohrman, Mary and Ruth Girard, Victoria Macreth, Imelda Walters, Virginia Frandsen, Marie Klusendorf and Rose Parker. Everyone enjoyed the play immensely and the members of the cast are to be congratulated on their fine performance. We also have Mr. Roy Reimers to thank for his part in designing the programs and for the very attractive posters he has made for the various affairs given by the club.

Wausau Chapter

Mrs. A. I. Lathrop, Historian

AT THE February meeting of the Wausau Chapter, held on the 9th, Mrs. J. E. Dexter was chosen president to succeed Mrs. Warren Essells. Other officers elected were: First Vice President, Mrs. Charles Conklin, Jr.; Second Vice President, Mrs. C. H. Randby of Merrill; Recording Secretary, Mrs. Bert Nelson; Corresponding Secretary, Miss Mildred Conklin; Treasurer, Mrs. B. F. Hoehn; Historian, Mrs. A. I. Lathrop. Mrs. William McCarthy was

(Continued on Page 29)

OUR LITTLE FOLK

THE SINGING TEAKETTLE

"What a noisy old thing you are," pouted the teapot as the teakettle began to sing.

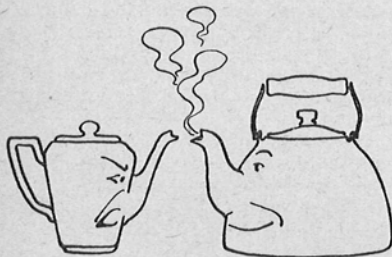
"Never you mind," replied the teakettle. "You know that without me you'd never be any good. They couldn't make tea without me and without tea you wouldn't be worth the price of the paint used on those fancy flowers that trim you."

Well, maybe not, but I *don't* see why you need to screech the way you do. You make life practically unbearable when you have water in you and a fire beneath you."

"Only because I'm happy, Miss Pessimist. Just because you are a lovely green with beautiful pink flowers painted on you, and I'm heavy aluminum I don't get angry, do I? No sir, the more they boil me the happier I am. I know what's the matter with you. You're steeped just like the tea they put in you. Why not try plain water once a day. That will fix you."

"But they never forget the tea."

"Oh well—you're just unfortunate then."



But that evening after Mr. Teakettle had finished his song he heard someone singing like a bird. He looked across the stove and there sat Miss Teapot singing, smiling, and winking at him. Before he could ask, she whispered, "They forgot the tea."

THE MILROAD CLUB

It all started in the very early spring when the weather was not nice enough to be out all the time and the boys were tiring of their winter games. There were three of them, Jimmie, Jack and Tommy who were at Jimmie's house one Sunday afternoon in March. They had played checkers, parchesi and even marbles and they were tired of all of them. Tommy had wandered into the living room where Mr. Rogers was reading the paper and said, "We're tired of playing girls' games, Mr. Rogers. Don't you think we could go outdoors for a little while?" Mr. Rogers lowered his paper and looked wisely through his glasses, hesitating a little because he knew their mothers would object.

"I have an idea," he said cautiously.

DEAR LITTLE FOLK:

I have a surprise for you this month. I received a letter from Melba Reid of Seattle and she sent a poem written by herself. I think your poem is very fine, Melba and I surely enjoyed your letter. Write again. Here is Melba's poem:

THE SNOW

The snow is coming softly down,

It covers bushes all around,
Mother Nature's children, have a cover white

So they will all be snug and warm
When they have said, "Good-night."

The snow is falling faster,

The flowers droop their heads,
And all the little insects
Stay in their leafy beds.

The branches of the trees are sagging,
They'll be glad when songbirds sing
And all the land turns bright and green
And not a flake of snow is seen.
Write again.

AUNT BETTY.

"Why don't you boys start a club. You can give it a name and have meetings and then when the weather is warmer and dry you can go outdoors and build yourselves a clubhouse and have your meetings there and make things and plan games."

Tommy hardly waited to answer but ran to call the other boys. When the three had assembled Mr. Rogers repeated his suggestion and the boys listened attentively becoming more enthusiastic with every word. "Let's make plans for the clubhouse this afternoon," said Jack excitedly.

"No, I wouldn't start there," said Mr. Rogers quietly. "Why not choose your name first and then decide on the purpose of your club, your password and I think you should have a flag so you can fly it over your clubhouse later on."

And so the boys started at the beginning of the planning. First they chose a name, with Mr. Rogers help. He suggested THE MILROAD CLUB and can you guess why? Because they were all boys of the Milwaukee Road. His suggestion met with shouts of approval and the boys wrote in a notebook, "The name of this club shall be THE MILROAD CLUB." After each suggestion and each decision they would add a little more to what they had written in their notebook until they had "The meetings of this club shall be held once a week at one of our homes until our clubhouse is built and then they shall be held there. The dues of the club shall be ten cents a meeting or enough to pay for the expense of refreshments and equipment. There shall be a president of the club to

be elected at the first regular meeting. There shall be a sergeant to keep order at the meeting and later in the clubhouse. He shall be elected at the first regular meeting."

"The purpose of this club shall be to get a group of boys to work together and play together without disagreement. The flag of this club shall be plain white with a black peace pipe in the center and MILROAD CLUB in red letters across the bottom. The motto of this club shall be, 'Work, play, and be happy.'"

When the above things were decided the boys wanted to have a meeting. Mr. Rogers stayed in the room to give them any help they needed. Jimmie was chosen the first president because his dad had given them the idea. Tommy was the sergeant. The meetings were to be on Monday night. Then they planned what they would do the next Monday when they had their meeting.

"I think we need more members right away," said Tommy. They all agreed and thought of two more boys who would make good club members. One was Joe and the other was Dick. At the next meeting they would initiate those two boys provided of course, the boys wanted to join.

The next day Jimmy told Joe and Dick all about the club and asked them if they would like to be members. The boys could hardly wait and wanted the initiation to be before Monday. But Jimmie said, "No, that is one of our rules and we have to stick by the rules we made. You two fellows be ready at seven-thirty next Monday night and we will call for you."

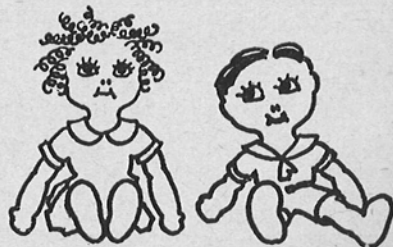
ANAGRAM PUZZLE

Here is a puzzle for all of you to work. The letters in the poem below are all jumbled together, but each group of letters is one word. See if you can straighten them out and read the poem.

YM LSOLD

Eht kofls i keli het yerv tebs
"Tond vene ysa A drow
Etyh dimn heirt subissen lal hte yad
Nad veren, reven og waya.

Yrth'er revy nife orf pomcany
Dan od stuj thaw i ays
Yeht tays ta meho ro og thiw em
Tujs sa i shiw—ym lsold—uoy ese.



The next thing was the plans for initiation. Each boy had several things he thought would be "good" but Mr. Rogers put a stop to some of them as being "too rough."

Initiation was great fun. The meeting was at Jimmie's house. His mother had given the boys permission to use the attic and any other part of the house if they were careful. The attic was just the place. They had it lighted with candles and had strange draperies all over. As soon as they had called for the boys they blindfolded them and led them to Jimmie's house. In the basement they painted them black and then, still blindfolded, they were led up to the attic. What went on in the attic is a secret because the boys told no one but Joe and Dick came out alive and were loyal members of the club.

And so the MILROAD CLUB was started and at each meeting in March the boys made plans for the summer and for their clubhouse. At the third meeting, Jimmie's little sister, Jean, served the refreshments for the boys and she became so very enthusiastic that—but that is another story to be told at another time.

The Patterns

Send 15c in silver or stamps for our UP-TO-DATE BOOK OF FASHIONS, SPRING 1932. Address The Milwaukee Magazine, care The Beauty Pattern Company, 11-13 Sterling Place, Brooklyn, N. Y.

7426. Ladies' Dress. Designed in sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. Size 38 requires 4½ yards of 35 inch material. The frills require ¾ yard of plaiting or it may be made from a strip of material 1¾ yard long and 2¼ inches wide, and plaited to a length of ¾ yard. Price 12c.

7431. Ladies' Dress. Designed in sizes: 38, 40, 42, 44, 46, 48, 50 and 52 inches bust measure. To make as illustrated size 46 requires 4½ yards of printed material, and ½ yard of plain material 35 inches wide. Price 12c.

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

7091. Ladies' Morning Frock. Designed in sizes: 36, 38, 40, 42, 44, 46, 48, 50, 52 and 54 inches bust measure. A 46 inch size requires 3¾ yards of 35 inch material. For contrasting material ¾ yard 35 inches wide is required cut crosswise. Price 12c.

7456. Boys' Suit. Designed in sizes: 2, 3, 4, 5 and 6 years. A 3 year size as pictured in the large view will require ¾ yard for the blouse and 1½ yard of contrasting material for collar, cuffs and trousers of 35 inch material. If made with long sleeves the blouse requires 1 yard. Price 12c.

7276. Girls' Dress. Designed in sizes: 4, 6, 8 and 10 years. A 10 year size requires 3¾ yards of 27 inch material. For contrasting material ¾ yard is required. Bow at the neck of ribbon requires ¾ yard. Price 12c.

7445. Girls' Dress. Designed in sizes: 8, 10, 12 and 14 years. Size 12 requires 2¾ yards of 35 inch material if made as in the large view, with ¾ yards of contrasting material in one color. With over sleeve alone and without contrast 2¾ yards. Price 12c.

7451. Girls' Dress. Designed by Bureau of Home Economics. Designed in sizes: 1, 2, 3, 4 and 5 years. Size 3 if made with long sleeves requires 1¾ yard of 29 inch material. With short sleeves, 1½ yard. For yoke portions and

sleeve bands of contrasting material ¾ yard 29 inches wide is required. Price 12c.

6989. Girls' Bloomer Dress. Designed in sizes: 2, 3, 4 and 5 years. A 4 year size of one material and with short sleeves will require 2¾ yards of 35 inch material. With long sleeves 2¾ yards will be required. For contrasting material ¾ yard 35 inches wide is required, cut crosswise. Price 12c.

Favorite Recipes

Tomato Jelly. Four level tablespoons lemon gelatine dissolved in one-half cup hot water. Mix three and one-half cups canned tomatoes, two tablespoons onion juice, one-half bay leaf, pinch of salt, one stalk celery cut in pieces and a few grains cayenne; bring to a boil and let boil ten minutes. Add two tablespoons vinegar and the dissolved gelatine. When thoroughly blended and the gelatine is thoroughly dissolved, strain. Turn into wet molds and chill. Serve on crisp lettuce leaves with mayonnaise or French dressing.

Green Beans Au Gratin. Cover the bottom of a baking dish with a layer of canned green beans. Cover with crushed bread crumbs, grated cheese and white sauce. Another layer of beans, bread crumbs, cheese and white sauce. Bake in moderate oven thirty minutes until crumbs on top are brown. Serve hot.

Spinach Supreme. Cut one-half pound of

bacon in small pieces. Fry until crisp. Remove the bacon and fry two medium onions sliced, in bacon grease. Heat one can of spinach, or its equivalent in cooked fresh spinach and add one-half the bacon grease. Remove from the fire and add one cup of grated cheese. Stir until entirely melted, then add the bacon and onions. Place in casserole, sprinkle with bread crumbs and bake in hot oven thirty minutes.

French Pancakes. Sift together three-fourths cup flour, one teaspoon sugar, one-half teaspoon salt and one teaspoon baking powder. Beat yolks of three eggs, add one cup whole milk and beat into the flour mixture. Add slowly one tablespoon melted butter and fold in the stiffly beaten whites of three eggs. Bake on hot ungreased griddle, making larger than the usual flapjack. Spread each cake with butter and sugar and roll carefully. Sprinkle with sugar and serve immediately.

Coffee Souffle Pie. Soak one tablespoon of gelatine in cold water, add to one cup of hot coffee and pour over slightly beaten yolks of two eggs to which three-fourths cup of sugar has been added. Cook in double boiler until thickened. Add one-half teaspoon salt and one teaspoon vanilla. Let cool, and when it begins to set, beat hard and fold in the stiffly beaten whites of the eggs. Then add one cup of cream whipped. When mixture is set, pour into a baked pastry shell and set in refrigerator until ready to serve.



FIRE PREVENTION

L. J. BENSON

Demented Trespasser Starts Fire

The fire demon needs no assistance from demented persons to wreak its annual toll of \$500,000,000.00 in the United States. Man, in his sanest moments, foolishly and carelessly does much to give this arch destroyer all the aid he needs. However, a fellow who had escaped from the Kankakee Asylum, spent a little time in a box car at our Faithorn Yards. He displayed the same insane characteristics of many other transients when he built a fire on the car floor for warmth. Fortunately, an alert brakeman discovered and extinguished the fire before serious damage was done. The lunatic is again reposing in his comfortable home at Kankakee.

Whitewater Depot Damaged

Fire was discovered in the Whitewater, Wis., depot at 7:30 A. M., several hours after the night operator had left the building. The resulting damage was estimated at only \$50.00, but the peculiar thing about this fire was its mysterious origin.

After carefully considering all probable causes, it was decided that the one most likely was a short circuit in the telegraph switchboard. A spark from this source could have ignited the accumulation of dust at the back of the board, or fallen into the waste paper basket which stood directly under the switchboard. These possibilities are not at all remote and many fires starting from allegedly unknown causes could be traced to such happenings.

Pump House Fire, Roscoe, S. D.

After being at least indirectly responsible for a fire in the pump house at Roscoe, S. D., an employe there did a splendid job in putting the fire out with only \$15.00 damage.

This employe came to work about 2:00 A. M., built a fire in the pump house stove and then went to the oil house to do likewise. Upon returning to the pump house, fifteen minutes later, he found the interior ablaze. Just what he did to cause the fire has not been disclosed.

In a Receptive Mood

He—"We're coming to a tunnel, are you afraid?"

She—"Not if you take that cigar out of your mouth." (Tid-Bits)

Let us not forget the 359 failures in 1931 which resulted on fire losses aggregating \$84,430.60 on this railroad. Any part of that sum which can be saved this year will undoubtedly be expended in salaries for the better maintenance of property.

Equipment fires and spontaneous ignition are the largest contributors to the total fire loss. Whenever a fire occurs in a privately owned elevator ad-

acent to the right-of-way, it seems that some of our cars must become involved. This would not be true if Company employes would concentrate their efforts, from the very beginning, on pinching the cars out of danger. Every division official should instruct his subordinates that that is their duty. Clean cars, closed doors and the eradication of hoboes who build fires in cars, will also help to reduce the damage to this equipment. Whatever improvement is shown in the fire account for the current year, will probably be due to the increased effort we make to protect our rolling stock.

Spontaneous ignition as an assigned cause for fire, shows so often in the fire statements that no one can discount it as a serious menace. These fires are entirely unnecessary. To avoid them, it is only necessary to practice good housekeeping. There can be no careless discarding of old rags, waste or other refuse; lockers cannot be maintained without ventilation and they must not be used as hideaways. If you were to come to work some morning and found that your work shop had been completely destroyed during the night by fire of unknown origin, you would be pretty safe in assuming that spontaneous ignition was the true cause. The mere mention of the term carries an insinuation that somebody was careless.

S · P · O · R · T · S

Fullerton Avenue Building

	Won	Last	Avg.
1. Kansas City	38	28	805
2. Milwaukee	36	30	799
3. Omaha	35	31	809
4. Chicago	35	31	797
5. Twin Cities	29	37	821
6. Seattle	25	41	787

Player	Avg.	Player	Avg.
Gavin	180	Lindmark	161
Allaire	139	Becker	170
Ganzer	144	Stevens	150
Larson	169	Miller	145
Duffy	165	Gerke	161
Weyforth	154	Haidys	169
Peterson	175	Ewalt	157
Neuzil	150	Kennitz	164
Crickard	155	Greenwald	160
Woelffer	165	Christ	159
Patock	155	Reinert	165
Malczynski	178	Riplinger	155
Tarkowski	166	Pufundt	155
Orlowski	159	Wayrowski	167
Jacobson	163	Ludwig	163
High Team Series—1st, Twin Cities	2622		
High Team Series—2d, Omaha	2611		
High Team Game—1st, Kansas City	933		
High Team Game—2d, Seattle	928		
High Individual Series—1st, Becker	641		
High Individual Series—2d, Malczynski	613		
High Individual Game—1st, Ludwig	250		
High Individual Game—2d, Woelffer	246		

Gasoline Is Harmless

GASOLINE in itself is harmless, but it never keeps to itself. We know its value as a combustible fluid and have even heard of its use as a disinfectant, but gasoline has very little place on a railroad. It is too willing to exert its prowess over employes who put it in contact with open flames. The principal danger from gasoline is in having it about. At ordinary temperature, it continually gives off flammable vapor and a light or spark will ignite the fluid through the medium of this vapor. Whether it then becomes a burning gas or destructive explosive depends upon the proportion of air and vapor.

Two recent occurrences on this railroad illustrate the effect of both mixtures:

At Harper, Ill., an employe living in a company dwelling had a gasoline motor attached to a washing machine. To fill the tank, a makeshift funnel was used which allowed some gasoline to overflow. Flame from a nearby lantern ignited this and the result was a fire which completely destroyed the building and its contents.

At Avery, Idaho, a brakeman who had probably been in the habit of using kerosene to start fires in the caboose stove, mistook a can of gasoline for one of kerosene and used the fluid to start a fire in a shanty. When he lit a match an explosion occurred, which resulted in death for him and the destruction of the building.

Remember This

WHERE precaution prevails, fire fails.
FREQUENT INSPECTIONS
PREVENT FIRES.

Charlie Becker got hot and now leads the league with his 641 series. Nice going, Charlie.

The Seattle team clicked off a pair and is now on its way out of the cellar. Good luck, boys. Get right up there.

Our good old ex-President certainly ought to get a lot of pins from the way he uses that "Body English." Does that help, Stevie?

Did you see Pufundt roll those first four balls down the gutter? They don't count, Stanley. Reinert pulled him out though with a turkey.

"Round House Rip" is knocking them dead nowadays. That's some ball you have, Joe. Don't lose it.

The season draws to a close and a very enjoyable time was had by all. So long until next year.

A group of girls in the building have organized a bowling team and are entered in the Railway Business Women's Bowling League. There are sixteen teams in the League and our girls are in ninth place. They bowl Mondays at Mussey's, 131 So. Wabash.

The members of the team are Mae Teske, Margaret Porten, Helen Retzke, Jule McDonald and Mary Maney.

SPECIAL COMMENDATION

Name and Division	Citation and Date	Cited by
Peter Morelli, Sec. Laborer, Chicago Terminals.	Discovered defective equipment on passing train, Jan. 21st.	C. L. Whiting, Superintendent
George Hampton, Operator, Chicago Terminals.	Found broken rail while walking along track, Jan. 26th.	C. L. Whiting, Superintendent
George Standart, Brakeman, K. C. Div.	Found broken arch bar in train, Jan. 2nd.	H. E. Munson, Trainmaster
S. J. Gladson, Brakeman, K. C. Div.	Found broken arch bar in train, January 22nd.	H. E. Munson, Trainmaster
Ray Holland, Conductor, K. C. Div.	Found broken arch bar while inspecting train, Jan. 19th.	H. E. Munson, Trainmaster
George Wallen, Conductor, K. C. Div.	Discovered equipment trouble while inspecting train, Jan. 15th.	H. E. Munson, Trainmaster
M. O. Maytum, Operator, Braymer, Mo.	Saw brakes sticking on passing train and stopped same, Jan. 14th.	H. E. Munson, Trainmaster
N. C. Schwalenberg, Cashier, Iron Mt., Mich.	Discovered broken arch bar in passing train, Feb. 8th.	E. A. Meyer, Superintendent
Roland Parker, Conductor, Superior Div.	Reported broken rail, Feb. 5th.	E. A. Meyer, Superintendent
H. G. Smith, Brakeman, D-I Div.	Discovered broken arch bar while inspecting train, Jan. 25th.	L. F. Donald, Superintendent
Sam Watts, Crossing Flagman, Beloit, Wis.	Notified conductor of passing train that hand railing was loose on oil tank car in train.	N. P. Thurber, Asst. Supt.
Herman Huth, Conductor, Sup. Div.	Reported broken rail December 10th.	E. A. Meyer, Superintendent
Percy Stillwell and		
Leon Cole, Sec. Foreman, Milwaukee Div.	Found broken truck December 8th.	N. P. Thurber, Superintendent
A. A. Melville, Conductor, Sup. Div.	Found broken rail December 9th.	E. A. Meyer, Superintendent
John L. Randolph, Sec. Foreman, Terre Haute Div.	Reported dragging brake beam December 21st.	J. H. Valentine, Superintendent
Jos. R. Anderson, Switchman, Clinton Yard, Iowa Div.	Reported broken arch bar January 6th.	A. J. Elder, Superintendent
M. Reynolds, Conductor, K. C. Div.	Saw dragging brake beam on passing train December 26th.	W. C. Givens, Superintendent
J. D. Green, Brakeman, K. C. Div.	Found broken arch bar in train December 17th.	W. C. Givens, Superintendent
Clyde Richmond, Brakeman, K. C. Div.	Found broken arch bar in train January 9th.	W. C. Givens, Superintendent
M. L. Hauser, Signal Maintainer, Sup. Div.	Reported broken rail December 29th.	E. A. Meyer, Superintendent
Wm. J. Tee, Brakeman, K. C. Div.	Reported broken arch bar January 3rd.	W. C. Givens, Superintendent

Our Business Getters

vailed upon a large fish concern in Minneapolis to divert to our line a carload of fish destined Sioux Falls, which had already been routed against us.

Brakeman Herman Odberg on the LaCrosse River Division is credited with securing a passenger to California via our line.

Mr. C. C. King, at Jasonville, Indiana, is commended for securing a passenger to California using our line Jasonville to Terre Haute and Chicago to Omaha. This party had intended to go via bus.

Engineer B. P. Walker, Tacoma, Wash., furnished tip to City Ticket office resulting in sale of ticket, Tacoma to Chicago.

Louis Susor, machinist helper, Milwaukee, was instrumental in securing two passengers, Milwaukee to Portland Ore., via Seattle. Fine work.

W. K. Snyder, clerk, local freight office, Seattle, furnished tip to passenger department, Seattle, resulting in sale of two and one-half tickets from Des Moines, Iowa, to New York, via our line to Chicago. Cooperation of this kind is greatly appreciated.

Miss Margaret McGinley, cashier, Wausau, Wis., secured three carloads of roofing tile, destined Iron Mountain, Mich. Miss McGinley never fails of putting in a word for the Milwaukee Road, and has been instrumental in securing a considerable business in this way.

Conductor C. W. Hess, Kansas City Division, was instrumental in securing a car of livestock from Polo to Kansas City.

Engineer E. E. Rudolph of the K. C. Division secured two passengers from Kansas City to Chicago and return.

C. H. Baker, chief time reviser in superintendent's office, Ottumwa, secured two passengers to Los Angeles, via Milwaukee and Kansas City.

H. M. Keller, switchman, Tacoma yard, furnished tip on two passengers from Tacoma to Sioux Falls, S. D. Party had planned on going via another route, but were secured for our line.

S. C. Whittemore, Tacoma, furnished tip which secured car of hogs from Sumner, Wash., to Wessington Springs, S. D.

Wm. Lockhart, section foreman, Centralia, Wash., furnished traffic tip, resulting in securing shipments from Centralia.

Fireman C. Ott, Milwaukee Division, while on leave and in La Crosse, Wis., secured two passengers from La Crosse to South Bend, Ind. Party resided a few blocks from station of a competing line, but were persuaded to go over to the Milwaukee station, quite a distance, and

purchase tickets via our line. Mr. Ott has also secured a few short hauls out of La Crosse. No better way to spend a leave, Mr. Ott.

R. E. Henry, Dubuque freight house, was instrumental in securing one passenger, Dubuque to Topeka, Kans., via our line to Kansas City.

H. A. Fager, checker, Ocean Dock, Seattle, was instrumental in securing movement via our line of 12,000 cases of salmon to the east.

C. D. McLennan, chief claim clerk, Seattle, furnished tip on a passenger from Red Wing, Minn., to Tacoma.

C. E. Shanley, switch foreman, Seattle, furnished traffic tip relative to locating a fuel dealer on our line.

F. E. Berk, checker, Seattle, furnished tip on a passenger from Newark, N. J., to Seattle and return.

James Sheehan, signal maintainer, Aberdeen, S. D., through personal pleasant relations with an Auto Company at Aberdeen, was responsible for securing 100 per cent routing on five carloads of autos from Detroit, Mich. to Aberdeen.

General Passenger Agent W. B. Dixon, commends the following named for their interest in securing passenger business for our line:

Ruby Potter, Chief Clerk, Master Mechanic's Office, Mason City, Ia.

Albin Groth, c/o Superintendent's Office, Mason City, Ia.

C. V. Ellison, Telegraph Dept., Chicago, Ill. George Fixen, Rate Clerk, Freight Office, Mason City, Ia.

Don Ginter, General Freight Dept., Chicago, Ill.

Louis Susor, Machinist Helper, Wausau, Wis. J. F. Anderson, Assistant Superintendent, Coburg, Mo.

L. L. Lindgren, Chief Clerk to D. F. & P. A., Aberdeen, Wash.

C. F. Loweth, Chief Engineer, Chicago, Ill.

R. Richter, Clerk, Freight House, Milwaukee, Wis.

Mr. Weidig, Switchman, Milwaukee Terminals, Milwaukee, Wis.

Wm. Nash, Freight Auditor's Office, Chicago, Ill.

M. J. Leen, General Freight Dept., Chicago, Ill.

M. F. Edbrooke, Asst. Gen. Freight Agent, Chicago, Ill.

W. W. Cole, Train Baggage, c/o Supt.'s Office, Mason City, Ia.

H. A. Wellunscheg, Engineer, Minneapolis, Minn.

R. W. Hunt, Agent, Scenic, S. D.
E. D. Wolff, Sergeant, Police Dept., Chicago, Ill.
Richard Klug, Machinist, Milwaukee Shops, West Milwaukee, Wis.
L. M. Truax, Chief Clerk, Hastings, Minn.
R. G. Laugen, Agent, Bryant, S. D.
O. G. Reuss, Chief Clerk, Winona, Minn.
F. A. McCarthy, Operator, Kansas City, Mo.
Assistant General Passenger Agent J. J. Osle, St. Paul submits the following:

"In these none too productive days we are using every means of passenger solicitation and it is a proven fact that one of our best means has been the cooperation of the employees of all departments. By giving us the names of actual or prospective travelers we have been able to develop a not inconsiderable amount of present and future business, and it is a pleasure to list the following assistants:

Mr. A. P. Hilger, Agent, Mazeppa, Minn.
Mr. John Ritter, District Accountants Office.
Mr. Gene B. Jacobson, Minneapolis Local Freight.
Mr. John Graven, Carman, South Minneapolis.
Mr. William Wells, Conductor, H. & D. Division.
Mr. L. F. Huth, Mechanic, Minneapolis.
Miss Alice Treherne, Stenographer, St. Paul.
Mr. R. F. Donehower, Asst. Agt., Minneapolis.
Mr. L. M. Traux, CC Hastings Local Office.
Mr. R. G. Laugen, Agent, Bryant, S. D.
Mr. O. A. Laugen, Agent, Spring Valley, Minn.
Mr. Herman Odberg, Brakeman, River Division.
Mr. G. Lamburg, Supt., Minneapolis Shops.
Mr. Don Griter, G. F. D., Chicago, Ill.
Mr. E. F. Conway, Capt. of Police.
Mr. N. R. Wall, Inspector, Minneapolis.
Mr. E. C. Scott, Conductor, I. & S. M. Division.
Mr. H. A. Wellunscheg, Engineer, Minneapolis.
Mr. P. H. Bornekampe, Station Master, Minneapolis.
Mr. William Neese, Operator, St. Paul, Minn.

We have to acknowledge also tips from others not mentioned above as their names have inadvertently been misplaced or are still attached to files that are yet to be reported.

Chief Clerk Eugene Brown at Janesville, is credited with securing routing on carload of tobacco from Janesville to Chicago.

Superintendent Valentine, at Terre Haute, commends Clerk J. McMahon in the Division Storekeeper's Office, who, through friendship with a representative of one of Terre Haute's larger industries, secured a movement of from ten to twenty carloads from Minnesota Transfer to Terre Haute.

Through a "traffic tip" furnished by Mr. John H. Flour, Mechanical Department, at Kansas City, Mr. Adsit was able to secure routing via our line of a movement of stone from Kansas City.

The Passenger Department at Kansas City, commends Mr. Wm. Daugherty, Mechanical Department, Kansas City, for influencing a passenger to use our line from Kansas City to Chicago and Milwaukee.

Mr. Wm. Kline, employed at Madison, Wis., is commended by the Passenger Department for securing two round trip tickets between Madison and Milwaukee, and eleven round trip tickets from Madison to Detroit, Mich., and return.

During the month of December, 1931, Chief Claim Clerk J. W. Slattery, at Galewood, secured diversion to our line of forty-two L. C. L. shipments with a total weight of 42,466 pounds.

Mr. L. J. Angle, sealer at Sioux Falls, secured one ticket, Sioux Falls to Chicago, on December 19.

Mr. Zane Jenkins, Train Baggage man on No. 11, induced a passenger who had planned on using a competing line to Omaha and thence to Chicago to use our line to Sioux City from Sioux Falls, the Omaha to Omaha from Sioux City and the Milwaukee from Omaha to Chicago.

These Are From the W. V. Division
Mr. Frank Voeltzke secured two passengers to Chicago.

Mr. A. W. Warner secured two passengers to San Diego, Calif.

Mr. H. O. Wheelock secured two passengers to Chicago and return.

Miss Julia Clark, Agent, Schofield was successful in soliciting and securing shipments of six cars of poles, two cars of wire and two cars of cross arms, the latter shipments coming from Washington, all consigned to the Wisconsin Valley Electric Company at Schofield.

Mr. Wilbur Krueger secured one passenger to Lansing, Mich.

Sold on the Milwaukee

A letter received from Miss Margaret Kromer, a lady who travels much, is printed because it tells briefly what so many as well as Miss Kromer find out to be the facts when they travel The Milwaukee Road.

Spokane, Wash.

To the gentleman who delivered my ticket at the Calhoun Hotel on October 29th: If he remembers, I told him I was very keen about one of the other railroads. My ticket was from Seattle to Spokane and I want to say to him and to The Milwaukee Railroad in general: I had a wonderful night's rest and found your road bed the smoothest, your cars the most comfortable I ever rode in, and I have traveled continuously for the last twenty years.

Your porter was very obliging and kind. I am sold on The Milwaukee.

Very truly yours,
(Signed) Dr. Margaret Kromer.

Why Would Anyone Ever Travel Any Other Railroad

Mrs. Gersha V. Haney, who holds the position of Supervisor of Women's Industries of the State of Washington writes the following letter to Mr. C. F. Negley of the Superintendent's office, Tacoma, after he had influenced her to try our line on a trip from Tacoma to Spokane:

Dear Mr. Negley:

May I thank you for persuading me to take The Milwaukee Road. Why would anyone ever travel on another road after the comfort and courtesy of The Milwaukee?

I shall recommend your road to my friends. Thanking you again,

Sincerely,
(Signed) Gersha V. Haney.

She'll Ride "The Great Orange Trains" Hereafter

The following letter to the agent of this company at Renton is an enthusiastic appreciation of Milwaukee service:

Department of Labor, State of New York
Rochester, N. Y.

Mr. T. H. O'Neill,
C. M. St. P. & P. R. R.
Renton, Washington.
My dear Mr. O'Neill:

I wish to extend to you my sincere appreciation for the kind suggestions you gave me in regard to my recent western trip.

I did not know that there was a railroad in the country that could offer such conveniences and accommodations or give such wonderful service as the Chicago, Milwaukee, St. Paul & Pacific Line.

The country through which this railroad runs is very beautiful, and taking all things into consideration, I enjoyed my trip immensely.

I can assure you that when I take my next western trip, it will be on the Great Orange Train over the Chicago, Milwaukee, St. Paul & Pacific R. R.

Yours very sincerely,
(Signed) Nellie V. Sweeney,
Supervisor, Junior Placement,
State Department of Labor.

To Mrs. Robert Manson of Sioux Falls goes the credit of having secured two round trip tickets from Sioux Falls to Chicago during the Christmas holidays.

Appreciation of Courtesies

Mr. G. P. Flood of the General Manager's Office, Chicago, passes the following letter to The Magazine in order that those concerned may know that their services were appreciated. The letter is from Mr. Floyd E. Williamson, Auditor of State, Indiana, to Superintendent J. H. Valentine at Terre Haute:

"Our Field Auditors asked that we express to you our appreciation for the courtesy shown them by your genial office force. Especially do they feel obligated to Mr. G. H. Kindred, your agent at Seymour, also to C. E. Elmore and to your entire office force for favors shown. They also commended your company for maintaining such explicit records and files.

"Assuring you it gives me great pleasure to hear such good reports from our Field Auditors relative to the reception given them in making audits in behalf of this department, I am—"

A Range History (Continued from page 4)

The foregoing brings out the most important facts about its earliest stages in what is now Montana, so far as the earliest introduction of cattle is concerned, and it seems fair to assume that well-bred stock was here long before the mines were opened up in the sixties. Judge Gaddis is credited with having brought in the first Hereford cattle. This is upon the authority of Mr. R. N. Sutherland, now of Great Falls, Montana. In "History of Montana," 1885, D. J. Hogan, of Augusta, Montana, writing under date of June 22, 1885, says, "The first beef drive out of this territory was made by me for Orenstein and Popper of Salt Lake City in October, 1868. The cattle were purchased of P. Largey, who was then agent for Edward Creighton, and used in the Salt Lake market and in filling contracts along the Union Pacific Railroad. The first shipment of Montana cattle East was made by James Forbes from Ogden in 1874 . . ."

The first reference to thoroughbred Shorthorn Durham cattle is to a bunch of twenty head brought into Madison Valley in June, 1871, by Dr. W. L. Frary, Alex Metzel and O. A. Sedman. These were "imported" into Montana from Kentucky. This, of course, is later than the preceding references from the accounts of Fort Union, St. Mary's, Fort Benton, etc. A man by the name of N. Borchardt of Miles City claims the honor of bringing to the Yellowstone County the first cattle ever brought there, some time about 1876. This statement occurs on page 1035 of "Montana History" of 1885. In 1858, Louis Brown brought cattle into Montana from Utah.

Sheep

The first sheep of record in Montana were brought from Oregon by the Catholic Fathers to St. Peter's Mission in 1867, and consisted of a band of 300 head. In the spring of 1867, they were taken to what was known as the Priests' Ranch, now known as the Billy Johns' Ranch, owned by Philip Chevalier, on the Little Prickley Pear Creek, about eighteen miles north of Helena. David Hilger of the State Historical Library,

then a boy ten years of age, herded these sheep for a month or more. These sheep were sold by the Catholic Fathers to Helena butchers. However, the investment proved unprofitable, as many were killed by the coyotes and wolves.

In 1868, John H. Ming, Territorial Auditor, reports that there were 1752 sheep and goats in the nine counties reporting to his office. In 1869, John F. Bishop brought the first large band of range sheep into Montana from Oregon.

In a little book, written by Thos. P. McElrath, "The Yellowstone Valley," the following is found:

"In the Fall of 1876, while the Valley was still occupied by the hostile Sioux, under Sitting Bull, a man named Burgess drove a herd of 1,400 sheep, of the Merino and Cotswold breeds, from California into western Montana. He arrived at Miles City about the end of September, having consumed two seasons in the trip, and located on the east bank of the Tongue River on the site of the present Miles City. In the following Fall, the flock was purchased by Mr. G. M. Miles, who moved it to a new range on the Tongue River, about three miles further up, etc. . . ."

Change Cars! By Rose Foster

SOFT gray walls with artistic decorations of gray-green, gray ceiling with a quaint green molding, broad windows, topped with green glass arches, and enclosed in frames of gray-green, silver and pearl effect of electric light fixtures, comfortable chairs, upholstered in soft gray, low, deep, revolving, a dark rug with hints of autumn coloring—this was my home for a day.

I had paid the rent in advance, and when I moved in I was dumbfounded. I had expected to find a hideous combination of orange walls and ceilings, red carpets and stiff red chairs, colors which reflect the light and heat of midsummer, dust sifting through screenless windows. As I looked at the soft coloring which absorbed the glare, the electric fans which kept the air in motion, I immediately felt about ten degrees cooler, ready for adventure.

I was surprised and delighted. Everything was spotless and in order. No dust on window sills; no litter from former careless renters, on the floor. At noon my chef served me a delightful luncheon of chosen dainties from a well-stocked kitchenette. My bathroom carried out the color scheme of gray and green, and was also spotless and well supplied with towels, hot and cold water and soap.

From my easy chair I watched through bright, clean windows the swift moving landscape. Gaining rapid speed, we still moved steadily. For my home for a day was the parlor car on the Milwaukee from Des Moines north, my chef, the porter, who was content with only a small wage, considering the great number of attentions he bestowed upon me, and who seemed to really regret my departure.

I wish to congratulate someone—

Milwaukee R. R. Women's Club (Continued from page 23)

appointed to take charge of a bundle shower for needy families of railroad employees. The donation will be held in the near future. At the card playing which following the business session, Mrs. John Schultz and Mrs. H. L. Vachreau won favors at bridge, and Mrs. D. O. Daniels and Mrs. Michael Schantz at five hundred. The out-of-town members present were Mrs. Harry Norenberg of Tomahawk, Mrs. Albert Urban of Babcock and Mrs. Percy Millanbah of Rudolph. In the late afternoon, a lunch was served.

The passenger station of the Milwaukee railroad was used for some other purpose than a waiting room on Tuesday evening, Feb. 2, when it was taxed to capacity with five hundred and "schafskopf" players. At the twenty-six tables in play, the prize winners at schafskopf were Mr. and Mrs. Felix Kropidowski, Mrs. Vern Holbrook, Fred Genrich and Mrs. John Jablonski. At five hundred, the favors were awarded to Arthur Hanson, R. H. Cunningham, Mrs. J. W. James, Miss Catherine Saindon and Mrs. Felix Slomske. The club house was used for bridge playing. The prizes at the sixteen tables were won by Mrs. Alex Levin, Mrs. James O'Brien, Mrs. Fred Dahlke, Elgin Fowler and Alex Levin. Much credit was due to Mrs. Leo Ziebell, who had books of tickets printed and sold, the total receipts being higher for that reason. The net receipts were \$51.00, and in addition to that, several sets of playing cards were bought from the proceeds, and added to club equipment. The winner of the five dollar gold piece was Mrs. J. P. Horn. The committee in charge was Mrs. E. J. Czamanske, chairman, Miss Mildred Conklin, Mrs. Charles Conklin, Jr., Mrs. R. H. Cunningham, Mrs. J. Campbell, Mrs. J. E. Dexter, Mrs. D. O. Daniels, Mrs. M. M. Harrington, Mrs. Frank Schelfaut and Mrs. Frank Duvie.

The chapter desires at this time to express appreciation for the capable and efficient efforts of the retiring president, Mrs. Warren Essells, who has given unselfishly of her time and energy in promoting the best interests of the club, and has also used her car extensively in club work. Under her regime, the organization has had a very successful year. It is, at this time, a record that one can point to with pride, that the chapter has been for months, furnishing several needy families with food, and their children with shoes. Under the stress of unusual economic conditions, every charitable organization has had its resources taxed, and the Wausau chapter has "been tried and not found wanting."

architect, manager, workman—whose originality, thoughtfulness, insight, artistry, or sympathy, planned and carried out that home-like, restful, charming interior which helped decidedly to make the day's journey one of the most restful and most unique of my experience.

The Only Safe and Speedy Way

Chicago, Milwaukee and St. Paul, Freight and Passenger we haul;
We're at your service night and day,
The only safe and speedy way.
If you have business for to do,
Come, call us up or mail us through;
At once your order we'll attend
And take it to its journey's end.

By William Glen,
Roundhouse 1, Milwaukee.

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

ON THE STEEL TRAIL

THE DIVISION NEWS-GATHERERS

Guy E. Sampson.....Train Director, Bensenville
Vila M. Graves.....Engineering Department, Chicago
A. M. Dreyer.....Fullerton Avenue, Chicago
John T. Raymond.....Dispatcher, Marion, Iowa
Ruby M. Eckman.....Care of Assistant Supt., Perry, Iowa
Maude French.....Care of Superintendent, Des Moines, Iowa
E. L. Sacks.....Care of Trainmaster, Dubuque, Iowa
Lucille Millar.....Care of Storekeeper, Dubuque, Iowa
M. G. Braheny.....Care of Superintendent, Mason City, Iowa
C. M. Gohmann.....Care of Superintendent, Ottumwa, Iowa
Sybil M. Clifford.....Care of Asst. Supt., Kansas City
C. M. Browning.....Care of Superintendent, Green Bay, Wis.
Eileen Story.....Care of Superintendent, La Crosse, Wis.
L. J. Lightfield.....Ticket Office, Beloit, Wis.
Julia Barrows.....Care of Car Department, Milwaukee Shops
Cora R. Ouimette.....Drafting Room, Milwaukee Shops
Mrs. Edna Bintliffe.....Care of Trainmaster, Mitchell, S. D.
E. Stevens.....Care of Superintendent, Savanna, Ill.

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

West H. & D. Notes

MR. O. M. DAHL of Sioux City, Ia., was appointed Chief Carpenter of the H. & D. on January 1st, taking the place of Mr. Wolf, who was transferred to the River Division. Mr. Wolf's many friends are sorry to see him go, but wish him success. We are glad to welcome you to the Hub city, Mr. Dahl.

We were wishing for a lot of snow and we sure got our wish, for it snowed a little the first eleven days of January and we have a total of nineteen inches on the level. It has kept quite a few of the unemployed busy keeping switches and crossings and the platforms clean.

Jake Mertz of the car department is back on the job again after a sixty days leave of absence, which was spent out on the coast with relatives and friends. Jake reports having a good time but was mighty glad to be back in Aberdeen.

Mrs. H. M. Gillick had the misfortune on January 15th to slip in her home and break her ankle. She is getting along very nicely at this writing. Although confined to her home she is bending every effort in caring for the needy.

Our bowling team has been making a very good showing in the City League and are giving the others a good run for their money.

The fine Christmas tree which held a prominent place in the depot has been removed and everything is back in the usual place. The tree drew comments from hundreds of travelers and many from the city walked down nights to see the Milwaukee tree. Mrs. Gillick had charge of its decoration and Mr. John Jacobs and his electricians hung the numerous lights.

Conductor A. C. Zick is spending the winter months in California, and writes back that he is enjoying the trip. Conductor Clay Zimmerman and wife left the 3rd of February for a tour in the same state.

Roadmaster Boland has been operating the snow plow and flanger and bull dozer on the Orient line the past week. It is reported on good authority that Mr. Boland has put in a requisition for several hundred whistling and flanger posts and intends to see that they are set in a proper manner.

The many members of the Milwaukee family were sorry to learn of the death of Conductor B. F. Raymond. East end. Mr. Raymond was a veteran of the Milwaukee family and had won the respect of the traveling public and officials and fellow workers in a like manner.

Kruger Bros. are busy at Big Stone Lake making preparations for the ice harvest which started on the 27th of January.

Some of the clerks in the Superintendent's

office have various hobbies outside of their line of work. Joe Johan is said to be railroading at home with the aid of Bill Kramer and Ralph Homestead, while Chief Clerk Kane is busy building toboggans.

Freight Agent E. L. Feddern is busy answering a bunch of post cards which has reached him lately concerning a certain red feather.

Freight house foreman A. W. Lindquist was a visitor in Minneapolis over the week-end of January 24th, combining business with pleasure.

Mr. and Mrs. Lloyd Benoit, who had charge of the Interstate Stand, were promoted to the Illinois Central station stand on the 15th of this month. Their place has been taken by Harold Shitzer of Sioux City. Good luck, Lloyd and Mae, and welcome, Harold.

We want to extend our congratulations to Mr. and Mrs. Charles McDonald, who on January 28th became the proud parents of twins, a boy and a girl. Mr. McDonald is crane operator.

Martin Silvernail surprised us when on January 25th he was married to Miss Katherine Volk. We sincerely wish you both a lifetime of health and happiness.

Mr. M. J. Flanagan was a recent visitor in Aberdeen.

Trainmaster Sizer and Roadmasters Bolan, Anderson and Winfrey were kept busy the first half of February bucking snow. It was necessary to use the rotary on all of the branch lines.

We want to extend our sincere sympathy to the families of engineer Ostrander and fireman O'Connor who were victims of the tragedy near Wahpeton the first week of February.

Our regular Safety First meeting was well attended in spite of weather conditions. We are proud of our Safety Record for 1931 and hope we can get into first place in 1932.

Andy Parson, employe of the Aberdeen freight house and Miss Kate Callaghan were married on January 28th. May health and happiness be ever with you and yours, Andy.

Mr. and Mrs. Clay Zimmerman left Aberdeen on February 3rd for a three months' trip, most of which will be spent in California.

Mr. O. F. Waller has been confined to his home during the first ten days of February with an attack of the flu. We hope you will be around again in a few days, Mr. Waller.

Mr. Fred Hitchcock and wife left Aberdeen the first week of February for a two month's stay at Hot Springs, Ark.

Sam Davis and wife went to Excelsior Springs, Mo., the last part of January where Mr. Davis underwent an operation which will

keep him there until the middle of March. Can't you cut that down a little, Sam, and make it March 1st. Anyway we are wishing you a speedy recovery.

Dubuque-Illinois Division Second District E. L. S.

THE night policeman at Dubuque shops is to be congratulated on the return of a pretty calendar which disappeared and was gone for a few days. The only comment was that it was found behind the desk, but those in the yard office have their own opinion as to where the calendar traveled during its absence. Could you imagine how Ray would function if something big was reported missing?

Mr. Jacob Kleeman, wife of Storekeeper J. C. Kleeman, and mother of C. J. Kleeman, division accountant, Savanna, passed away at her home in Dubuque January 24th, after an extended illness. Funeral services were held January 27th and interment made in Mt. Olivet cemetery. We extend our sincere sympathy to her bereaved husband and children in their great hour of sorrow.

Superintendent Donald, Trainmaster Whalen, Division Freight & Passenger Agent Keefe, and Dispatcher Olson attended the funeral of Superintendent Van Vliet at Monticello, January 25th.

Claim prevention meeting held at Dubuque January 27th was largely attended by agents and division officers and some very fine suggestions were made in the interest of claim prevention in general.

Former Yard Clerk Francis Kurt is now employed at Dubuque freight house as assistant cashier and car clerk.

Quite a few of our employes have been afflicted with the flu and bad colds. Section Foreman Chris. Schweikert recently returned from hospital having quite recovered from a severe cold. At this time Conductor C. H. (Cy) McCauley is ill at his home at Marquette with pneumonia, but is on the road to recovery and hope he continues to improve rapidly. Clarence (Sonny) Widman, formerly roundhouse clerk, Dubuque shops, is also seriously ill with pneumonia at this time.

Traveling Engineer Dersch just returned to work after an attack of influenza, and Trainmaster Whalen O. K. again after a several days' siege of bad cold. And the "rest of us" seem to be having colds all the time.

To top it all off several banks closed recently, which has inconvenienced some of our employes

not a little; and did you say a 10 per cent cut? Well, anyhow, we all look forward to bigger and better things in the future, not the least of which is return of prosperity to our country and railroads, so that the many unemployed may be returned to their occupations for an opportunity to earn an honest and happy livelihood.

Mr. Jack Whalen (Slats) is visiting at the home of his brother, Trainmaster W. J. Whalen.

Splinters from the Wooden Shoe Browning

THE Superior Division Car Department went through the year 1931 without a Lost Time or Reportable injury. This is a record the men in the Car Department can well be proud of and is one that shows what can be accomplished when everyone puts into practice Safety First. Properly taking care of minor injuries and correcting cause of same will have the tendency of preventing lost time and reportable injuries.

The Freight Office at Plymouth, which heretofore was located at the Freight Station, was moved to the passenger station occupying the space formerly used as men's waiting room. Interior of new office was properly cleaned and woodwork varnished prior to moving. Working conditions are very pleasant. Paints and varnish were furnished by General Superintendent Kelly and the work done by station employes.

Conductor J. H. Rowley has again returned to his old run between Elkhart Lake and Milwaukee after spending about a year between Crivitz and Menominee.

William Noel, who has been holding the position as way freight conductor quite regularly during past three months, was displaced by Conductor Rowley.

Henry Pfeifer, Yard Clerk at Plymouth, took a leave of absence latter part of December, visiting his parents in North Dakota during Christmas time. Most everyone on the east end of this Division knows Henry, account being a nimrod; he claims shooting 31 pheasants with one pull of the trigger, single barreled shotgun, shifting barrel of gun from one side to the other. On his return Henry was very liberally delivering jack rabbits, but the pheasants were quite conspicuous by their absence.

Arno Nelleson, formerly clerk at Chilton, Wis., whose position was abolished, has taken position of cheese checker at Plymouth, Wis.

Machinist Atland Olson, who has been a member of the Vocational School Board for the last eight years, was re-elected to his second term as president. Congratulations.

Mrs. F. J. Penford was the guest of her brother, Ed. Kruger, and family at Oshkosh for the week-end.

The amateur gardeners are getting busy starting their hotbeds, especially Walter Schafer and Herman Braatz. We hope Walter has better luck this year; the sample of tomatoes we saw last year was taken for oversized cherries.

T. C. O'Connor took a week's vacation during the very cold weather the first of this month.

Sympathy is extended to Frank Root and family on the loss of their son, who was accidentally drowned in Fox River. Four companions were ice boating and went through the ice. Three of the boys were saved, but the Root boy became tangled in the sail and drowned.

Some time ago the fire inspector, with local officials, inspected the lockers in Green Bay roundhouse and they thought they had made a mistake and were in a drug store when they inspected George Seims' locker.

Fred Krug, the Master Mechanic's clerk, has his fishing tackle all ready for the spring fishing. He, of course, only catches the large ones; we have never seen any samples, but he says they are large.

Our genial boilermaker Jack Christianson, who has put in 40 years as a boilermaker, says the work is too light for a he man; says he will try for a job as machinist.

Conductor P. H. Donley has returned from an extended visit in Colorado and California. He reports that conditions out west are the same as at home and advises those out of employment not to go west at present time. Riding all day on one of the western trunk line passenger trains, his train met but one freight train, which indicates that "Prosperity Corner" is still in the distance. Mr. Donley says that he is glad to be back in Wisconsin with its usual and unusual weather—nothing can compare with it. On March 13th this year Mr. Donley will be in the service 49 years—a good and faithful captain always.

Conductors Edw. Kurth and Henry McGregor are wearing the brass buttons on the O. & B. Line runs since the recent change in crew arrangement. They are ably assisted by John Smith, Bill Dionne, John Krause and Ted Peterson.

During these slack times the railroad boys and their families at Channing have developed a community spirit which tends to put Matt Thompkins of Thomson's Corner "Gathering" in the background. For the past month the entire community gathers at the Channing Club House on Sunday afternoons and it is surprising the talent that is displayed. Committees are chosen each week to arrange a program for the following Sunday and nothing is left undone to make each succeeding Sunday's "show" better than the last one. The music and singing is ably directed by Mrs. J. H. Anderson and Messrs. Jos. Giovinnini and Clifford Huetter. A lot of credit is due Joe Whitenack and his sons, managers of the club, for the success of the venture.

An eight-pound girl came to brighten the home of Brakeman John Fisher at Channing recently. Congratulations.

Due to abolishing the Channing Dispatcher's Office, Mr. I. A. Friess is now dispatching at Green Bay, displacing Chas. Cheaney, who is now doing the relief work. Mr. Harry Anderson has transferred to the Kansas City Division at Ottumwa and Chief Dispatcher Worthing is now Assistant Trainmaster at Channing, with E. A. Grade and J. J. Clark acting as Operators.

We were all glad to see our old friend Chas. Whitt show up at the office a few days ago. He just stayed a few days, but he is always a welcome visitor.

It is with regret that we chronicle the sudden death of Wilbur Carlier. Mr. Carlier was instantly killed at Menasha, Wis., on January 23rd, 1932. He was standing in the doorway of a box car watching a truck pull away from the car when the truck caught the corner of the box car door, slamming it shut and catching Mr. Carlier's head, instantly killing him. Sympathy is extended to his family.

Conductor E. M. Hendricks has taken the Menasha switch job after being off for some time account illness.

Our Green Bay bowling team has certainly been stepping right along and have come up to the top of the Industrial Bowling League of Green Bay. They are not many games behind being in the top place. Up to a week ago Harry Peterson has been holding onto the high single game with a score of 257, but last week Peter Maierle came to the front and bowled 264, making the high single away from Peterson. Mr. Gehrke has not been bowling with the boys for about a month, due to a case of lumbago, but is now back with the team as strong as ever. Of course, we must not forget to mention Eddie Leininger and Ray Zimmerman, who have been both doing some wonderful bowling. Eddie always comes to the front when he is most needed to pull the team out of a hole and then they win the game, Eddie being anchor man.

Congratulations are extended to Mr. and Mrs. Lawrence Tobin on the arrival of a 10½-pound son. Lawrence says he is a typical Irishman, with blue eyes and red hair.

Sympathy is extended to Art Gotto on the

A Wise Railroad Man

... protects his earning power in these days when every dollar counts.

In case of personal injury there's no substitute just like an Accident Policy in The Travelers to continue your income. Ask for information—no obligation.

RAILROAD DEPARTMENT
THE TRAVELERS
INSURANCE COMPANY
HARTFORD CONNECTICUT



recent death of his mother.

Account 373, Car Foreman Palmer claims that when he was over on the Valley Division this week that he was again beat up for charging everything within sight to Account 373. He just loves this account and no matter what comes along, into 373 it goes, but he just does not seem to be able to get by with this.

During Engineer Ed Redline's hunting expeditions in the Roundhouse Office the other day he went out on No. 74, leaving his grip at the corner of the roundhouse. He shot a wild cat and forgot the grip—Gus Gunderson says Ed. shot the wild cat in a trap.

Engineer Sam Grant is now a resident of Green Bay, having moved down from Menominee.

Engineer Car Fogle has returned to work after being off on account of sickness.

Alex Bouchart, wiper at Menasha, was found dead in the roundhouse when the engine crew came to work. Sympathy is extended to his family.

Geo. Buntin has a 100 per cent attendance at the Women's Cooking School.

Jos. Donckers and Roy Quarters are now working the firemen's extra list.

Geo. Gunn's tractor (1914 Dodge) is still in first class shape, although the wheels need a little paint.

Rocky Mountain Division Northern Montana Max

OUR own "Bobby" Burns had quite a session with the city "Dads" at a recent meeting of that august body. It seems that "Bobby" and the dogs in his neighborhood have had a falling out. Mr. Burns told the members of the council that within the past few years he had expended something like \$200 for trees, shrubbery and flowers, all of which had

been completely destroyed by dogs running at large in his particular neighborhood.

Mr. Burns said that he had always paid his taxes and endeavored in every way to assist in the beautifying of Lewistown, but to no avail. "I have used rocks, fences and every other known means to protect my investment in these trees and flowers, without resorting to actual violence, but if the city does not take drastic action to enforce the ordinance affecting dogs in Lewistown by—I'll get a gun, do the job as it should be done myself and then stand for trial and pay a fine if necessary."

The Mayor told Mr. Burns that he sympathized with him but felt some trepidation in taking drastic action owing to the feeling that might be aroused among the hundreds of little boys and girls who owned dogs in the city.

"Bobby" told the mayor that the dogs can't vote. This reply brought forth a roar of laughter from the well filled council chamber. Mayor McConochie, who is somewhat of a humorist himself, told "Bobby" that he was glad that his term did not expire for a year.

Mr. Burns was finally mollified with the assurance that the ordinance would be carefully gone over and its rulings carried out.

Ccaductor Tom Graham is another railroad man who has gotten into the news. Tom runs a chicken ranch in the city and has been sustaining a considerable loss account of dogs getting away with his poultry. He hit upon a bright idea of setting a trap. His first catch was a valuable pup belonging to a neighbor. A complaint was sworn out against Tom for cruelty to animals. The outcome of the suit will be watched with considerable interest.

Division Freight and Passenger Agent Randall, of Great Falls, attended the meeting of the Central Montana Chamber of Commerce, held at Lewistown, some two hundred citizens being in attendance. Two addresses were made on the subject of taxation which aroused considerable discussion afterwards. Mr. Randall during the talks, mentioned about the amount of taxes that the Milwaukee paid right in this territory. The taxes paid on the Northern Montana being \$230,563.69, in Fergus county alone were \$123,994.75 for 1931, being an increase of \$25,000 over 1930. The taxes paid in the state by our line are \$1,148,847.82. Our taxes being highest in Fergus county and the county receiving the next largest amount is Rosebud. Mr. Randall stated that our taxes on the Harlowton line were \$727.76 per mile. Assistant Superintendent Fuller, Division Freight and Passenger Agent Randall and Agricultural Agent Noble represented the Northern Montana district at the meeting of the Montana Wool Growers Association at Bozeman.

Word was received at Lewistown of the sudden death of Henry Burnett, Sr., at Sparta, Wisconsin, on February 4th. He was the oldest section foreman on the LaCrosse division. He entered the service of the Milwaukee at the age of thirteen. His son Henry, who is a conductor on the Northern Montana, left for Sparta to be in attendance at the funeral. The many friends of the family in Lewistown extend sympathy.

Assistant Superintendent Fuller was on the sick list during the early part of the month. As soon as he was able to be out he was called to Spokane, Wash., as a witness in a personal injury case. On his return he had to make a trip to Helena on business in connection with a hearing of the State Railroad Commission.

Miss Mable Newberry, who was reported seriously ill, is back at her post in the office of Mr. Fuller.

J. L. Ramsey and family, of Denton, were Lewistown visitors.

Mr. and Mrs. W. J. Thompson made a trip to Canistota, South Dakota, where Mrs. Thompson underwent treatment which she reports was very helpful for a long standing ailment.

Dale Middleton is back in Lewistown after doing extra work at Great Falls.

L. L. Elliott and family made a week-end

trip to Harlowton, where they visited friends.

R. L. Jane and family have moved to Miles City account of position of night roundhouse foreman at Lewistown having been abolished.

Mr. and Mrs. William J. Retallick left for Aberdeen, South Dak., where they will visit for two weeks.

Mrs. D. Flock, of Coffee Creek, was a Great Falls visitor.

Mrs. D. V. Phare and daughter, who went to visit with her mother and friends at a number of Wisconsin points during the holidays, have returned to Great Falls.

George Haynes is back on his run after visiting with friends in Minneapolis, Minn.

L. B. Kay and family have returned to their home at Fairfield from Tacoma, Wash., where they spent a two weeks' vacation.

Two of the children of Mr. and Mrs. D. L. McVey are down with scarlet fever.

The territory of Roadmaster Fritzen has been extended to Agawam account of reduction in the number of roadmasters on the division. Former Roadmaster McDonald has taken work at Great Falls.

There may be a difference in a wage reduction and a wage deduction, but it hits the same place, for the present, at least.

West I. & D. Division Edna Bintliff

JAMES GOSS, B. M. helper, was called to Emmetsburg, Iowa, early in February, by the death of his sister. Sympathy is extended to Mr. Goss.

Mr. Geo. P. Hall, District Organizer for the Railroad Pension Association, was in Mitchell February 10th, and held an interesting and instructive meeting. Several new members were added to the association. Mr. Hall had been at Rapid City and planned to go to Mobridge after leaving Mitchell.

Billie Ollinger, 11 year old son of Machinist James Ollinger, passed away at his home in Mitchell Friday, February 5th. The entire force join in extending sympathy to Mr. and Mrs. Ollinger in their great loss.

Florence Paullin, clerk, attended the ski tournament at Canton January 24th.

Once upon a time there were two fellows (Roy Peterson and Mike Lange) who went for a ride out in the country to see a certain Mr. Wright who had been sick. A Buick car was the vehicle they used, and we understand it got stuck in a snow drift and that Mr. Peterson and Mr. Lange had to walk back to town, with the result that they had frost bitten cheeks and toes. Mike says there is a moral to this story, but we do not know what it is, unless it would be to "Get a Ford." We are glad to report that Mr. E. O. Wright is out of the hospital and will soon be back to work.

Nearly everyone around here has been more or less afflicted by the "flu" during the past month. Mr. L. Iliff, Chief Clerk at the freight house, was ill for several days, and several others were off duty because of this "grippe" germ.

If you have not been in the Interstate Lunch Room at Mitchell recently it would be well worth your while to drop in. It is being en-



Buddy and George, Sons of Section Foreman Wm. King, Inlay, S. D.

tirely redecorated. When we first saw that ceiling we thought we were over in Florence or Vienna, where they go in for decorated ceilings. We are not a judge of what is best in ceilings, but according to our lights that is a dandy job.

T. W. France, Round House Foreman at Mitchell, has a new "Studie," but we understand that cold weather does not always agree with it and that Tom has to talk to it in a language all his own occasionally.

Mr. N. N. Quandell, of Mason City, has arrived at Mitchell, where he will take over the cashier's job at the freight house. We will all miss "Em" a lot, and our good wishes go with her.

Carrie Bradbury, of Mason City, is now numbered among our Mitchell freight house force. Welcome to our city, Carrie.

The abattoir at Mitchell is giving the Milwaukee Railroad a nice business, having at least two cars daily, which amounts to about \$5,000.00 revenue each month. This company has experienced some difficulty in getting hogs in during the past month due to the poor condition of the roads in this vicinity.

Chicago Terminals Guy E. Sampson

IT WAS with deep regret and hearts full of sympathy that Chicago Terminals employees, and especially those who had formerly known so many La Crosse Div. employees, received the sad news of the wreck at Tomah last month when one whom we, who knew him, had learned to know as a most efficient employe, was killed. While miles away the news of his passing away spread like wild fire and everyone expressed sympathy and now through the columns of the Magazine we all wish to extend to the bereaved relatives our sincere sympathy.

Since Roy Hayden has been relieving Yard Master Jess Capoot he has learned to smoke "White Owls." Just a force of habit, as Jess never leaves his box of cigars in the office and the ones smoked by Roy were presented to him by his life-long friend, Roy Holland, at Christmas time. This piece of news will set right those who really thought Roy was smoking Jess's cigars.

Jessie Mayers, steno at the Bensenville roundhouse, was recently seen purchasing eggs from an Ill. Div. employe. This fact set all tongues wagging, as the forces around the roundhouse know well that Jessie maintains a wonderful chicken farm. So John Hendrickson, who once owned a big chicken farm near Kokomo, Ind., and who knows everything about chickens, was appointed a committee of one to find out why. He went, he saw and he reported back that 90 per cent of Jessie's chickens were not of the egg producing variety, but were roosters.

Switchman Blevans, who works in Chi Terminals and resides in Milwaukee, is sporting a brand new pair of "spats." Can't ride first class between Chicago and Milwaukee twice daily, says Blevans, without being properly dressed.

Miss Mary Gawrys, steno in Ass't Supt. Bagwell's office, received notice recently that the position she was holding had been discontinued. Mary's many friends, who knew that she was supporting her mother, were sorry to see her position discontinued. We all hope to see her return when business conditions readjust themselves.

We are informed that Pat Cary's lunch room, which we have heard so much about, has been absorbed by the Interstate Company, which brought a moan from Bob and a few others who had learned to look upon Pat's lunch room as a beneficiary certificate one could cash on, while still alive.

Wonder what Galewood and Western Avenue will say when they learn that "Ikey" Dyer has voted himself the best looking machinist in the Terminal.

We hear that A. Ellis placed a \$5 bet on a horse at New Orleans and the horse won a

fabulous sum. Maybe so, maybe no, we can't say, for there are secrets in every man's life which he doesn't place on the signboards for everybody to read. Any way, Adrian keeps on with his daily toil just as always.

We're not superstitious, but it must be that John Veit is, for he laid off February 2nd and it was reported that he was afraid he would see his shadow and he was wishing a good early spring. Now whoever accused John of being a ground hog. Too deep for us.

When Pat Carry was asked why he was so interested in the "Jap" "Chink" trouble, Pat, almost at a point of tears, said, "If all the chinks go back, where, oh where will I get my overalls washed?" John Hendrickson suggested that if it came to the worst, Pat (or any of us for that matter) might hang his overalls in the blow off box where the engines are blown down and get very satisfactory results. Some idea at that, and that's one thing the war has done for overall wearers here.

Ill. Div. Conductor L. O'Donnell and wife have returned to Bensenville from their ranch in Wyoming. Oh, yes, they had some great stories to tell of the big snow storm they encountered there before they left.

Jan. 30th there was born to Mr. and Mrs. Lyall E. Sampson a baby daughter, and the usual smiles and cigars were noticeable the following day.

And on Feb. 1st there was born to Mr. and Mrs. H. C. Hanscom a baby boy. H. C. is employed in Mr. Emmerson's office and the boys around there tasted some good smokes the following day.

The sympathy of all employes is extended to Fireman Louis V. Johnson and family over the loss of that loving wife and mother, Mrs. Anna Johnson, who recently passed away after several months of intense suffering. The family have asked us to express their appreciation for the many kind words and deeds offered the family by fellow employes during their dark hours.

Wm. Brechlin, 8-year-old son of Engineer and Mrs. Wm. Brechlin, underwent an operation for appendicitis at the West Lake Hospital Feb. 11th, and as our items go forth the little fellow is rapidly improving under the care of Dr. Oakes, who is the company physician at Bensenville.

Tommy Emrick, veteran coach run foreman, who has passed his fourscore years, is taking his annual winter vacation, and Arlie Leeper has been giving signals to the midnight coach run engineer during Tom's absence.

Yard Master Mike Duffy says he was somewhat amused at the little skit about him in the last issue of the Magazine, but also states it reminded him of the story about Calvin Coolidge, who when visiting a farm where fancy cattle was raised was shown a bull that the owner said cost \$10,000.00 and Calvin replied "Some Bull." And like C. C., Mike never smiled either.

Just a little effort on everyone's part will do lots for Safety First, and save many an aching heart. So let us do our duty, no matter what it costs; a minute spent for Safety is time that's never lost.

William Frenk, age seventy-two (72) years, in charge of Passenger Truck Repairs at Western Avenue, passed away on January 5, 1932.

Mr. Frenk came to Chicago from Germany on November 19, 1881, and entered the service of the Milwaukee Road on February 8, 1882, and held position of Passenger Truck Foreman for a period of forty-two years, and filled this position with remarkable ability, supervising his fellow workers with kindness and diplomacy.

Mr. Frenk was confined only a few days at his home prior to his death, and his loss is mourned by all Car Department employes.

Mr. and Mrs. Frenk celebrated their Golden Wedding Anniversary on December 2, 1931.

Coast Division

"Kirk"

OPERATOR G. E. MARTIN wishes to extend to the employes of the Coast Division his sincere thanks for the floral pieces and sympathy extended himself and family during their recent sorrow occasioned by the death of Mrs. Martin.

We are glad to welcome back to the ranks those "on the job":

J. S. Eccles who had quite a siege of it in the hospital but is now doing his daily dozen.

"Mike" O'Connor who was off sick a couple of days, also Mrs. Roe Shipley who was off a day or so account of sickness.

There has been more than a little "flu" going the round of the employes and their families and trust the epidemic is all over with.

Mr. D. E. Rossiter, train rules examiner, was in town this month examining the men on train rules, January 20th, 21st and 22nd.

Agent R. R. Woods, White Bluffs, who also has an apple orchard, recently sent in 100 sacks of apples to be distributed by the Women's club amongst the needy whom they have been taking care of this winter. Part of this supply was taken at Seattle, the balance being distributed at Tacoma. Many thanks to you Mr. Woods—I have seen at least one letter from a receiver of some of those apples which leads me to believe it was a sunny ray shining through their dark cloud.

Wish also to state I have just learned that the Continental Baking Company donated all the bread which was one of the commodities making up each basket which the Women's club members distributed at Christmas time. We appreciate their thoughtfulness in this respect.

Considerable credit and commendation goes to Mr. T. S. Beals, Sanitary Inspector for the City of Seattle, stationed at Cedar Falls. During the storm December 26th a tree fell through the trolley wires at Trude, was noticed by Mr. Beals during his patrol and he walked a mile through the snow to notify the conductor of the work train. With this information it was much easier to remedy the situation than to start out and look for the trouble.

The Cascades about Rockdale and Hyak is the paradise of the Boy Scouts and others who wish to play in the snow, either skis or snow shoes. Understand there is now on the ground at Hyak 143 inches of snow which is a long way down if you had to scratch gravel. Would be a sight worth seeing just to see a couple of rotaries work it over.

Am told that G. L. Russell our baggageman at Tacoma had a luncheon engagement recently but was quite tardy in keeping it. Seems Mrs. Russell was to call for him at quitting time and bring along Glenn's better suit. All went as per schedule, until G. L. tried to don the trousers when he found it would take about two pair like those he had to do much good. Through some slight error he was trying to get into his boy Jimmie's Sunday-Go-To-Meeting trousers and couldn't get to first base.

Warren Gumm, steamshovel engineer, was married to Mrs. M. Dabenspeck of Tacoma on February 3rd. Their honeymoon will be spent in Montana, after which they will return to the coast where Mr. Gumm is employed. Happy days, folks.

Iowa (East) Division and Calmar Line

John T. Raymond

AGENT J. MALONEY has resumed work at Sabula relieving E. E. Swartz, who went to Atkins and relieved Bert Campbell a few days.

Mrs. Frank B. Cornelius of Marion left Jan. 27th for an extended visit in Seattle with her daughter, Lola. She will return home by way of Bowman, N. D., where she will visit her son, Dr. Frank Cornelius, and family.

Fifty years ago Feb. 5th, the depot at Green Island burned.

Switchman John R. Brown of Marion was

Stevenson Writes: "Man Who Smokes Is Better Husband"

Makes For Contentment and Domestic Bliss, Says Famous Author

"Lastly," says Robert-Louis Stevenson, giving his rules for a happy marriage, "no woman should marry a man who does not smoke." And the words which follow indicate that by smoking Stevenson means smoking a pipe.

For here is how he continues: "Whatever keeps a man in the front garden, whatever checks wandering fancy and all inordinate ambition, whatever makes for lounging and contentment, makes just so surely for domestic happiness."

Not all smoking makes for "lounging and contentment." There is the quick, nervous smoke which is the characteristic reaction of our too speedy modern life. It has its place, but it is a part of our nervous strain, not an antidote to it.

The pipe is long and slow and placid. The pipe soothes and relaxes and charms. The pipe sends out those cloudlike wreaths in which the eyes of affection picture the faces of loved ones and the visions of peace.

Every smoker wonders at one time or another if he would find a new satisfaction in the calmness of a good pipe. If you've wondered about that too, you'll find the answer to your question in the very genuine affection every pipe-smoker feels for his pipe.

Take Stevenson's advice. Relax, enjoy life more, live longer—with a pipe. But remember that your enjoyment of a pipe depends almost wholly upon the tobacco you use. Why not start right—with Edgeworth Smoking Tobacco? Men who have smoked Edgeworth for as long as twenty years say that it's a cool, slow-burning smoke that never bites the tongue. Probably it's that special Edgeworth blend of fine old burleys with its natural savor insured by a distinctive and exclusive eleventh process.

Your name and address, sent to Larus & Brother Co. at 108 S. 22d St., Richmond, Va., will bring you a trial packet of Edgeworth. If you get the smoking enjoyment out of it that most men do, you can be sure of finding the same fine quality in the Edgeworth you buy at any tobacco store, for Edgeworth quality is always the same.

You can buy it in two forms—Edgeworth Ready-Rubbed and Edgeworth Plug Slice. All sizes from the 15-cent pocket package to the pound humidor tin. Some sizes come in vacuum tins. And, by the way, you'll enjoy listening to the Dixie Spiritual Singers as they sing in the Edgeworth Factory over the N. B. C. Blue Network every Thursday evening. They sing spirituals in the old Southern way. If you like a big chorus of men's voices, tune in.



taken to a hospital at Cedar Rapids Tuesday, Jan. 19th, and submitted to a major operation for stomach trouble. He is improving slowly and is expected to recover.

Mr. and Mrs. L. C. Low of Marion left the middle of January to spend the balance of the winter in California.

J. A. Kelly, who has been working second trick Atkins yard, has been transferred to Donahue as agent. Operator J. I. McGuire relieved him at Atkins yard.

Engineer G. W. McElwain of Marion left about Feb. 1st for California.

Business car Wisconsin with the remains of former Supt. B. F. Van Vliet of Des Moines was taken to Monticello on No. 22 Monday, Jan. 25th. The burial services were held at Iverson's undertaking parlor at Monticello. Services were read by Rev. R. V. Porter, pastor of M. E. church, Monticello, and two selections were sung by a ladies duet. Burial was made in the family lot at that place. There were present representing the D. & I. division, L. F. Donald and Mr. and Mrs. Clyde Kinney of Savanna; Iowa division, A. J. Elder, H. C. Van Wormer, G. W. Miller, G. Barnoske, Ed McGuire, L. G. Hewitt, Verto Reichert and Ye Scribe of Marion. W. F. Keefe of Dubuque and O. G. Mars of Marion represented the Freight Department.

Supt. B. F. Van Vliet was quite well and favorably known on the Iowa Division, having served for four years as superintendent. The news of his death from Des Moines was received with general regret on the Iowa Division and deep sorrow felt at the passing of such a splendid man and official.

Retired Conductor Ed Templeton of Monticello attended the Van Vliet burial ceremony.

C. J. Mickesh of Cedar Rapids attended burial of Mr. Van Vliet at Monticello.

Chief Clerk and Mrs. L. L. McGovern of Des Moines were present at the Van Vliet funeral at Monticello Jan. 25th.

Agent J. N. Elsner, who has been on an extended leave of absence on account of ill health, attended the Van Vliet burial at Monticello.

Thomas G. Shay, aged 29, died Friday, Jan. 22nd, at Oakdale Sanitarium near Iowa City, where he had been the last thirteen months.

His parents died when he was a small child and he made his home with his uncle and aunt, Mr. and Mrs. William Knapp. He attended Marion high school and Cedar Rapids Business College and was employed for a time in the Milwaukee shops at Atkins. Later he became a fireman for the same road, passing engineer's examinations and tests. He was a member of Marion lodge No. 6, A. F. & A. M., Marion chapter, No. 10, R. A. M., and the Brotherhood of Locomotive Firemen. The funeral was held Sunday afternoon, Jan. 24th, at 3:30 P. M. from the Yocom Chapel, Rev. W. E. Fisher of the Presbyterian Church officiating.

There survive him two sons, Thomas Gene and Richard Le Roy, and two sisters. The Magazine extends its sympathy to the bereaved ones.

Iowa Division Claim Prevention meeting was held at Monticello 4 P. M. to 5:30 P. M., Jan. 26th. Those present at the afternoon meeting were A. J. Elder, H. C. Van Wormer, H. B. Christianson, Geo. Barnoske, O. Miller, Thos. Manton, J. L. Coffey, C. T. Rowe, M. B. Leonard, H. J. Murphey, H. O. Everson and R. C. Dougherty.

Supt. A. J. Elder called to order and addressed the meeting concerning the proper conduct of every one with shippers, keeping the drovers' cabooses in good condition, inspection of passing trains, proper handling of cars; agents giving close inspection especially to damaged freight, etc.

H. O. Everson of Des Moines gave a fifteen-minute address mostly concerning the proper conditioning of cars and the proper inspection when loading stock, in case of any exceptions, notation should be made on way bills.

R. C. Dougherty of Chicago gave a thirty-

minute address, mentioning amount of \$570.00 paid out in claims.

About a year ago organization of claim prevention committees such as the one now in conference at Monticello, checking stock such as overcrowding continues to be the most serious menace, whenever inspection indicates a car is overloaded, notation should show on way bill. With mixed loads some shippers will not put in proper partitions, this and sheep loading should especially be watched, claims due to loss of entire packages, agents and way freight crews must do some careful checking.

Evening session.—Iowa Division Claim Prevention meeting 7:30 P. M., Jan. 26th, at Monticello. Supt. A. J. Elder presiding, and called to order at 7:30 P. M. Mr. Elder said among other things that local agents in furnishing equipment for stock loading should see that cars are properly cleaned, sanded and inspected for protruding nails and other defects, partitions should be made of best material and securely fastened, close cooperation between dispatcher and agent in ordering stock cars and having stock loaded at proper time. If agent receives car with damaged freight inspect and see if caused by rough handling, improper loading. Everyone concerned inspect passing trains for defects, etc.

H. O. Everson of Des Moines gave an interesting 20-minute talk, giving amount of freight claim payments in 1931 and that everyone must do his part to greatly reduce this amount in 1932.

R. C. Dougherty of Chicago gave a 30-minute talk and brought out many interesting and instructive facts about the work of the Freight Claim department. Among other things he said damaged freight not only results in a loss of money but also a loss of business. He greatly enlarged on his talk of the afternoon for the benefit of the large number of officials and employees present at the evening meeting. Suggestions were made by Agents H. E. Ramsey, Sr., H. E. Ramsey, Jr., J. B. Howe, L. J. Miller, L. A. Phelps, H. E. Stingley, R. A. Naylor and C. T. Rowe.

Present at this meeting outside of the officials and employees named in the afternoon meeting, who were all present at the evening meeting, were Freight Conductors C. F. Izer, A. E. Young, Locomotive Engineer Jas. Anderson, Agents Geo. W. Ireland, F. M. Snyder, F. E. Sorg, J. R. Harding, H. E. Ramsey, Sr., H. E. Ramsey, Jr., L. A. Phelps, H. E. Stingley, R. A. Naylor, H. E. Carter, A. H. Clausen, L. J. Miller, H. J. Peterson, Harry Newlin, Operators A. L. Bollinger, W. K. Hodgson, Clyde Ramsey, R. W. Safley, Custodian Fred Welter, Crossing Flagman O. E. Torrence, Cashier Ray Hayes, Truckers Harry Maire, Section Foreman Clem Cozart, Porter Weaver, Wm. Muller, Joe La Page, Ed Bethurum, Geo. Smith, Section Laborers Wm. Aldrich, Arnold La Page, Elmer Brokaw, Jr., Wm. Smith. Meeting adjourned at 10:15 P. M.

Agent J. R. Harding of Hawkeye was away for a week, F. E. Sorg relieving.

Agent H. E. Seeley of Greeley was absent for a couple of weeks on account of sickness, D. D. Devore relieving.

Operator Ira Seeger has taken the day trick, Sabula Bridge, while F. W. Bowers is off relieving E. F. Claussen.

Chas. N. Dow, retired passenger conductor of Omaha, reported seriously ill Feb. 13th.

Conductor John J. Dignan, age 70, of this division, who has been retired for some time, passed away at his daughter's home at Farley, Iowa, Feb. 11th. Previous to his retirement in 1930, Mr. Dignan had been in the employ of this company for 52 years and was well known by a large number of railroad men, who greatly regret his death. The funeral services were held at Farley 9 A. M., Monday, Feb. 15th. The Magazine extends sympathy to the bereaved family in their great loss.

Fullerton Avenue Building A. M. D.

WE submit the following to members of the C. M. St. P. & P. Employees' Saving and Loan Association, and we wish they would give the matter some thought:

As you all know, the Association holds bonds on thirteen buildings located on the North and Northwest sides of the city. Due to lack of tenants and low rents, some of these issues are in default. Now, we have 856 members in this Association and if we all acted as agents to assist in renting these vacants flats, there is no doubt in our mind that the properties would soon be back on a paying basis.

The majority of these buildings are of modern construction with all the latest conveniences and the rents are ridiculously low. There are one, two, three, four and five room apartments and many of the landlords are allowing free concessions up to May 1. If you or your friends intend to move now or later, why not get in touch with an officer of the Association and find out what we have before going elsewhere. We may be able to suit you or your friends and at the same time assist the Association. What do you say?

Last month we reported that Ida Gotti's sister had been injured in an automobile accident, but as the report had just been received we were unable to advise the extent of her injuries. We now find that she sustained severe head abrasions and a fractured hip. We hope for a speedy recovery.

While on the subject of auto accidents, we wish to report an accident which we failed to include last month. Miss Rose Caro of the Refrigeration Service and Claim Prevention Bureau, was struck and knocked down by an auto in front of the building. She was fortunate enough to escape without severe injury.

Elmer Martell of the Assistant Comptroller's Office, has returned after two weeks' illness.

We have finally solved the mystery of the unknown army aviator who apparently was trying to pay us a visit through a sixth story window. He is the brother of Amelia Paupitch, Car Accountant's Office. Evidently power dives and zooms is an aviator's method of showing affection, but he didn't have to make so much noise about it.

We think it is about time to inform all the girls in the building and elsewhere that James Kernaghan of the Auditor of Station Accounts' Office, has taken unto himself a wife. Enough said.

With the able (?) assistance of H. Krumrei and T. J. Martin of the Ticket Auditor's Office, Art Freitag moved to a flat in a building owned by his folks. What did the breakage, or should we say "drainage" amount to?

Vinceit Coughlan, formerly of the Ticket Auditor's Office, paid us a visit. He has been employed by an engineering concern as a draftsman for the past five years.

G. Ragless, our switchboard operator, has been dangerously ill with a touch of pleuropneumonia. She has returned to her board rather weak, but is gaining strength each day. The irrepressible Betty Nelligan from the Union Station board, relieved her during her absence.

Anthony Ficht of the Auditor of Expenditure's Office is so seriously ill that it was necessary to give him a blood transfusion. Two of his fraternity brothers, Art Heine of the Auditor of Station Accounts' Office, and H. Baldaccini of the Freight Auditor's Office, together with his brother, gave about two quarts of blood to assist Tony in his fight for recovery. The latest reports are that Tony is doing very nicely.

For female impersonations, see Roy Reimers of the Freight Claim Department.

W. E. Nichols of the Freight Claim Department is weary of the murk and smoke of our fair city and to escape from our winter dullness will hie himself down to New Orleans to bask in the sunlight. The lucky stiff.

John Oswald of the Statistical Department

made his annual pilgrimage to New Orleans to attend the Mardi Gras.

Dorothy Gunnell of the Central Computing Bureau is recovering very nicely from an appendicitis operation.

Myrtle Freitag of the Ticket Auditor's Office is on a leave of absence due to ill health. Her many friends are hoping for her speedy return to health.

We are just a little bit afraid to report this for fear of the consequences. However, here goes: Flo Hurless of the Ticket Auditor's Office is a grandma. Her son and daughter-in-law, Mr. and Mrs. Edgar L. Hurless, are the proud parents of a daughter, Marion Lee Hurless, born February 14, 1932. Congratulations.

Speaking of marriage or being married has been a rather delicate subject of late among our employees and it is with some apprehension that we mention it at all. Our fear may be only imaginary, however, for by the time this notice appears in print the young lady we have in mind will probably have reached the sublime moment and be wholly unable to offer any further resistance; besides, she will be in Washington, D. C., her future residence.

Her friends in the Car Accountant's Office, especially those in the Reclaim Department, presented her with a substantial gift to remind her of their wholehearted good wishes and hope she will sometimes think of them, as they will surely remember Ann Widman.

Dan Cupid found another Freight Auditor's Office victim for his bow and arrow. Miss Edna Guelzow of the Statistical Bureau, is wearing a beautiful diamond ring on the appropriate finger. Congratulations.

Miss Grace Swanson entertained several of her friends from the office January 18. Miss Sayde Domek won a little pig for being first to finish in the taffy apple eating contest. All present proclaimed Grace to be a charming hostess.

Milwaukee Terminals

FIREMAN JOHN P. (ALDERMAN) McKANE has recovered from his recent illness and returned to work.

When it comes to chewing gum, call on Yardman Peter H. Petrie. He claims to be the champion in Milwaukee.

Machinist Foreman Wm. Haddock is a candidate for the office of Supervisor in the Eighth District, comprising the 16th and 23rd Wards, city of Milwaukee. We hope you win, Bill.

Roundhouse No. 2 has been closed and all work is now being performed in Roundhouse No. 1. Foreman Ed. Ryan is now on second shift. We are sorry to lose him in Roundhouse No. 2, as he was the best we ever had.

Switchtender D. L. (SPIKE) Hennessey wishes to thank the boys and reports that he has enough OLD CALENDARS. It is reported that he intends to start an ANTIQUE SHOP in the near future as a side line.

Blacksmith Foreman Thomas Kelly is a candidate for Alderman in the 16th Ward, city of Milwaukee.

Lost, Strayed or Stolen, A "CLOCK," from Yardmaster's office at the CUT-OFF. Reward if returned.

See the new oil heater in our sand house. It is fine.

Yardman Luke Shannon has become quite a BARD. He says: "We lean no more on the gate, and gaze in the eyes of brown, not that our path runs separate, but because the gate is down."

The Milwaukee family extend their sympathy to Engineer James Regan and Carman Charles Regan in the loss of their sister by death recently.

By the death of Agent Wm. Regan of North Milwaukee station, the Company loses one of the oldest and best employees. Mr. Regan was born at Brookfield, Wisconsin, the son of Wm. Regan and was one of a family of railroad men. He was operator at Brookfield and Wauwatosa

and was appointed Agent at North Milwaukee in 1898. He was 63 years of age and is survived by two brothers, Patrick and Thomas, both employees of the Milwaukee. His funeral was held February 3rd and was largely attended by the officers and employees.

Yardman Theo. Rogers has transferred to Gibson Yards, as this is nearer to Long Lake in the fishing season.

Yardman A. O. Cunningham writes from Minneapolis, Minnesota, where he is now located, and sends kindest regards to all the boys.

Any of the employees who have the pleasure of knowing Section Foreman Frederick (Fritz) Laabs, North Milwaukee Station, agree that he is one of the most useful and loyal employees in the service of The MILWAUKEE Road. Fritz is a carpenter, glazier, electrician or plumber as the occasion may require. In the early part of January some unknown person did considerable damage to the plumbing in the Ladies' Toilet at North Milwaukee Station. Fritz got his plumber outfit and started to make repairs. In some unknown way the door became locked and he could not get out after the repairs were made until Operator Thayer arrived with a step ladder and helped Fritz get out of the window. Fritz says he is now attending night school and will soon become a locksmith in addition to his other trades.

It looks as though Engineer (Sergeant) James J. (Battle Creek) Coleman and Fireman (Private) Thomas J. (Happy) Toward would have to go over to China and clean up as they did in Germany several years ago.

We are all glad to see Yardman M. G. Deinlein return to work February 4th, after some time at the Mayo Hospital at Rochester, Minnesota.

The employees in the Milwaukee Terminals extend their sympathy to Superintendent R. D. Miller in the loss of his mother by death January 19th.

Kansas City Division

C. M. A.

DURING these days when everyone seems to be quoting records of one kind or another, including RIPLEY himself, the Kansas City Division offers the following:

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The "Continental" (The Railroad Man's Company) has served Railroad Men for over a generation—its income protection contracts make friends.

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Water Treatment for prevention of Scale, Corrosion and Foaming; Dearborn Treating Plants; Dearborn Tannin Brick No. 4 to keep feed water heaters and injectors free from scale; Dearborn Special Formula No. 134 for Cleaning Scaled Equipment; NO-OX-ID Rust Preventive; NO-OX-ID Fillers for use in riveted seams in steel car construction; NO-OX-ID Locomotive Front End Coating; the Dearborn Series of Cleaners.

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each of these three trips the tonnage was exactly 1818 tons and on each of the three trips the conductors' records indicate their running time of exactly three hours and five minutes for the 105.3 miles. Incidentally, the train arrived on time, or slightly ahead of time, on each of the three trips—a nice performance."

Train order and block signals were established at Seymour Tower on January 8; also, telephone communications at both entrances to the passing track at Seymour and movement of trains is governed from Seymour Tower, abolishing the second trick telegrapher's position at Seymour, held by L. E. Coleman, who exercised his seniority by displacing E. C. Koetting, the third trick operator at Rutledge. Mr. Coleman established his residence in Ottumwa and Mr. Koetting moved back to his old home, Rathbun, Iowa.

Roadmaster F. M. Barnoske, who is on a month's leave of absence, accompanied by Mrs. Barnoske, spent several weeks in St. Louis visiting in the home of their daughter, Mrs. W. C. Smith. Mr. Barnoske reports having had a great time with the youngsters Betty and Nancy. Before resuming his position will visit with his son Francis at Hastings, Nebr. J. A. Ferrell, yard foreman at West Yard is acting roadmaster during the absence of Mr. Barnoske.

Conductor Frank Cox has resumed his duties after a sojourn in the sunny and balmy city of New Orleans—annually he spends a part of the winter in the southern country, the breezes and climate of the sunny South seeming to agree with him.

Agent G. L. Gallaher, Williamsburg, was off duty for three weeks during January which time he spent in Lawrence, Kansas.

E. E. Barnes, operator at Excelsior Springs returned to work on January 4 after being off duty from October 14 account serious illness and being confined to the hospital. He was relieved by operator O. M. Smith.

There is a large demand on the store department for "goboons" account of the depression hitting the boys in the office so hard that they are cutting out the "Keep Kissable" kind of cigarettes and gone to chewing cigar clippings, Climax and snobs. One in particular has a preference for "the cream of many crops." BE WISE AND REACH FOR A CAMEL INSTEAD.

Dispatcher J. A. Sanford broadcast the news on February 3rd of it being the second birthday of his son Jack and announces that a birthday party was given in celebration of the occasion.

I. A. (Duggie) Summers, agent at Cone, was relieved from his duties for two months, which time he spent in Chicago making "Whoopie".

W. H. Vosburg, division engineer, La Crosse, was a visitor in the Ottumwa office on Monday, January 25th.

Position of first trick operator at Polo has been permanently assigned to J. V. Tuomey but he likes Iowa so well that he prefers remaining in the state and holding the temporary position of second trick operator at Williamsburg, which is close to his old home town.

N. C. Maytum has been assigned the third trick at Braymer, Mo.

Roundhouse Foreman H. L. McCaughey, West Yard, was confined to his home for several days with a severe cold.

Ask Hershey Loveless about the new duties assigned to him. It is a "licking good job" but takes a lot of gasoline.

Mrs. F. E. Orvis was a patient in the St. Joseph Hospital for over two weeks during January, returning to her home on January 26th. Understand that she is much improved and the treatments given her were very beneficial.

Mrs. R. O. Clapp received a hurried call to Minneapolis on January 14th, account the illness of her grand-daughter Ruth O'Gar, who underwent an operation for appendicitis. Mrs. O'Gar has been released from the hospital and is well on the road to recovery.

Martha Brown, operator at West Yard, has

erected a mansion in the "Sowder-Payne" addition near the terminals at West Yard, which she is occupying. She hopes to make a savings of a gasoline bill each month.

All the leading financial wizards of the city are very cautious because it has developed that there is a modern "Ponzi" (high pressure financier) in our midst. Due to the depression our division accountant has taken up a new side line and he is now "rolling his own". Anyone with a surplus of cash on hand (not too much) and wishing to make a wise investment, see ACD.

Mary R. Mooney, daughter of Statistical Clerk, John A. Mooney, was married to Herschell Heller on February 3rd. They motored to Princeton, Mo., where they were married by the Rev. Wm. Coffman; they also visited Miss Mooney's grandparents at Mercer, Mo. They will make their home at 517 N. Jefferson St., Ottumwa.

On January 20th switchman J. O. Parker was taken to the Ottumwa Hospital for an emergency gall bladder operation, from which he did not recover; his death occurred on January 23rd at 7:55 A. M. He was 43 years of age and had been a resident of Ottumwa for 41 years, coming from Marion, Iowa when two years old. Mr. Parker entered the service of the Milwaukee railroad in 1902 as a call boy and on August 12, 1910, took up the duties of a brakeman; transferred to the service as a switchman on January 6, 1916, in which capacity he was employed at the time of his death. The funeral services were held from the Plymouth Congregational church at 2:30 P. M., the 25th; burial in the Memorial Lawn cemetery. He is survived by his wife, Mrs. Freda Baker Parker, his mother, one sister and one brother, who have the sympathy of everyone in their bereavement.

Seattle General Office Claire E. Shappee

MILWAUKEE Women's Club gave a dance on January 23rd at the Club Rooms in Union Station. The proceeds of this dance went to the Relief Fund for the unemployed.

Mac Barnhardt of City Freight annexed a new dog. After tying him close to the back door steps and not being able to enter his own home (on account of the dog), Mac decided that his chickens did not need that much protection. His wife said, "The dog goes or I go" so Mac took the dog back.

Mr. and Mrs. Roy Jackson, active in Veterans of Foreign Wars Relief and members of Post 1416, entertained for benefit of families of VFW in need, with bridge at 3240 13th Ave. West, Saturday, Jan. 11th. There were eight tables. Lunch was served, and \$13.50 was collected for the needy. After auctioning off a sketch with great success, Jackson started on the furniture, but Mrs. Jackson interfered in time to save the rugs.

A good many of us partook of the delightful luncheon served by the Milwaukee Women's Club, Tuesday, Jan. 12th, at Rhodes Tea Room, and were sorry we could not stay to play bridge, which started right after lunch. Helen Walsh of Division Freight & Passenger office, came home with another prize, but hasn't explained yet how she arranges to get a prize at every affair.

W. A. MacLeod has forsaken his law books and now studies the Congressional Record. We have noticed that his vocabulary is growing; at least, he has increased his supply of adjectives.

Dorothy Walsh recently had an attack of heart trouble. We mean the medical variety.

We are glad to see our friend C. H. Fleming back at work after spending a week in the hospital after a short illness. I understand he said he had to go up to the hospital to keep Mr. M. Murtha company.

The Olympians of the Commercial Bowling League snapped out of it last night and won three games from the Eighth Avenue Garage. They had been lagging around first or second place, but last night Gene Webster rolled 636 and D. Peck 614, so you can see for yourself

that the old pep is coming back, and we expect to see some of the other bowlers roll around 600 now.

Mrs. A. D. Richardson, wife of City Ticket Agent, is home again after undergoing a very serious operation.

The death of Mr. A. W. Hoffman at his home on January 15th was a great shock to his many friends among Milwaukee employees. Mr. Hoffman was one of the first city passenger agents to be employed in Seattle (under Mr. G. W. Hibbard, deceased, formerly general passenger agent at Seattle). Mr. Hoffman left the Milwaukee to go with the French line.

We are certainly glad to hear that our friend Mr. M. Murtha, of the Transportation Department, who recently underwent a very serious operation, is improving and will soon be out of the hospital but I guess the old saying applies, that you can't keep a good Irishman down.

We are extremely sorry to hear that our little friend Wilda Sedgwick, youngest daughter of A. L. Sedgwick, has been very ill for several days with double pneumonia. We understand her condition is slightly improved at this writing, and are all hoping for a speedy recovery.



Art Brett has taken up the Norwegian national sport of ski jumping. Art, like the champions, uses but two skis, but for self-protection he should fasten one on his nose and the other on his back. To date he admits that he has broken no records.

The old pioneers, such as Ezra Meeker, et al., have nothing on A. V. Amos, who daily struggles through the snow drifts encountered on the way to the office from the snow clad bleak peaks of the Eskimo settlement located in northeast Seattle. Instead of a covered wagon, Amos uses the well known dog team for transportation.

We are glad to see Monica Murphy of the Milwaukee Land Department back again. She has recuperated from an operation for appendicitis.

Seattle "Local Freight"

L. S. Cunningham, District Safety Inspector, paid us a visit this week, in conjunction with the Safety First meeting held at Seattle, Feb. 1st, 1932.

W. H. Campbell attended the 20th regular meeting of the Pacific Northwest Advisory Board and American Railway Association held in Portland, in December.

Harry Anderson made a trip to Vancouver, B. C. Soon after his return, we understand, he received wedding congratulations. 'Sfunny for we haven't seen any cigars or candy.

Ken Alleman worked with us on the Bill Desk last week.

Now that the New Year is with us, the second half of the season of the Milwaukee Bowling League is under way.

At time of writing this we find the Ocean Dock team holding up the League by being on the bottom for the first time in the history of the League, they having been the pennant winners for several seasons. The dock team, no doubt, feels the loss of their "anchor man," Pat Keenan, who is out of the line-up with what

might be termed as "bowlers foot," but I think a good name for it is plain rheumatism.

Among the elite of the bowlers this season—those bowling over 200 per game—we find F. F. Wittenberg with 246; Roy Anderson, 209; Tony Villata, 214; Ed Doyle, 214; Edwards, 212, and none other than the President, Vice President and Secretary-Treasurer (3 in 1) Notske, Notske & Notske (with apologies to Amos & Andy) rolling 236.

Leonard McLean is our messenger again. As said by one of his colleagues—"not a half bad looking fellow, when he shaves!"

Iowa (Middle and West) Division Ruby Eckman

FRIENDS in Perry and on the Iowa division learn with regret of the death of Pat McDermott, who was, for a number of years, foreman in the east yards at Perry. Mr. McDermott went to a better position when leaving Perry, and died in Milwaukee, where he had resided for a number of years.

Another death, the news of which brought sadness to his many friends on the Iowa division, was that of Conductor Jack Dignan, one of the pioneers on the Iowa division. Mr. Dignan's death, which occurred at Farley, following a couple years of poor health.

One of the merchants at Perry sponsored a quilt display at their store in February. Ladies were invited to display their fancy quilts, and quilts of every design and age were on display. Prizes were awarded and Mrs. Chance Galvin, whose husband is a shop employe, was one of the prize winners.

Mrs. H. E. Byram and Miss Etta Lindskog were guests of the Perry chapter of the Women's club Saturday, Feb. 13th, with a pleasant evening being held at the Elks Temple.

Engineer Billie Rait has been confined to his home in Perry for some time, quite seriously sick.

Passenger Conductor Charles N. Dow, who has been on the retired list for some time, has been quite sick at his home in Omaha.

Engineer Fred Kennison has been a patient at Washington Boulevard hospital in Chicago, taking treatment for an injury.

M. J. Flanagan, manager of the Safety Bureau, spent a couple of days at the home of his brother-in-law, John Heinzelman, in Perry in the fore part of February.

Some of the younger extra conductors have been having pilot jobs during the last few weeks as two Western Union crews and a welder crew were at work on the Iowa division.

Conductor Frank Johnson was called to Davenport the latter part of January by the sickness and death of his brother-in-law, John Cogshall, one of the Davenport Car Department force, who was stricken with paralysis while at work and died in a few days. John formerly worked in the car department at Perry.

Mrs. B. J. Hubbs, mother of Engineer J. W. Hubbs of the S. C. & D. division, died the latter part of January and was buried in the family plot at Perry.

Conductor G. T. Burnham, who has been laying off during the winter, spent some time in Chicago at the home of his daughter. Mrs. Burnham accompanied him on the trip.

Engineer Lon Morgan, who has been off duty a couple of years on account of some eye trouble, returned to work the latter part of January. He has taken 3 and 4 on the middle division.

The local officials at Perry all attended the funeral services for Superintendent B. F. Van Vliet, which were held in Des Moines Jan. 24th.

The oil station robbers who took the trouble to break into the Edward Jordan oil station in Perry the middle of January didn't fare as well as they did on a previous visit to the place. Mr. Jordan, who is an ex-Milwaukee employe, operates an oil station and was visited by robbers a few months ago with a loss of over \$100. He has changed his method of leaving money

LAVA SHADOW PICTURES



A MINUTE LATER



FOR A QUICK HAND-CLEANING JOB

—in any kind of water

Even in hard water Lava licks grease and ground-in dirt. Lava lather is thick and heavy. It works fast. It's easy on the skin.

You can feel the soft, powdery pumice in Lava. That's what works the dirt loose. There's glycerine in Lava too. Glycerine protects chapped hands. It soothes the skin.

Lava is mighty handy around the house. It quickly cuts the dirt from wash basins and bathtubs. It cleans burnt-on grease from pots and pans.

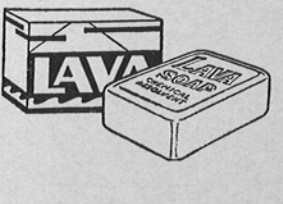
Order Lava Soap today from your grocer. It comes in two large sizes—6c and 10c.

LAVA SOAP

takes the dirt—protects the skin

LAVA SHADOW PICTURE BOOK FOR THE CHILDREN

Write today for this book. Shows the children how to make all kinds of funny shadow pictures with the hands. Just cut the front from a Lava Soap box. Write your name and address on the back. Place in envelope and mail to: Procter & Gamble Co., Dept. LKG-32, Cincinnati, Ohio.



each of these three trips the tonnage was exactly



The accompanying picture shows the cast of the Milwaukee Minstrel Troupe, which presented a minstrel show in the Perry High School auditorium January 25th and 26th.

The proceeds, which amounted to one hundred and thirty-three dollars, was turned into the Community Welfare Fund. The Milwaukee employees, following the suggestion of the officials, have contributed liberally to the local welfare funds, and on February 12th the chairman of the Welfare Committee wrote the Milwaukee folks a commendatory letter for their contributions.

The employees who took part in the show,

around and on the visit in January the thieves found only a few pennies in a sack.

General Yardmaster James Kanealy was off duty a couple of weeks on account of sickness, C. E. Hanegan relieving.

A very tragic accident happened in Perry Feb. 2nd, causing the death of Bennie Stapleton, the 13-year-old son of Engineer Frank Stapleton. The lad was coasting on a sled behind a truck and when he released his hold, slid directly in front of a car driven by Conductor E. B. Oehler. Mr. Oehler was driving slowly but due to the icy condition of the pavement was unable to stop and the lad was crushed under the oil pan of his car. He died at the hospital in about thirty minutes after Mr. Oehler had taken him there. His funeral services were largely attended.

The correspondent was called to Denver the middle of January on account of the death of her brother, Coy T. Eckman.

Train Dispatcher F. S. Bauder of the Perry office force was called to New York the fore part of February by the serious illness of his son, Cadet Fred S. Bauder, who is a student at the United States Military Academy at West Point.

Engineer and Mrs. Oscar Woods spent considerable time in January and February in Omaha at the home of their son Dale on account of the serious illness of their little granddaughter Barbara Gene. The child, who is about three and a half years old, had the whooping cough and pneumonia developed.

Sam Lindsay, one of the pioneer employees of the Iowa division, died at the home of his daughter, Mrs. Clyde Utterback, in Perry in January. Mr. Lindsay was a boilermaker and worked for the Milwaukee at Oxford Junction many years ago. When his health failed so that he could not continue work in the shops he went on a farm. Mr. Lindsay's wife died less than a year ago.

Hot Shots from the West T. M. Division

Helen Kirwan

THE Trans-Missouri Division is especially proud of the fact that it lead Lines West in Safety First during the year 1931. The new year has also started out favorably with no reportable or lost time injuries on the division to date. The Safety First meeting held at Miles City on January 26th was attended by a fine representation from every craft and department on the division.

Effective with the new time card on January 17th tri-weekly service has been established west of Miles City, Trains 35 and 36 supplanting former Nos. 5 and 6. The new runs are made in the daylight, a convenience appreciated by our patrons. It is expected that the present steam trains will be supplanted by a gas car and trailer in the near future.

George Hilton, formerly of the Superintend-

that the old pep is

at Arrowhead, about seven miles from Faith. H. had himself just come out of the hospital and was in a weakened condition and the young man with him walked through the drifts to Faith to report the doctor's danger. Several unsuccessful attempts to reach Dr. Lister by automobile were made, and when this was learned the crew of train 205 took the engine out of Faith and made a successful attempt to rescue him. When W. reached he was near death from freezing. The citizens of Faith the next morning wired their appreciation to Superintendent Hill for the splendid work by the Milwaukee train crew.

A. F. Manley, trainmaster, has been in the hospital suffering from pneumonia. He is now able to be up and about. Sam Lee from Miles City acted as assistant roadmaster on the Lemjies, mon-Mobridge territory during the latter part of Mr. Manley's illness. Swan Swanson took Mr. Lee's place in Miles City Yard.

Roy VanDyne and wife from Mobridge were house guests of Mr. and Mrs. C. A. Nummerdor the latter part of January.

Miles City shops seems to be well represented in the hospital just at present. John Johnson, pipefitter, is reported recovering from an attack of pneumonia; boilermaker Rod Jones has just spent five weeks in the hospital following an operation and George Whitbeck, boiler helper, has also had an operation and has spent some time in the hospital.

I. & S. M. V. J. W.

THE many friends of Barney Thompson were shocked to hear of his sudden death which occurred at his home in Austin, January 31st, from a heart attack. Mr. Thompson was sixty-five years of age and had been an employee of the Milwaukee Road for 47 years. He started as a locomotive fireman in 1885 and for the last few years had been employed in the Austin roundhouse. He had not enjoyed the best of health for the past three months but had been up and around until the time of his death.

Sympathy is extended to Mrs. Fred L. Peck, wife of Engineer Peck, in the loss of her father, Claus Erickson, who passed away at the home of a daughter at Madison, S. D., February 6th. Mr. Erickson was past 90 years of age. He was well known by the train and enginemen on the west end having lived at Egan for the past 35 years. He took part in the Danish-German war in 1864 and won distinction as a sharp-shooter in his native country, Norway. Mr. Erickson had enjoyed good health up until the time of his sudden death. Services were conducted at Madison and Egan with burial at Egan.

Checker Fred J. Smith, Austin freight house has been confined to his home with inflammatory rheumatism for the past month. He expects to be out and around soon.

On February 3rd Machinist and Mrs. Henry Herzog celebrated their fifty-ninth wedding anniversary. A family dinner for the children and grandchildren was held, twenty-three being present. Mr. and Mrs. Herzog have made their home in Austin the entire fifty-nine years. Milwaukee friends join the many Austin friends in extending best wishes.

The quarterly Division Claim Prevention meeting and committee meeting was held at Faribault the afternoon and evening of January 19th. Despite the condition of the roads thirty-six were present for the evening meeting. Many interesting topics pertaining to claim prevention were discussed and instructive talks were given by Asst. Manager of Refrigerator Service and Claim Prevention C. R. Dougherty, Superintendent G. A. Van Dyke and Traveling Inspector O. E. Bradford.

We overlooked the announcement that December 1st Centralized Timekeeping became effective on the I. & S. M. Division. Time slips for Train, Engine, Road and Yard service are sent direct to Chicago. Miss Rose Krulish was appointed to the position of Division Time Revisor. We also failed to mention that Clerk Harold

Rappe was a member of the Austin Male Chorus, which received so much favorable comments on the program broadcast through radio station WCCO the evening of January 9th.

Conductor Ed Scott is back to work after a few weeks' illness.

Mrs. Deare, wife of Conductor Wm. Deare, had the misfortune to fall on an icy walk a few weeks ago, breaking her arm.

Word reaches us that Frank Falkingham of the Mechanical Department has undergone another operation at Rochester and will not be back to work as soon as he expected.

Engineer Tom Nihil on the Decorah Line is taking a sixty-day leave.

Clerk M. S. Olson of Lime Springs has taken the position as extra clerk at Faribault effective Feb. 8th.

Asst. Agent A. C. Anderson has received the appointment as agent at Faribault, filling the vacancy caused by the death of Agent P. H. White.

Agent Laugen of Spring Valley has received the appointment on the permanent assignment.

Operator Harry Mordaunt, third trick, Ramsey, has taken second trick at Mankato Tower.

Jim Sheehy, operator at Mankato passenger station, has taken third trick at Mankato tower.

Carman Eric "Martin" Carlson was indeed pleased to learn that there is more than one Chrysler coupe in this town.

Mrs. Pettingill, wife of Engineer Sam Pettingill, is much improved after undergoing treatment at St. Olaf Hospital the latter part of January.

Conductor Bert Gilson received a very fine compliment through the daily press due to his activity in feeding the large flock of pheasants west of Albert Lea during the recent heavy snow.

Three of our boy scouts, Wesley Igou, Harold Ondrick, and La Verne Everson received merit badge awards at the last court of honor and Scout Dick Williams qualified for his first class scout rank. Scoutmaster Harris Igou has already reserved a cabin at Scout Camp for Troop No. 5.

Stay in there and pitch, Eppy.

Dubuque-Illinois—First District Magazine Notes

E. S.

THE sympathy of the entire division is extended to the following:

Switchman E. G. Graves, account death of mother, Engrs. Geo. and Otto Rupp, account death of mother, Mr. J. Kleeman and Div. Acct. C. J. Kleeman, account death of wife and mother.

At the city hospital in Savanna, Feb. 8th, occurred the death of Boiler Foreman J. G. Reese due to intestinal flue and complications. Mr. Reese was very well known on the D. & I. Division as well as other divisions running into Savanna, having worked at Savanna roundhouse since 1897 and served as boiler foreman since 1923. The sincere sympathy of the division is extended to the Reese family in the loss of husband and father.

On Jan. 22nd, at Savanna, occurred the marriage of Miss Helen Mae Stafford, daughter of Iowa Division Engineer and Mrs. F. B. Stafford, to Mr. Fred Palling, son of J. S. Palling, of Pleasanton, Kas. Following their return from a wedding trip to points in the east, Mr. and Mrs. Palling will reside at Savanna, where Mr. Palling has charge of the Greer Lunch Room at the C. B. & Q. Depot. Congratulations and best wishes are extended to the young people.

District No. 2 Claim Prevention Meeting was held at Dubuque, Jan. 27th and District No. 1 Claim Prevention meeting was held at Savanna the night of January 28th, both meetings having a very good attendance. Mr. C. R. Daugherty, Asst. Mgr. of Claim Prevention, was the principal speaker at the meetings and indicated a number of ways that claims can be prevented. Mr. Donald spoke about attending the meeting of the Shipping Association at Davis Junction, also at Harper, during January, and commented

on the attitude of the farmers and shippers toward the railroad situation.

Feb. 14th occurred the death of Mrs. Ira Lee, wife of Sig. Mtr. Lee at Byron, due to burns received when building a fire at their home the latter part of the week. Sympathy of the entire division is extended to Mr. Lee and family.

Our office personnel will be made considerably smaller when the Division Accounting force moves to Chicago. The desks and chairs are being tagged and made ready for shipment so it really looks like they are going. Certainly will be sorry to see our gang broken up as a number of the boys and girls have been with us for quite a number of years and we had a great gang.

S. C. D. Office J. B.

"GEE, it's a beauty, perfect lines, a beautiful color, and a wonderful deal, too. You ought to see it and see how it rides." That is the way Steve spoke of his brand new 1932 maroon colored Graham Paige the morning after the night before he had had the contract all signed, and had given the dealer his check and I. O. U. At noon, the story changed, the car remained the same but not the deal; the dealer had changed his mind. Steve didn't; so off he went to another dealer, got his car, and got his price, so we are waiting to see it.

I hear Herman bought a new car too. What was the one about taking out a 'phone to cut expenses. Here's one for a Dodge dealer: "Telephoning is expensive, drive a new Dodge instead."

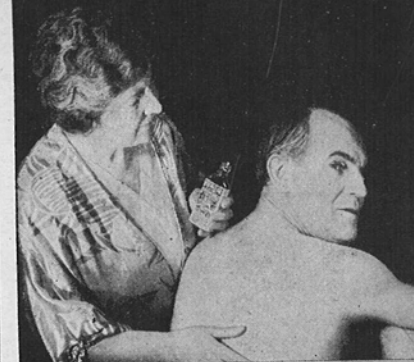
Speaking of cars, Bill, what happened to yours? I notice the great big yellow one with the blue uniformed chauffeur seems to be getting your business lately.

Frank Skola was married four years ago this month, and to celebrate he brought down a nice big piece of home-made angel cake for one of his old pals.

I know all of you will be glad to hear that John Koslowski has just completed the four year Modern Language Course at Lincoln High School, and received his diploma. He has now entered the University of Wisconsin Extension Division to continue his studies.

I met Francis Anzia one night and he looks fine; he said he hasn't been working but he's looking forward to a brighter future.

SLEEP TONIGHT



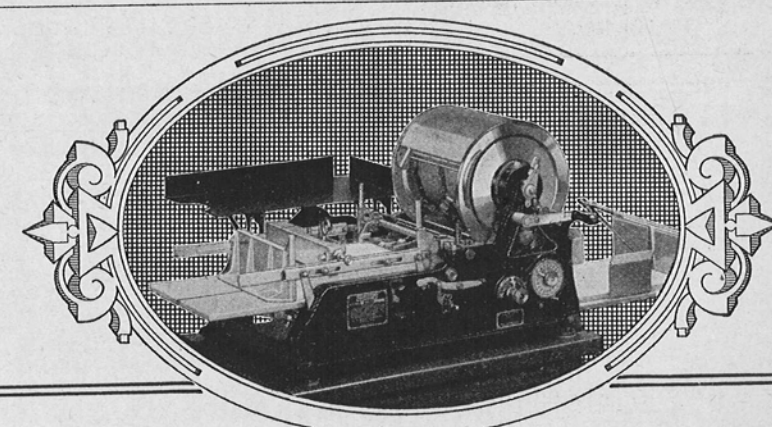
"Lose sleep? Of course you won't! Sloan's will stop the pain in no time."
"I believe you're right, Alice. It certainly feels much better already."

LAME BACK —lumbago

Whenever lame back or lumbago threatens to keep you awake, remember Sloan's. It gives quick relief with its sunshine warmth. Fresh blood circulates the minute you pat it on. Pain soon disappears. Your back is soothed, relaxed. You sleep soundly all night... Get a fresh bottle today at your druggist's. Only 35¢.



WARMS LIKE SUNSHINE
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.



"Granpa" Horan told us that his granddaughter, Helen Horan, is now Sister Beatrice of the Dominican Order at Everett, Wash., and is acting Secretary to the Sister Superior out there.

Ralph Haslam paid us a visit to show how nice he looks when he gets all dressed up and incidentally to tell us all about his operation.

Why don't you tell us all about that Valentine, Walter? Who sent it? Do you know?

LUMBER PILING—TIES

and

MINE TIMBERS

Egyptian Tie & Timber
Company

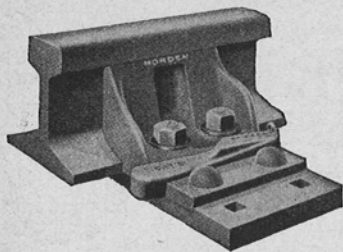
St. Louis

Chicago

The Morden Adjustable Rail Brace

Standard on the

Chicago, Milwaukee, St. Paul & Pacific R. R.



Morden Frog & Crossing Works
CHICAGO

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

A bit of news came to me in an offhand way—here it is:

It won't be long now for Genevieve Judge, daughter of Division Freight Agent J. H. Judge. She's wearing a sparkler.

The lucky fellow, Paul C. Fitzgerald, son of J. J. Fitzgerald, Dist. Traffic Mgr., of the Milwaukee Coke & Gas Co., is a former employe of the Milwaukee. Now a solicitor of the Alton R. R., Milwaukee.

Miss Judge is the stenographer in the Claim Department, Mr. Dummiller's office.

I. & D. Items M. G. B.

WE ARE informed that on January 18th, 1932, Conductor Ben Oleson started his 59th year of service with the Milwaukee road. This will be of interest to the employes of the entire system. Mr. Oleson is conductor on train No. 14. This item was brought to our attention by L. H. Holmes, his brakeman.

Mr. F. J. Swanson, general car foreman and J. Meehan, authority on A. R. A. rules, were in the local offices at Mason City, January 21st.

Mr. E. J. Rummel, general agent for the Union Refrigerator Transit Co., of Minneapolis, was a visitor at Mason City, January 20th and 21st.

Our sympathy is extended to A. Mittet, section foreman at Stamford, on the death of his son at Tuscon, Ariz., recently.

Mr. J. E. Dennis, conductor at Mason City, was called to Chicago January 15th on business.

The entire I. & D. division grieved to hear of the death of Mr. B. F. Van Vliet, of Des Moines, and our sympathy is extended to his family. Mr. Van Vliet had a great many friends on the I. & D.

Mr. & Mrs. W. F. Ingraham, accompanied by Mr. and Mrs. Carl Parker, of Mason City, went to Des Moines January 24th to attend the funeral of Mr. Van Vliet.

Friends of Mr. Glen W. England on the I. & D. division are pleased to hear of his re-election as vice president and general manager of the Sioux Falls Stockyards Company at the annual meeting of the Sioux City Stock Yards Co., January 26th. Mr. England has served in that capacity with the present company since 1924, when the Sioux City Company absorbed the Sioux Falls Company. He has been connected with the local yards at Sioux Falls since 1917 when they were organized. He has many friends on the Milwaukee who wish him continued suc-

cess in his position.

Mr. Geo. Bryan, conductor on the I. & D. division was called to Long Island, N. Y., on account of the death of his sister January 30th.

Congratulations are extended to Mr. and Mrs. Julius Wiele, Mason City, Ia., who were married January 21st. The ceremony was performed at the home of the bride's parents, Mr. and Mrs. John Faktor. Mr. Wiele is trainmaster's clerk at Mason City.

If we had to lose the fair haired boy, Eddie Adams, to Sioux Falls, we are glad he went some place where he is appreciated. We note with considerable interest, Eddie's charming personality on the force at Sioux Falls. They had to get along without him for a couple of days however, as we note he visited his home at Clear Lake February 6th and 7th.

Mr. Nels Quandahl, cashier at Mason City, recently exercised his seniority by taking the cashier's position at Mitchell, S. D.

Mrs. John Kinney of Mason City left February 12th for a trip to New Orleans, Old Mexico and Vera Cruz.

Mrs. E. M. Paul, agent at Elkader left February 11th for a trip to the coast and to Mexico. Mr. P. L. Kellerman is the relief agent. Mrs. Paul has been agent for over 40 years and takes a vacation almost every year. According to Mrs. Paul this serves several purposes, revived health and vigor for the vacationist, and it helps the unemployment situation.

Mr. D. S. Boles, agent Everly, spent a few days the early part of February with friends and relatives in South Dakota.

A very interesting and instructive meeting was held in the superintendent's office at Mason City with the welding crew, January 21st. Mr. Ingraham spoke on Safety First, as did Foreman Calmbach and Assistant Foreman Everts. The crew had a very good Safety First record, and it is believed that these meetings held from time to time are a large factor in keeping up this good work.

Mr. John Nelson, carman, was off duty at Mason City the first part of February on account of illness.

Miss Irma Wilhelm, stenographer in the superintendent's office at Mason City, spent the week end of February 13th in Chicago visiting friends.

Mrs. C. E. Ring, wife of division accountant, was ill during the early part of February, but at the present time is recovering.

Mrs. C. E. Mutschler, wife of chief clerk in the superintendent's office, was called to Dubuque during the latter part of January, on account of the illness of her mother, Mrs. Baden.

The severe cold weather on the I. & D. was looked forward to eagerly by the ice packers, which work was started at Clear Lake, Ia., about the first of February. Ice is being put in the company houses all along the division at the present time. Ice for Calmar, Austin and Mason City is being obtained from the M. C. & C. L. R. R. at Clear Lake.

Mr. W. E. Tritchler, chief carpenter on the I. & S. M. division was in Mason City on business January 21st and called on his old friends on the division. Also found time to sit in at the Safety First meeting for the welding crew.

The welder outfit expects to finish up the job west of Garner the week of February 13th.

Idaho Division Gertrude Alden

THE Idaho Division has certainly had its share of snow this winter. Following is total fall this season:

Elk River, Idaho—139 inches.
Bovill, Idaho—71 inches.
St. Joe, Idaho—121 inches.
Plummer, Idaho—107 inches.
Tekoa, Wash.—66 inches.
Malden, Wash.—24 inches.
Lind, Wash.—21 inches.
Metaline Falls, Wash.—74 inches.
Spirit Lake, Idaho—110 inches.

Dispatcher J. W. Corbett came over to Spokane from Tacoma for a few days work, but was taken to the Deaconess Hospital on account of a very severe cold. Jim is out of the hospital again and has returned to Tacoma.

We are all glad to have our old friend "Awful" Carufel (Adolph) back with us again, however, we were very sorry to lose Erle Rapp, who at present is working for the Union Oil Company.

We had an attendance of 75 at our last Traffic-Operating Department meeting. The ladies of the Milwaukee families were invited and they were well represented. The opportunity for the women to assist in supplying the Traffic Department with tips of prospective business was explained, and the ladies gave their assurance that they would cooperate.

Every one was interested in the Women's Club drive for memberships. It is understood they secured approximately 563 contributing members.

Section Foreman Pat Angelo held the lucky number awarding the \$10.00 in the contributing membership drive.

We are all much elated with the Safety First record. The Idaho Division men have not suffered a reportable or lost time injury since August 9th. All departments are to be congratulated.

On account of the serious decrease in business the stations of Fernwood and Clarkia were closed. Pat Murnane, who was agent at Fernwood, is at present working third trick at Othello, and F. J. Swazey, former agent at Clarkia, is working second trick at Manito, having bumped E. M. Young. E. M. Young is on the extra list.

C. H. Burt and wife have returned to St. Maries, having taken a six weeks' vacation.

Agent J. J. Holland of Bovill came in to Spokane to witness a boxing match put on by his brother Frankie.

"Slats" Whelan has returned to St. Maries, after having spent several weeks' vacation in Iowa.

Sorry to report at this time that Conductor C. M. Biggs is still in the hospital at Spokane as a result of illness.

Perishable Inspector E. A. Peterson at this writing is not improving as rapidly as hoped for. It will be some time before he will be able to return to work.

Mrs. W. T. O'Reilly was called to Minneapolis account of illness of her father. Am glad to report that Mr. Ward has recovered and Mrs. O'Reilly has returned home.

We had a Home Coming week February 6th to 10th. We were all very much pleased to see our old friends, Former Superintendent N. H. Fuller, Superintendent George Hill, Former Trainmasters "Eddie" Johnson, Bill Cummins, and Bill Black. Come and see us again soon!

In a contest held at the Crescent Department Store at Spokane, Mrs. P. H. Nee won second prize for her beautiful hook rug. We understand Mrs. Nee was window-shopping one bright afternoon, and, upon discovering the hook rugs in the Crescent display window, concluded she had an excellent chance of taking home part of the bacon, at least, and, forthwith she entered her pet rug—result, eight large, heavy "iron men" (second prize) lodged in the Nee home. Now, we don't know what to do with the eight dollars!

The employes on the Idaho Division sympathize with Carl Lillwitz in the loss of his father, who died at Manitowoc, Wis. Carl was home and visited with his father several days before the end came.

Broadcast from the Madison Division A. W. E.

THERE seems to be a scarcity of news this time, so a few of our good "Old Timers" have worked up the following, which I am sure will be of interest to many:

LONG, LONG AGO

ON THE PRAIRIE DU CHIEN DIV.

"Biny" Willson is getting things ready for the Old Settlers Picnic at Palmyra. Tom Gregory and Charley Ray will be there.

Looks like we will have a new depot at Genesee. Our genial Agent Mr. Jones says the old one is pretty shaky. Rocky Donovan says the roof will split a rain drop.

Harry Vedder and family made a quick trip to Marshfield on the Wisconsin Central.

Wm. Hickey, Roadmaster, has been transferred to this Division and assigned to West Prairie Division, with headquarters at Prairie du Chien.

The Esterly Works is doing a big business at Whitewater. No. 71 delayed doing the switching. Joe Lane and Warren Durbin don't like the run.

Hod Clemans, Agent Eagle, says it's all right for Charlie Kading to smoke "King Bird" in the office, but other tobacco affects his heart.

Otto Kloetzner, who has just returned from

Germany, spent Sunday with Frank Holmes in Milwaukee.

Irv. Buehler is working nights at Edgerton. He doesn't fancy taking yard check and making list for No. 71, especially on rainy nights.

Geo. and Carl Davy, young sons of Sam Davy, are learning telegraphy at Milton. Peter Tomkins, the instructor, says he has been there as agent 100 years.

John Potts, Night Car Inspector, Green Bay, has been promoted to Car Inspector at Madison.

Geo. Prescott has his dinner at Jim Gage's at Milton Jct. on No. 7. Jim always has it ready for him.

Dan Sage pulled 1,175 tons up Fulton Hill with the 626. This record hasn't been beat, although Milt Twitchell, Jerry O'Keefe, Ed. Kelly, Frank Landphere, Bill Lees, Bill Collins, Tom George and Hank Johnson have tried it.

Harry Vedder and Geo. Garvin are putting in long hours on the stone train, not getting back to Waukesha until 2 a. m.

The Waukesha Scoot is making a trip to

12 PIECE OUTFIT

\$1.00 BRINGS this SET

6 SHEETS
81 X 90 inches

6 PILLOWCASES
21 X 36 inches

Guaranteed for 3 Years

There are no carrying charges. The printed price is all you pay for 6 sheets and 6 pillow cases—all guaranteed for three years of service and satisfaction—there is no extra charge for credit. Never before have we been able to offer you such good quality in sheets and pillow cases at such a remarkably low price.

No housewife ever has enough sheets and pillow cases. This set has been especially assembled for the particular and economical housewife who insists that her bed linens give long and satisfactory service. We absolutely know that the set will do all that we claim for it because it is made of good long staple, selected, durable yarns, woven into an even texture sheeting that will launder beautifully and always remain firm, crisp and snow white.

The set consists of six full sized sheets, each measuring 81 x 90 inches and six pillow cases, each measuring 21 x 36 inches, all neatly hemmed and finished. Sizes quoted are all hand torn sizes, which means that the hems will remain straight after laundering. Cut sizes often turn out uneven after laundering, but this set will not. Remember this set is guaranteed for 3 years.

**Just Send One Dollar
Pay Later—\$1.00 Monthly**

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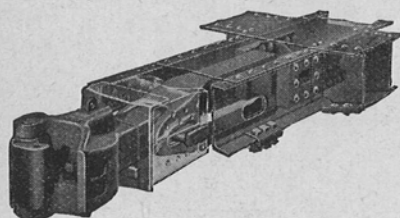
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Milwaukee every Saturday night. Frank Rodgers, Charlie Wadsworth, Andy LaRoy, Otto Schafer and Thos. McMahon don't like it, saying the 422 should have a rest after working all day.

Jack Ward and Frank Lyne will soon have Eagle pit cleaned up. The 629 is hauling 25 cars gravel a trip for LaCrosse Div. double track. Art Rogers doesn't have time to keep her polished up. Jack Chrystal and Louie Schneider are going to lay off when the job is finished.

Sol. Tuttle is on the east end with Geo. Campbell and Beany Rathbun. He says it doesn't make any difference to him, although the 544 is larger than the 323. Pete Connelly is firing for Sol.

Jim Connelly is running on the Superior Div., but will be back on the west end soon. T. H. Taylor has a new stallion called "Bobby Burns." He is well bred and a fancy stepper.

The weather is getting nice now and soon you will see Otto Brendler with some of the boys for a week's outing at Lake Waubesa. Business is good—10 crews in the ring.

Notes from the Willapa Harbor Line

R. R. T.

YOU cannot squeeze blood from a turnip and it seems to be quite as difficult a feat to provide a grist of news when nothing has happened on the Willapa Harbor Line, at least nothing that might pass the critical inspection of our honored editor as news.

But, hold, here is at least one important item that we cannot afford to withhold from an anxious world. Bill Walgren, the handsome and dignified operator at Raymond, was off on a brief vacation for 9 days, which he employed in renewing acquaintance with his devoted family at Cle Elum, over on the other side of the Cascades (if we have any good luck, we may get

this in Cle Elum set time, the last time our friend the typographer set it up as Cle Elum, thus getting us in bad with Bill). However much Bill may have bragged to his friends at Raymond about the beauties of the weather at Cle Elum where the sun shines the year 'round, where there is no snow nor wind nor cold, no, never—well, as we were about to remark, when he got there he found that somebody had juggled the weather on him and that it was colder than Siberia, with icy winds and four feet of snow on the level, and so Bill promptly caught a considerable cold which stuck to him for his entire stay. As a result, Bill now shows much more appreciation of the warmer, if damper, climate of Willapa Harbor, to the gratification of the inhabitants at Raymond, who have always been convinced of the superiority of their home brand of weather.

On the return trip Mr. Walgren was accompanied by his son who then went to Bremerton to visit another brother living there. Since then he is again keeping bachelor's hall.

During Mr. Walgren's absence, Mr. W. K. Lyons, formerly of the relay office at Seattle, now on the extra list, worked as operator at Raymond. After Bill's return, Mr. Lyons went to Cedar Falls as relief operator on the third trick.

We hear that Brother F. D. Reynolds, operator on the night trick at Chehalis, is an ardent stamp collector and has even branched out in his leisure hours as a stamp dealer. Any stamp collectors among our readers should get in touch with him.

In spite of the extremely low egg prices, the egg shipments from Centralia seem to keep up in undiminished volume and Mr. W. P. Wood, the agent at the Hub City, is kept busy with egg billing.

Due to unusually deep snowfall up in the hills above Fern on the Northern Pacific, where the Willapa Harbor Lumber Mills are at present operating their Camp Three, logging had to be suspended for two weeks past and as a result their logging train with Conductor Burt and his merry crew of Willapa-loosers has not operated over Milwaukee tracks to Sunset Dump, but at this writing we learn that they are to resume operations at once. All the Raymond sawmills and shingle mills except one are again in operation and it seems as though the lumber business were picking up a little. Unfortunately much of the increased business will move inter-coastally by water. Not wishing anybody any bad luck, but if the Panama Canal should go out of commission for a few months, you would soon notice the difference in our trains on the Willapa Harbor and Gray's Harbor Lines.

Engineer Hans Johnson, now of the Willapa Harbor Line, has established his home at Raymond. Besides himself and his charming wife, his family comprises two sons: Chester, who recently graduated from the Oregon Agricultural College at Corvallis, and Vernon, who is enrolled at the University of Washington, but has unfortunately been compelled by illness to discontinue his studies temporarily.

The State Highway Department has been making extensive surveys around this line's terminals at Raymond, owing to the relocation of the bridge and highway leading from Raymond to Aberdeen and Hoquiam. The new bridge is to be constructed on the line of Fourth Street and that street will become the connecting link between the Ocean Beach Highway, leading from Chehalis through Raymond and South Bend to Ilwaco and Long Beach, and the Aberdeen-Montesano-Olympia Highway, thus putting the station at Raymond right on the main thoroughfare. The change will involve the abandonment of the present interchange track with the Northern Pacific at Raymond, this being right on the line of the bridge approach, and its relocation towards the east and south of the passenger station. The State Highway Department and the Engineering Department of this line having reached an agreement, it is expected that the work will be undertaken before long, while the

construction of the highway bridge is awaiting the completion of a great deal of preliminary work and formalities.

Mr. C. F. Hughes is the telegraph operator on the night trick at Maytown, while Mr. E. P. King, formerly of McKenna, is on the Interlocking Tower night trick at Chehalis Junction, where our line connects with the Seattle-Tacoma-Portland Joint Line for Longview.

We have recently seen some very desirable publicity in which the manager of the Longview Inn commented very favorably on the courteous and exemplary conduct of the Milwaukee employees staying at his hotel. There's the proper Milwaukee spirit—reflect credit on your road even by your private conduct.

"The New I & D Hub"

M. F. Kasak

THE Women's Club gave a "Hard Times Dance" at the passenger station at Sioux Falls on the evening of January 16th, which was well attended despite the weather, which reached the proportions of an old fashioned blizzard. A good time was reported by all in attendance.

The notes of the Yankton Safety First Meeting held January 19th carried an item in which it was stated that twenty-five years ago on that date Agent D. E. Sullivan of Vermillion started at Vermillion station as agent, and in the twenty-five years Mr. Sullivan has not had an accident that necessitated making out a form 171. This is truly a good record and one to be proud of. Wonder if we have any more agents who have a good safety record such as this or even better?

Christ Kvidahl was on the North End repairing water systems during the latter part of January. Chris is an avowed Democrat this year and has decided to run for the Democrats in Elk Point for the office of Dog Catcher. He claims the only reason he voted Republican in the last election was because of the fact that it was dark in the voting booth and he marked the wrong candidate in the dark.

On January 16th eight inches of snow fell on the level in and about Sioux Falls territory. This all happened in about 12 hours and is the first real snow that we have had here for several years. Incidentally we have had some subzero weather in this period such as we have not experienced for several years.

A fine attendance was recorded at the Claim Prevention Meeting held in the passenger station on the night of January 21st. It was highly instructive and interesting to those present, many lively discussions being carried on, as well as an interesting talk given by Mr. Daugherty, from the Bureau in Chicago. Mr. F. R. Doud acted as chairman. Mr. Ingraham gave a short talk on Claim Prevention matters, also. Mr. O. A. Bradford and Mr. S. F. Philpot were also in attendance.

While we are on the matter of Claim Prevention—it has come to our attention recently that our conductors and trainmen are unusually active in the matter of preventing claims on shipments over our line by paying close attention to inspection of the shipments in their care. This is being evidenced particularly in live stock shipments where conductors have corrected ventilation, kept the animals on their feet especially in the case of recent sheep shipments.

On February 11th, "Coach" Stuben announced that contracts had been entered into with Universities and Colleges in the following cities by the University of South Dakota as a part of their 1932 Football Schedule: Spokane, Lansing, Michigan, Cincinnati, Great Falls, Mont., and a post season game at Miami, Fla. "Coach" Stuben is a great booster for the Milwaukee and loses no opportunity to land as many games as possible so that the Milwaukee can get the passenger business. More power to you "Coach."

Due to flu, icy sidewalks and pavements, mild weather and wet feet and other causes too numerous to mention, we have had a large number of forced vacations among the employees, Laura

Sievert of the freight office is laid up with a sprained ankle which she received during the first part of February. Tom Cavanaugh and Bill Lagan (The Siamese Twins) have been nursing head colds. Jerry Murphy finally whipped his boils. Our popular Mr. C. E. Kemp on the Sixth Street Crossing flagging job is at present layed up with the flu. General Agent W. D. Griffiths had a set-to with the dentists and came out of the fray minus his teeth. Really looks like we'll have to inaugurate a special Milwaukee ward in one of the local hospitals to take care of our people.

On Friday, February 13th, train 22 handled two steel coaches with a party of 129 rooters from Sioux Falls College to Mitchell, where they attended a basketball game between Sioux Falls College and Dakota Wesleyan. The return trip was handled by a special train consisting of three coaches and a baggage car. All expressed themselves as completely satisfied with the movement and everything was handled as advertised. This move was promoted at the College by Messrs. Bob Norris and Archie Vickers in conjunction with the representatives of our passenger department. The movement was convoyed by Mr. Doud and Henry Stuben, otherwise known as "Coach." The nicety with which everything "clicked" and the ontime movement is the result of the efforts of Mr. Doud and the assistance of "Coach" Stuben.

Engineer Fred Thomas of Sioux Falls was instrumental in having a heavy motor routed from St. Louis to Chicago and thence to Sioux Falls via our line. We understand that the motor weighed in excess of 2,000 pounds. This shipment was handled by express.

Sioux Falls College used our line to the Black Hills and return when their team left on a tour which included four stops for games en route. A big pep meeting was conducted in the passenger station with the assistance of the band. The cheer leaders threatened to raise the roof with the outburst of enthusiasm that the crowd had worked up. As a precautionary measure we took the hint and weighted the roof down with bricks, which no doubt saved the roof. We understand that the boys had a very successful trip. There were ten in the party.

Your correspondent had occasion to be in Sioux City on business the first half of February and there he met many of the "old gang" in the Assistant Superintendent's office.

Mr. Buechler was the first one—he's the same old jolly fellow and is looking fine. He sends his regards to all of the boys on the old S. C. & D. Division and to his many friends at Sioux Falls.

Mr. Osthoff, Chief Clerk, is next. Alvin isn't getting a bit thinner and now has two mascots in the form of two cats, who protect him during the evenings from the rats. In return they are

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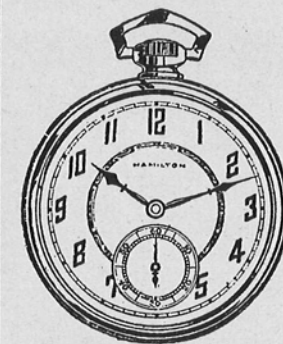
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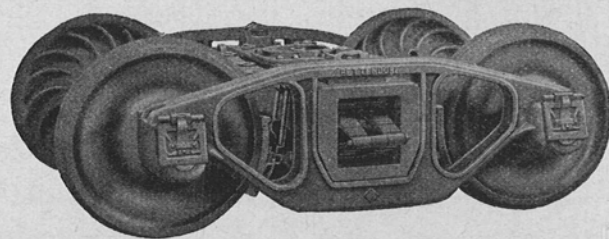
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compensated with food. The big fellow is known as Napoleon, Nap for short, and the little fellow—well, I don't know just what he did call him—will just say Julius Caesar is his name.

Mr. Marquart, Division Accountant, was most too busy to talk, for he is busy winding up his accounts to go to Chicago, where he will have charge of the Labor Bureau in the new Centralized Accounting plan.

Then there was Helen Flynn, who is getting thin on a diet?? Bob Hoberg, Charlotte Parell, Mrs. Kelly and Emil Popper.

Charlie Foote and Emil Obland are still on the job. Surely seemed good to see a lot of familiar faces.

Fred Costello is still battling out the letters for the office and Chief Ditpatcher Harry Hoskins is still busy dispatching his trains with the assistance of Jesse Jamison and Franz Elder.

Wisconsin Valley Division Notes Lillian

EACH can do but little, but if each would do that little all would be done.—Anon.

Conductor T. H. McCarthy was taken ill while on his run at Junction City a short time ago and was taken to St. Michael's Hospital at Stevens Point, where he was confined about ten days, after which time he was able to return to his home at Wausau, where he is convalescing.

Ice shipments have commenced moving from Star Lake on their way to Chicago for storage, where the Company will fill their ice houses to relieve a shortage of ice used in filling refrigerator freight cars. 120 cars are to be shipped to Chicago for this purpose.

Peter Akey, formerly employed in the warehouse at Wausau, passed away at his home suddenly on January 13th. Mr. Akey with his wife attended a meeting earlier in the evening. On reaching his home he walked into the house and complained of feeling ill. He laid down and passed away within twenty minutes. Mr. Akey will be remembered by many on the division, and his sudden death was a shock to all.

The marriage of Miss Delilah Prain and Clarence Zanders of this city took place at 3 o'clock Saturday afternoon, February 6th. Mr. Zanders is a son of John Zanders, foreman in the Car Department.

A very successful benefit card party was given by the Milwaukee Railway Women's Club Tuesday evening, Feb. 2nd. Forty-two tables being in play, bridge was played in the club house and five hundred and schafskopf were

played at the passenger station. A nice sum of money was realized, which will be used for welfare work.

Miss Beth Schneider entertained her friends at a sleigh ride party Friday evening, February 5th. A ride was enjoyed in and around the outskirts of the city, after which a delightful hot lunch was served to the guests at the Milwaukee Club rooms.

Miss Kathleen Vachreau and Miss Gertrude Conklin, who are attending St. Teresa's College at Winona, Minn., spent a few days at home with their parents between semesters.

Miss Norma Atkinson, who is attending Kendall College at Chicago, spent the week-end of February 14th at home.

Darkness and Dawn Lucille Millar

Did you ever notice how black is the sky
Just a wee bit before dawn,
How gradually the darkness disappears—
And all of a sudden it's gone?
So methinks it is with old hard times—
Lessening a bit each day;
It won't be long and we'll hear a glad
shout—
Look! Behold! It's day!

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

THE many friends of Mr. Arch Manley are glad to know that he has recovered from his recent attack of pneumonia and is now able to be about again.

Mr. and Mrs. Roy Van Dyne spent two weeks at Miles City visiting at the home of Mr. and Mrs. C. Nummerdor.

Mr. and Mrs. John Klein, Jr., are the proud parents of a son born January 24th. The young fellow has been named Robert David.

George Hilton and Ted Johnson of Miles City exercised their seniority at Mobridge, George displacing Henry Rinderneck as first trick car clerk and Ted bumping on the night baggage man's job. This leaves two of our boys out of work, John Fuller and Walter Ball. At present John Fuller is visiting his mother at Jefferson, Iowa. Walter Ball has gone to Roundup, Mont., to bump the billing clerk there.

Mrs. H. A. Mosher and daughter, Mary, departed for Chicago, being called there by the death of Mrs. Mosher's brother, Mr. Bristol.

Mrs. Marjorie Bradford of Minneapolis spent a few days here visiting old friends.

Mrs. Martin Tasnady spent a week at Lemmon with her sister, Mrs. Mildred Richardson.

Agent Wm. F. Hogan of Walker and family left for Wenatchee, Wash., on account of the serious illness of Mrs. Hogan's mother. R. L. Chase is relief agent during his absence.

Mr. G. E. Leighty of Rhame had his tonsils removed at the Mobridge hospital.

Mrs. John Frundle of Lemmon, S. D., spent six weeks with relatives and friends in the East. On her return home she was met at Aberdeen by Mr. Frundle, our genial agent at Lemmon.

Mrs. O. B. Tripp of Hettinger, N. D., visited friends at Aberdeen for a few days.

Dora Anderson was called to New Effington, S. D., on account of the death of her father, Mr. A. E. Hegne, who passed away on January 17th after a lingering illness. He was eighty years of age and leaves to mourn his loss a wife, four sons and three daughters.

LaCrosse—River Divn Items

Eileen Story

EVER see anything like it? First Blackie Jungwirth grows a mustache, real he-man size, too, then all of a sudden one morning he comes to work without any 'tall. Now Tony has gone and done it. What's the idea, anyway?

Mrs. F. P. Miller and Mrs. Walter Washburn are spending some time in Miami, Florida, and in Havana.

Mrs. Clarence Ogden of Lennox, South Dakota, has been visiting with her son, Herman, who is employed in the Division Engineer's office at La Crosse.

Mrs. K. D. Smith and Miss Alice Pate left Portage on February 5th for New Orleans, where they took in the Mardi Gras. There they joined Conductor and Mrs. John G. Pate, and then departed for Gulfport, Miss., where they will spend some time before returning to Portage.

Mr. and Mrs. F. J. Bolting and daughter, Mabel, are visiting in Miami, Florida. Included in their itinerary is a trip to Havana.

Funeral services for Mr. L. A. Corbett, the engineer who was killed in the derailment of No. 66 at Tomah, took place from St. Mary's Catholic Church at Portage on February 2nd. Interment was in the Catholic Cemetery at Portage. He is survived by his wife and daughter, Louise, two brothers and a sister.

Very enthusiastic Safety First meetings were held on the La Crosse-River Division this month (February). The meeting for the first district was held at La Crosse on the 10th and for the second district at Winona on the 12th. Mr. Flanagan was present at the Winona meeting and addressed the men on Safety.

Art Reifensstuhl is the proud owner of a Doberman Pinscher, answering to the name of Betty. Conductor T. J. Meyers, age 62, passed away on January 19th, after an extended illness. He had been in the employ of this company for about thirty-three years.

Conductor A. E. Cary and wife have been spending some time in Florida, as have also Mr. and Mrs. Chas. Hohl.

Conductor P. Bingo and sister, Miss Kate Bingo, are enjoying a trip through the south. They will visit St. Louis, Birmingham and Key West.

H. J. Leipelt, Caller, La Crosse Yard, has gone to Schenectady, N. Y.

Outstanding was the rescue of Engineer Louis Corbett by Russell Pauquette from the wreckage

of No. 66, when that train was derailed at Tomah on January 30th. Corbett was buried under the cab of the engine, and in order to reach him acetylene torches were used to burn a hole in the cab, through which Pauquette crawled, clearing away the debris until he was finally able to release Corbett and get him out. Pauquette, who is a crane operator at Tomah, is to be commended for his heroism.

New hankies? No, just some Leisa Tony brought back from the Lutfisk dinner the other day. He passed them out to the boys as a little remembrance.

Who left the skull and crossbones on Erick's desk?

We are sorry to write of the death of Fred Rainer, who was employed in the roundhouse at Portage as a laborer. He was 66 years of age, and has lived in Portage for 63 years. For 17 years he worked as a laborer for the Milwaukee Road. Interment took place in Silver Lake Cemetery.

About 84 years of age, Joe Janda goes about his work in the Machine Shop in the roundhouse at Portage with a pep equal to that of a man many years his junior. He has spent 62 years in this same work, which is something he can be proud of.

At the Cross Roads of the World Roberta Bair

WE are glad to say that so far during the month of February we show an increase in business on the Terre Haute Division over last year.

On the evening of February 12th, about 150 couples attended the "Depression Drag," given by the Women's Club at the Moose Hall, Terre Haute. The Armheim Orchestra furnished the music for the dance and a good time was reported by all.

A Claim Prevention Meeting was held at the Memorial Hall, Terre Haute, on the evening of January 29th. Mr. J. H. Valentine, Superin-

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tendent, was Chairman of the meeting and 85 officers and employees attended. Instructive talks were made by Messrs. Gruber, Stainer, Pfaffin, Faris, McCandless, Taylor, Dougherty, Engman, Lentz, Kelley & Schuh.

A Safety First Meeting was held at Faithorn, Tuesday, January 19th, at 7 p. m. Mr. M. J. Gruber, Assistant Superintendent, was Chairman of the meeting and 103 officers and employees were present.

A Traffic-Operating Department Meeting was held at the K. of P. Hall, Terre Haute, on January 21st, at 7 p. m. Mr. P. M. Fagan, Division Freight and Passenger Agent, was Chairman of the meeting and 117 officers and employees attended. These meetings are held regularly and the purpose is to discuss ways and means of securing new business and the proper handling of the business we have.

Roundhouse Foreman William Neary, of Madison, South Dakota, is being transferred to West Clinton, Indiana, and Roundhouse Foreman P. H. Pfeiffer of West Clinton, Indiana, is being transferred to Madison, South Dakota. This seems to be a trade.

In line with the District Accounting, the Terre Haute Division Timekeeping and Accounting will be transferred to the Accounting Bureau in the Fullerton Avenue Building, Chicago, effective March 1st. The lineup at present is that 7 of our force will be transferred to Chicago. We regret very much to see our boys and girls leave the "Banks of the Wabash," but trust they will find their new location all that can be desired and we wish them every success and happiness.

Harlowton Roundhouse "Andy"

THE most serious occurrence that we have any knowledge of this month is the case of Ed. Kellum, Roundhouse Foreman, who broke his leg in two places. This happened right in his home—understand he slipped and fell and

got tangled up in the sewing machine in some sort of manner. Our sympathies are certainly with Ed, for we are told that he has undergone untold agonies, that would have downed an average man, but Ed. has a lot of sand and nerve in his makeup, and he sure needed it. He was taken to the hospital in Lewistown, where he was propped up with a ninety-pound weight on his leg—understand they were not able to set it until about a week after the occurrence.

The doctor at Lewistown seems to have been a pretty busy person of late, especially in cases of sinus trouble, in which we understand he is quite unexcelled. Erwin Fuchs underwent an operation for sinus trouble, a very bad case, too, been troubled for several years, but he is O. K. now and is back on the job. Another sinus patient was Elmer Nisson—it took them a long time to find out what was wrong with Elmer, and when they located the cause as sinus trouble, an operation was performed and Elmer is as good as new now.

Patty Schultz made his monthly tour of the Northern Montana line, and gave all the engines their monthly test. He reports everything O. K. Had a good time, and the ride was enjoyable. Pat won't verify this, however.

Since Ed. Kellum broke his leg Martin Walsh, formerly night roundhouse foreman, is now on days, and Lee Pemberton is handling the night roundhouse foreman's work.

The B. & B. forces are at Harlowton cleaning up a bunch of work that was much needed and hanging fire for a long time, but they know their stuff and are doing a very nice job.

Mr. Joe Bodenberger is just about as busy as anybody can be. He gets into Harlowton about every fourth day, with the F-6 engines. He is right after them hot and heavy and we'll bet they're 100 per cent before he is through with 'em.

Chas. Reynolds, supply car man, who makes his headquarters at Tacoma, was married about three months ago. We have not seen any notice of this in the magazine, so thought it was a secret and we just can't have any secrets. Chas. took three months off to recuperate, and just went back to work a few days ago.

Speaking of Storekeepers, George Ellis is what you would call a combination Iceman and Storekeeper. Geo. has the job of checking all the ice that is stored in the ice house at this point, and incidentally in case you don't know, the ice is shipped in here from the east—we don't have enough cold weather here to freeze ice. Well, to get back to Geo. again, when he gets all het up amongst the bolts and nuts in the storeroom, all he has to do is hike over to the ice house, where his temperature soon drops back to normal.

Bill Brautigam paid us a visit the other day—on the 13th to be exact. He was here to give us the dope on packing boxes of electric motors. We are glad he came, and judging from his conversation would take it that he was well pleased with things at this point.

Mr. Riccius was also here on the 13th. Of course we don't consider him a visitor, he is one of our regular callers and we are glad to see him.

To the readers of these notes at Harlowton, I want to say that as these are the first items I have sent in from this point and are just a

few things I have jotted down, but in order to get any great amount of news you fellows will have to give it to me. All I get are odds and ends as a rule and a good one now and then, so anything you give me will be greatly appreciated.

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

Nora B. Decco

REMEMBER when I lived on top the hill a good many years ago and heard about the sunny winter weather down here and that no one could really believe me when I reported I would require help to get to work that day on account of the high snow banks and the wind that blew and blew and blew, day and night, so now it's hard to imagine what it's all about when the rotary is called west of us for snow service and the flanger east of us for something or other and the traveling engineer and the superintendent are each trying to see who can fall down the quickest after getting stood up in a nice pair of honest to goodness snow shoes. Skiis are a lot worse than snow shoes; I tried both—anyway, when we have such blue skies as we have here through February and no snow, and everything looks just like spring, well, me for this. Snow is all right in its place, I will admit, but when I think about so much of it as has been used to be in just one place, I feel for a little less snow, I believe, now down here. . . . Well, I suppose if you can tune in on something like now you will, so we will go on to the news, if any.

Fireman Sam Haffner, who almost killed himself shoveling coal on the Northern Montana end of the division for the past month, has returned to the main line for a rest—we don't blame him much; still, suppose after a while you can get used to that kind of work, too.

Engineer Lefever and Fireman Carson have been assigned to the Lombard helper, which was put back on again this month, due to better baggage. We hope the trains get bigger and bigger and heavier and heavier until there won't be helpers enough to handle them.

Engineer Townsley has gone to Great Falls to work on account of Engineer Echard displacing him here.

Engineer Crockett and wife have moved to Three Forks, where Mr. Crockett will take the job as engineer on the trouble shooter, displacing Engineer Barton. Mrs. Crockett has just returned from the hospital at Bozeman, where she has been ill of scarlet fever for the past two weeks. We are glad to see her improved and back home again.

W. L. Clemmons is in the hospital in Seattle, where he has been quite sick. Trust he will soon be out and back home once more. Hospitals are fine places—to stay away from, and I just know every one agrees with me for once.

Otto Heim and son, Spencer, have gone to Miles City for a short stay with friends and relatives there.

Fireman O'Ragen and wife are in Great Falls where Mr. O'Ragen is working between Great Falls and Lewistown for the time being.

Fireman Fink is building himself a garage, and Brakeman Dave Clay is helping him. They are doing fine and have quite a start; have the frame up, and ought to have the car all boarded up by midsummer. They would have been further along than they are now, only they parked the car inside the garage, and had it almost built and could not get the car out so that made a lot of extra work after tearing down the whole side wall. Just like a woman painting a kitchen floor and then can't get out of it! I'll have to tell you the rest of this story the next time, as I don't know any more now.

Engineer John Smeltzer and wife of Lewistown spent a few days the first of the month with relatives here.

Mrs. Hudson has been in Bozeman considerably the past month, where her mother has been very ill there in a hospital. We are glad to say

she is much improved at this writing and is now at the Hudson home here. We all hope she will greatly improve in health as spring comes and be up and about soon again.

Conductor McDougall is in California where he is most likely enjoying sunshine and blue skies, just like we are having at home. Conductor and Mrs. Heier have just returned from several weeks' stay there with relatives in Culver City and that part of the state, and they report something beside blue skies—but as they say, there it's very unusual.

Engineer McKenna got his thumb hit. He was digging out the gold so fast it almost upset him somewhere in his mine, and tried to stop the nuggets as they rolled out and now he has a sore thumb—he did not tell me this; I just figured it all out by myself after talking to him for a few minutes. But all jokes aside, he has the evidence, a bottle full of gold and water and black sand—and shakes it right before your eye so you can see for yourself; that is, he let me see it, because I am supposed to do some advertising for the company, but I am sort of up a stump, as the head of the art department would say, finishing another classy red cedar lamp and turning to the next job. Things are coming too fast for me, what with one thing and another, I need some good samples of this new gold before I can talk much about it in print, and I'll just bet I won't get any either. Well, just as soon as I can get around to it I'll go out and wash a pan full out for myself if I can find where Mr. McKenna gets it.

MORE than fifty per cent of the fire loss on this railroad represents fire damage to rolling equipment.

The transient element, refuse in cars, hot cinders, acetylene torches and engine sparks are the principal causes. All are more or less controllable and lack of interest on the part of employees is the only deterrent to a much more satisfactory record.

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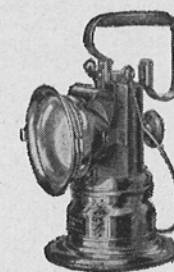


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Ladies—An ounce bottle of high grade perfume direct from importer bottled and packed under my personal supervision, equal in quality, size and price to the six dollar article advertised in our largest mail order catalog. This refined attractive creation "Emmeral-D" is something out of the ordinary, fragrant and lasting, does not have that musky odor so common in cheap perfumes, just what you have been wishing for you need this article on your dressing table for something different, not sold in stores, all orders are filled promptly and safe delivery is guaranteed, and your money will be cheerfully refunded if you are not satisfied. One dollar in currency, money order or your check, brings you this bottle by return mail postpaid. Address F. A. Chalk, Box 642, Harlowton Mont.

For Sale—New Remington 22 caliber auto-rifle with case and rod. Sacrifice for \$18.00. Joe O'Neill, 1617 N. 35th St., Milwaukee, Wis.

For Sale—Lady's dressmaking form (adjustable from smallest to largest sizes). Cost \$25.00—sell for \$10.00. Charles Hornshaw, 1442 East 31st St., Tacoma, Wash.

FOR Sale—Driver, scroll saw, also lathe and sander, all first class condition, \$12.00 F. O. B. J. W. Grinnan, 645 Henry Bldg., Seattle, Wash.

For Sale—An "Edenette" electric clothes washer; apartment size; new. Must sacrifice for \$20.00. Original price \$55.00. D. Feeley, 938 N. Homan Ave., Chicago, Ill.

For Sale—North half of a section of land 7 miles northeast of Flaxton, N. D.; also a lot in East Missoula, Montana. Write Box 266, Plummer, Idaho.

For Sale or Trade—I have a beautiful wooded lake lot 50x800 feet in depth, with a 50x150 ft. silver sand beach, located in Muskegon, Mich. 1 mile from Muskegon Lake and 2 miles from Duck Lake on the shores of Lake Michigan, 3 miles from the oil fields. Suitable for resort, summer home or business. 185 miles from Chicago. An ideal place for a permanent home. Will trade for any suitable place in Indiana. Address reply to R. A. Freitag, Room 700, Union Station, Chicago, Ill.

FOR SALE—Baby chicks, well known incubators and brooders. Coal and electric. Buy from a brother railroad man. Address, Manawa Hatchery, R. F. D. No. 1. Box 126, Council Bluffs, Iowa.

For Sale or Trade—A couple B flat soprano saxophones; silver plated; in case; low pitch; gold bell; just like new. Would consider trade for Winchester 52 rifle with speed lock, or 22 calibre long rifle. G. F. Rediske, Agent, Ingomar, Montana.

For Sale or Trade—Several Silver Fox Furs made up ready to wear, also several pair silver foxes. Any one interested in raising silver foxes, write—Box 201, McGregor, Iowa.

For Sale—Select residential lot in Edison Park District, Chicago. All improvements in. One block from new 100-foot boulevard. Five blocks from suburban transportation. Twenty-five minutes to Loop. \$800.00 cash and mortgage for balance will handle. An excellent investment in a community that will grow by leaps and bounds with resumption of building activities. Address inquiries to Classified Department, Milwaukee Magazine, 869 Union Station, Chicago.

For Sale or Trade—Improved 160-acre farm 3½ miles from county seat town on graveled road in Wisconsin. Approximately 90 acres in cultivation, abundance timber for fuel, running water near buildings, good 8-room house, nice yard and shade, large barn and other outbuildings. House has good soft cold water in kitchen. If interested, write C. S. Morton, Hopkinton, Ia.

For Sale or Exchange—160 acres unimproved land, 3 miles northwest of Ebar on the western boundary of Manitoba, Canada, in the Canadian wheat belt. Fifty miles north of the Dakota-Canadian line. For full particulars write B. H. Diny, 2220 North 75th Court, Elmwood Park, Ill.

Free Advice on all matters pertaining to insurance either for protection or investment. Will call and explain your old policy to you. Insure with one who knows how. Insurance in all its branches. F. V. Vendegna, 3443 Fulton Blvd., Chicago, Ill. Tel. Nevada 4369.

For Sale—My modern five-room and bath bungalow, with garage and one acre of land, fifteen fruit trees. Located in Elgin, Ill., on C. M. St. P. & P. railroad, on fine street. Will sacrifice for \$4,800, one-half cash, balance in monthly payments. One hour's ride from Union Depot, Chicago. This property in first-class condition. If interested, for further details address A. L. Head, 800 St. Charles Sta., Elgin, Ill.

For Sale—Three choice lots on northwest corner South 64th and G Street, Tacoma, Wash., or will trade for Seattle. H. J. Whatmore, 618 White Building, Seattle, Wash.

MILWAUKEE EMPLOYEES PENSION ASSOCIATION Members Entered on Pension Roll January, 1932

The following members of the Milwaukee Employees Pension Association have been placed on the pension roll during the month of January, 1932:

Name	Occupation	Division or Department
Carl J. Anderson	Airman	Minneapolis Shops
Hugh Beattie	Engine Watchman	Wisconsin Valley Division
Edward Boyle	Section Laborer	Iowa & So. Minnesota Division
William Casey	Section Foreman	Iowa & Dakota Division
Frank Channing	Milk Conductor	Dubuque & Illinois Division
Jacob E. Dornbach	Check Clerk	Twin City Terminals
Clinton Gage	Trackman	Superior Division
John Gorecki	Janitor	Chicago Terminals
Henry Hendricks	Warehouseman	Superior Division
Jacob Hoff	Carpenter	LaCrosse & River Division
Thomas G. Hursey	Boilermaker	Dubuque & Illinois Division
Lewis C. Johnson	Locomotive Engineer	Iowa & So. Minnesota Division
Fred Krause	Punch and Shear Operator	Milwaukee Shops
John Martinson	Section Track Foreman	Iowa & So. Minnesota Division
Tom Olson	Section Laborer	Iowa & So. Minnesota Division
William Rodgers	B. & B. Foreman	Kansas City Division
Carl Schoepke	Bridge Tender	Chicago Terminals
Claus Sjogren	Boilermaker	Milwaukee Shops
William H. Sloan	Wiper	Dubuque & Illinois Division
James R. Smith	Crossing Flagman	Police Department
Leonard Terres	Stationary Fireman	Minneapolis Shops
John Wieder	Patternmaker	Milwaukee Shops
Robert Wohlfeil	Check Clerk	Twin City Terminals
Herman Wolfgram	Section Foreman	LaCrosse & River Division
Luther E. Young	Machinist	Milwaukee Shops

C. W. MITCHELL, Secretary-Treasurer.

"How to Be an Old Timer"

E. M. Mitchell, Conductor Coast Division

THE old railroad man of years, years ago, His work was well done and was never done slow.

He took many a hazardous and useless chance And earned for himself the name of "Free Lance";

But times sure do change and men must be saved—

The Old Timers, too, who with us have stayed,

Because they have learned when chances were weighed They know "Safety First" has always well paid.

Now many Old Timers work with us who know How the work was well done long, long years ago,

But that they are with us still sound and fine Proves that they were cautious all of the time. Now we who still follow those rail pioneers Should use well our eyes as well as our ears And then if we should be all Old Timers, too,

With true "Safety First," all our work we must do.

Our railroad's record known for safety, is fine We've climbed up to second from way down the line.

If we'd started sooner, we'd be way out ahead And saved many heartaches and tears that were shed.

Our officers all teach us to take lots of time To do our work right in snow, mud or slime, And honestly tell us that our slogan true Of "Think Safety First," is for me and for you.

So we should heed all that they tell us now And learn well the rules that show us all how. We may enjoy our family, our work and even life

And avoid so many troubles and much needless strife.

If we listen and learn and then honestly try, We'll be Old Timers, too, in the sweet by and by And all that's required of me and of you Is to think "Safety First" in all that we do.

Now this little note is only just a matter of free verse;

You think it should be better—I know it could be worse,

But the meat of the whole matter that I am trying to tell

Is being cared for nicely and advertised right well

In the movement that we're making and with its slogan too,

And I want to get this over so you'll understand it's true:

If you want to be Old Timers, with all the names imply,

Think, talk and act it—"Safety First" will guide you by.

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