

The MILWAUKEE MAGAZINE

CHICAGO
MILWAUKEE
ST. PAUL
AND PACIFIC

v. 20, no. 10

JANUARY, 1933



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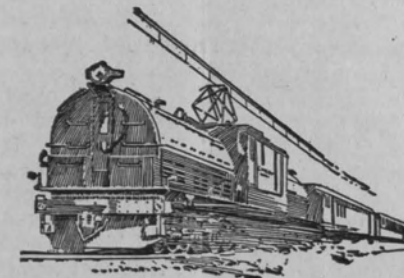
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My New Year's wish is that those of us who have jobs
may keep them and that our relatives and friends, who
are less fortunate, may find employment in 1933.

Many of us feel blue about the short time days and
the few days that we can work each week and each month,
but our lot cannot be compared with that of thousands of our
old associates who have been eliminated from the payroll
entirely.

While we would be happier if we were all back to work,
we are still the best lot of rails in the country and
I know you will help me, as I will help you, continue to
make our Railroad talked about as being a dignified,
courteous, efficient Railroad, operated by a proud lot of
men and women who hold their heads high and hope for
better things.

J. D. Finck

Vice-President



Calmar, Iowa, and the Bily Clocks of Ridgeway

By Ted

PAST its eighty-second birthday, and going strong, the little city of Calmar, Iowa, in Winneshiek County, is one of the "connecting links" in the early construction days of the old I. & M. and I. & D. Divisions. The first building was erected there in 1854, and the growth of the town followed closely the arrival of the railroad in its midst,—the railroad that made history as the first through line between the Twin Cities of Minnesota and Chicago as a part of The Milwaukee Road.

Calmar's first building was erected in 1854, a sort of general store and residence owned and operated by two Scandinavians, Alfred Clarke, a son of Sweden and Peter Clawson, of Danish birth.

These men came over the hills from the west, to become the sponsors of Calmar town, hailing from California. How they got to the Pacific Coast history does not relate, but they evidently felt the urge of the prairie country and so left the western boundary to settle in northeastern Iowa's beautiful territory.

During the year of their arrival they were joined by another Swedish descendant, one John Landin, who immediately started platting a town and erecting buildings. When the railroad reached Calmar in 1867 it had become a market center of some importance, being on the old military road from the Mississippi across Iowa. In 1868 Calmar became a junction and a scene of activities of railroad building, for The Milwaukee began construction of its I. & D. Division from Calmar west in that year.

With the advantage of the railroad and being surrounded by a rich farming country, it did not take Calmar long to develop into a thriving town, and a thriving town it has been ever since. Thriving and beautiful, too, set in a halo of picturesque hills with well kept streets, attractive homes and the general air of well being that belongs with thrift and contentment.

An unique feature of Calmar's civic adornment is its famous "town square," situated in the business district and near the center of the city. The square and adjacent streets are paved, a bandstand occupies the center of square, surrounded by a green, grassy plat

and adorned with flower beds that in summer give glory and color to a charming spot. Calmar people throng the square on summer evenings to listen to the music, and tourists passing through always draw up to admire and to carry away a picture of a beautiful little city.

But of course Calmar has, like other thriving towns, to have a background of substantial industry and commerce. It is headquarters of various industries, has all the needful up-to-date business concerns, a civic organization, fraternal societies, schools, churches, library and such other facilities for intelligent living as would be expected in a place of its size and outward appearance.

The environs and surrounding territory about this modern little city are rarely beautiful. It is the gateway to northeastern Iowa's most noted scenic area. Easy and pleasant access to the many points of interest is afforded by good roads, and yearly thousands of visitors pass through the town. One could not write of this place, especially in The Milwaukee Magazine, without a glance into the old Calmar House, whose hospitable doors have opened for many years to Milwaukee Road employes and patrons. The old hostelry has in late years been enlarged and fitted up with modern improvements, but the old corner still stands with its memories and its "good eats."

The Bily Clocks

Last month we went for a ride south of Calmar among the many beauties and historic memories of those locations. This time we are heading northwest to visit probably the most unique collection of wonderful wood carving extant in this country and possibly in the world.

Out on a fine farm, near Ridgeway postoffice, live the two brothers Bily, F. L. and Joseph, and about them and their work has arisen a wonderment

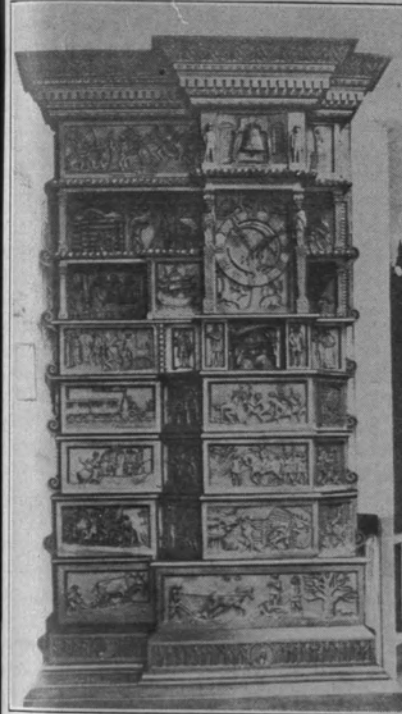
and an interest comparable to that aroused by many famous museums of the old world. These men are farmers and carpenters by trade and artists and dreamers by nature. Of Bohemian extraction, these Bily brothers, sons of the soil, have produced their collection of marvelous wood carving and ingenious mechanical device; one of the great marvels of their splendid collection is that not one piece, not one of their wonderful clocks, is for sale. They carved for the love of carving, they spent the leisure of their winter evenings in the work of an inner urge, and while the public is welcome to come and look upon their product, the public may leave only a small admission fee for the privilege of seeing their work; but beyond that it may not go. The Bily clocks are distinctly not for sale.

The fame of these clocks has spread far and wide, so that now on every road of the township and county and far beyond these boundaries the way to the farmstead and "The Clocks" is marked by guide boards that are fashioned like clock dials with the hands pointing in the direction to be taken.

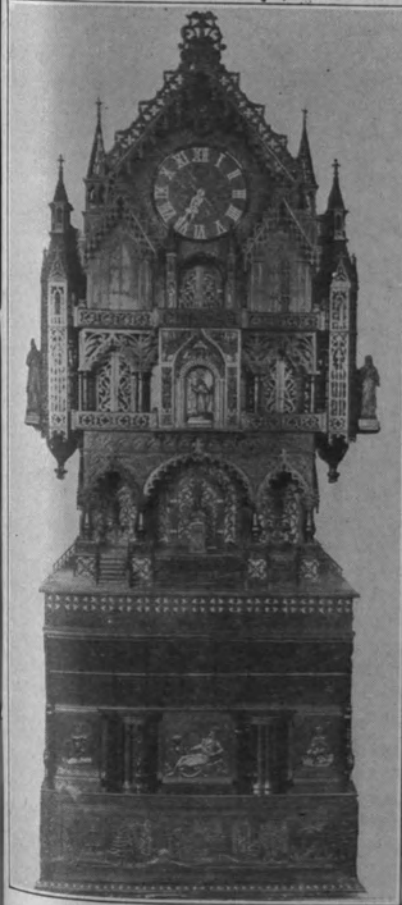
In the collection of the Bily clocks are ten of great size, and others much smaller, representing perhaps the fragment of an idea which the brothers fashioned into little timepieces just by way of expressing a favorite fancy or as a model for a more ambitious work to be done later.

The collection is housed in a little fire-proof building at the edge of the home enclosure, and the way thither after leaving the highway has been worn through the field by the thousands of automobiles which yearly draw up in front of the fence that encloses the building. When visitors approach, a member of the family appears to show them about, explain the work and start the striking apparatuses of the clocks so that their remarkable mechanism may be seen and enjoyed.

The clocks are ranged along one wall the length of the building, with a protecting rail in front of them. When you

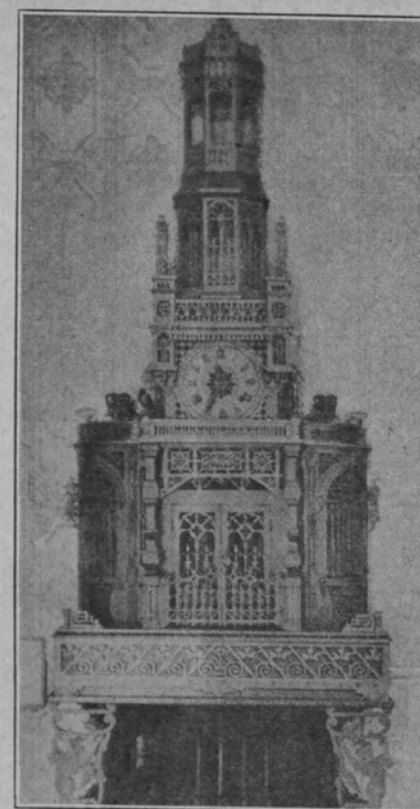


Pioneer American History Clock



Apostles' Parade

enter, Mr. Bily is present to explain, to start "the works" so that they may strike, revealing their mechanism in all its variety. Probably the most ambitious piece of woodcarving by these brothers is the American Pioneer History clock, the design of which originated with them, being the first of their three original designs. The other clocks are reproductions of famous pieces of woodcarving in Europe.

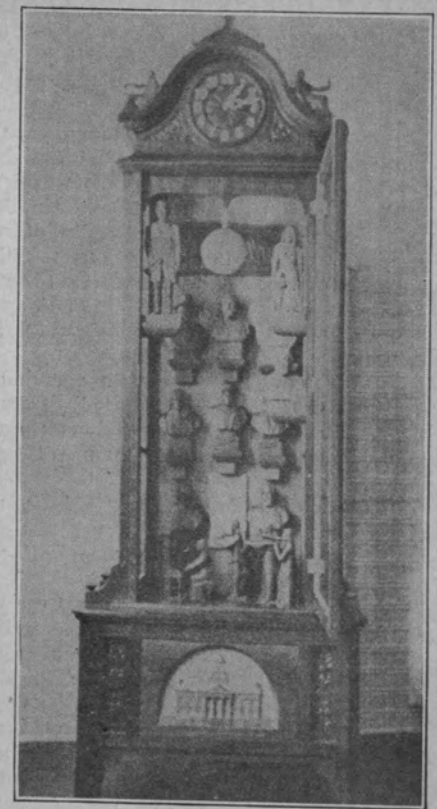


The Grand Tower

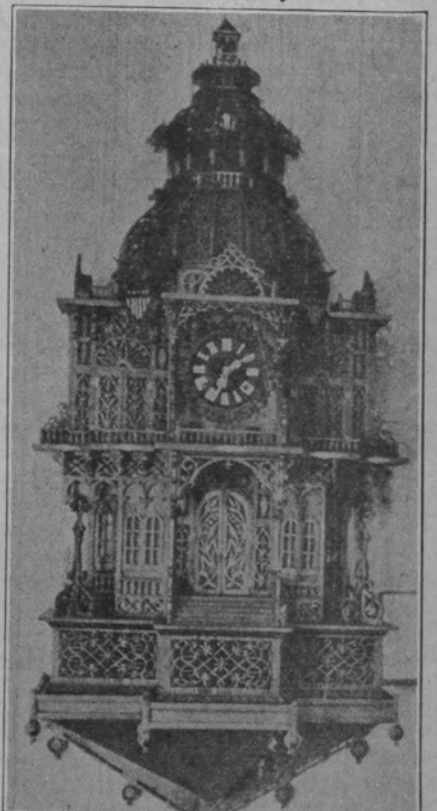


The Lindbergh

The Pioneer History clock was designed and made during four winters from 1923 to 1927. It is made of cherry and walnut woods and stands eight feet eight inches high by four feet six inches wide and weighs over 500 pounds. Its massive elegance is impressive when you enter the building, although it is not the first one in the line. The design is a series of panels representing scenes in American pioneer life and history, some of them copies of well known works of art and some original with the makers. The top carving is a beautiful border of classic design, while the base border panels are forest and Indian heads. The panels portray early American life, and beginning at the top are: a Zuni Indian village, Battle of Tippecanoe, Indian holding peace pipe, the Liberty Bell,



The Statuary



Roman Renaissance

figures of American soldiers, an American sailor, LaFayette, Statue of Liberty, Lincoln splitting rails.

Second row: Frontier settlers; John Hancock, Thomas Jefferson and Benjamin Franklin signing the Declaration of Independence; Betsy Ross making the American flag; Chief Black Hawk; seal of the United States. The clock face is the Fairy of the Moon.

Third row: Washington sworn in as President; Mother Earth; panel door



The Calmar Hotel

that opens automatically every hour to a parade of little carved figures representing The Four Ages of Life; the Mayflower; cowboys; Chief Sitting Bull.

Fourth row: Kit Carson and favorite horse Apache; Sacajawea pointing the way to Lewis and Clark to the western sea; Gen. Sam Houston; Davy Crockett; Daniel Boone; movable design of Father Time holding hour glass; William Penn and Chevalier LaSalle; Pierre LaCledde; Pere Marquette; John Alden and Priscilla; Capt. John Smith and Pocahontas.

Fifth row: Pioneer woman weaving; first locomotive in the United States; the Spirit of '76; Indian war dance; pioneer log cabin; Indian woman and papoose.

Sixth row: Indian chief Spotted Leopard; Landing of the Pilgrim Fathers; labor; DeSoto sees the Mississippi; Fort Dearborn massacre.

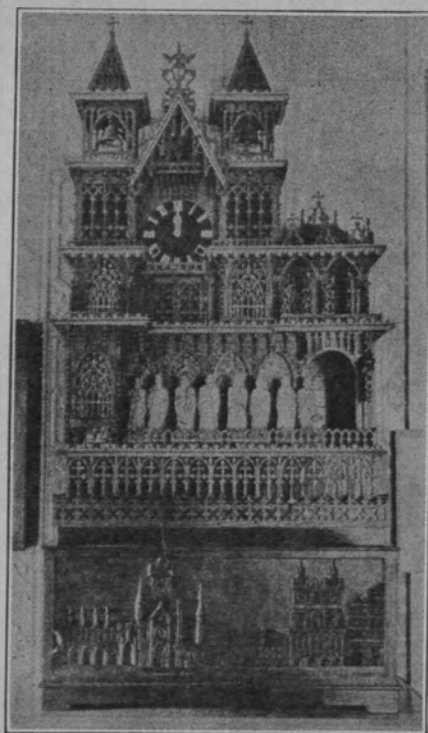
Seventh row: Indian praying to rising sun; landing of Columbus; family of pioneers building home; covered wagon days; Captain Crawford, Seth Paxton and Kiowa, Indian.

Eighth row: Indian tepee; breaking sod with ox team and wooden plow; The Sower; plowing with horse and iron plow; miner, surveyor and the Charter Oak; primitive natives hunting buffalo.

It will be seen from the foregoing that the brothers had a wide range of fancy and picked at random for their historic panels.

The Lindbergh Clock was the second of their original designs and was made in 1928 and 1929. It is made of black walnut, the hands and figures are of boxwood and the portrait bust is carved of grapefruit wood. The clock bears aviation symbols, with "U. S.," "We" and the anchor signifying "Hope."

The Statuary Clock is the third of their original designs. It is in the form



The Apostles' Clock

of a showcase standing nine feet six inches high and is of black walnut, oak and basswood. Within the case are carved busts and statuettes of famous people of history, among them Shakespeare, the composers Wagner and Dvorak and Mrs. William Day, the first white settler at Decorah, Iowa; Abraham Lincoln, General Grant, Masaryk, the first president of Czecho-Slovakia, etc.

At the base is a carved panel showing the front of Iowa's Old Capitol Building at Iowa City; on the right are the barracks at old Fort Atkinson; and on the left is a carving of the oldest church

in the United States, the San Miguel Chapel at Santa Fe, N. M.

Other clocks are copies of the famous Apostle clock of the town hall in Prague, carved in oak and walnut, with a mechanism by which the figures of the twelve apostles parade once each hour at the front. The carving and fret work is executed with the most meticulous fidelity, while the panel of scenes at Prague at the base is marvelously beautiful. Another Apostle's Parade Clock is one of the gems of the collection and is one of the largest pieces. There is a grand tower clock, a Roman renaissance clock, a chimes and Westminster clock as the feature of this one being a beautiful representation of Westminster Abbey on the base panel. And there is a half clock, a replica of an old Swedish clock and a very unique hanging clock of enormous size called, The Struggle for Time Clock. All of the timepieces have striking devices of original idea and fine mechanism.

There are other examples of the handiwork of these very remarkable brothers. One of them being a miniature reproduction of The Little Brown Church in the Vale at Nashua and another of "the smallest church in the world" at Festina.

Taken altogether, the two hours one spends in this far away rural museum of art is a period of exclamatory wonderment and infinite admiration for the persistence of a great and an almost lost art.

And in another direction from Calmar, in the same picturesque setting is Decorah, which rates a story in itself, for in addition to the attractions of a charming little city, there are wonders of nature and scenic beauties and rare and interesting phenomena. So one day soon, our pilgrims will journey in that direction and tell you the story later.

Psychological stagnation has resulted. We have all swooned away. But the alarm has awakened us. The new year has been born—full of expectation and cheer. The vigor and vim of a sturdy well-nurtured childhood is manifesting. Plans for a life such as our "grand and glorious" country has never known, have been made—yes made and laid in the contemplations of these Higher Forces which have in mind the establishment of a new race and a new order of things on earth. This new year just beginning brings us nearer to its realization.

What is to be the nature of this new regime? Already the advance winds of adversity have wafted to our nostrils the sweet fragrance which betokens the approaching era of joy. Just as the aroma of new-mown hay is never present until after the hay has been cut, and its life-essence wafts forth on the wings of the breeze, so man could never reach the heights of his oncoming, nearby millenium, until he had passed through a period of purification by fire such as the world has but recently experienced.

The time of rejuvenation is at hand—the new year. It is not unlike the

sweet-smelling moment following the summer rain, when all nature is refreshed and every blade of grass stands erect, clean and sparkling with life. Like the new sprouts which seem to leap from the bosom of Mother Earth, each of us should feel ready with this new time, to leap into the fray. We should be like new recruits on the football field, rushing to the first signal call. Our time has come, the greatest, the grandest in our lives.

At our mother's knee, each of us has learned the play we first must make—be fair, one to the other. Take no unjust advantage, for we shall reap as we sow. Establish the perfect balance and all will be blest and satisfied, for there are no favorites in God's Kingdom—we are all His children.

We MUST see and recognize the rights of others EQUAL to those we have for ourselves. If we fail to do this, we must persist until it is done. If we wait for some one else to do it first, and seek to benefit ourselves at the expense of anyone else, we shall suffer and pay in full with interest compounded. Not a part, not in some things, but wholly and in ALL things must we give, grant and bestow unto all others as much as we claim for our-

selves. That which he does not claim or take for himself with sufficient effort, he cannot and will not enjoy, and thus shall the differences between us be established by ourselves. That which we manifest is as much as we are.

True love (not mere physical attraction) is the recognition for others of rights equal to those we grant for ourselves. Love only exists between equals and on the plane of their equality. Where our treasure (the object of our attraction) is, there will our heart be also; and the nature of the treasure establishes the character of the heart.

Choose now thy pathway for the new year. Look well to the goal thou wouldst attain. Aim higher than the mark set last year, and resolve to put forth the supreme effort of thy life this year!

Let each one of us do our bit of increased effort. Let each one of us build higher, act nobler. 'Tis said that "the reason men do not attain more is because they do not attempt more." This then, is the price we must pay for the "more" we would have. The more we attempt, the more we shall do; the more we shall gain, and the more we shall have. The law is—DO THOU BETTER. "Not failure, but low aim, is crime."

Summer, 1900—Purchased some 55 volt train lighting lamps for test. They were not so fragile as the 105 volt lamps then in use. To use these lamps we wired a number of cars with three-wire circuits and used the lamps in series in 105 volts.

May 3, 1901—We installed the first electric fans in Dining Car "D." They were 105 volt bracket type.

May 15, 1901—Two 52 volt electric fans were installed in a dining car. Twenty-six cells of batteries were also installed on this same car and connected to the 55 volt lamp circuit for auxiliary lighting and to operate the fans.

May 20, 1901—105 volt electric fans were applied to all sleepers and buffet cars on "The Pioneer Limited."

August, 1903—Electric lighting was put into use on Trains No. 5 and No. 6 in Chicago-Minneapolis service.

December, 1903—Some new passenger train cars acquired and others rebuilt at Milwaukee Shops and two new electrically lighted trains placed in service between Chicago and Kansas City. The first train left Chicago on Dec. 3, 1903 and was known as "The Southwest Limited." Consist of these trains included compartment observation sleepers, the first of this type to be used on the railroad.

August, 1904—Two baggage cars with belt driven dynamos were brought to the shop and dynamos moved up close to the engines. An idler pulley was placed behind the engine and dynamo driven by the engine pulley bearing on top of outside of belt. The arrangement worked fine and we saved forty square feet of floor space for revenue purposes in the baggage cars.

July, 1905—On account of increased number of cars we acquired two 35 H.P. 25 K.W. direct connected engine and dynamos for service in the "Pioneer Limited" to replace the 25 H.P. sets which proved too small to handle the lighting load.

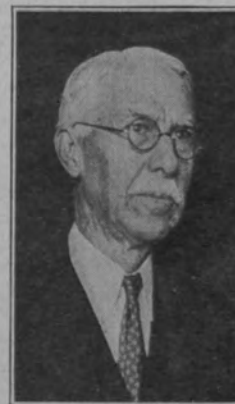
March, 1907—A rear end electric-lighted display sign was built and applied to the "Pioneer Limited."

Fall, 1908—Acquired two 20 K.W. General Electric turbines 110 volt dynamo sets for service in the "Pioneer Limited" because of vibration of machines used.

Summer, 1909—A large number of cars were wired with three-wire lamp circuit. (Continued on Page 31)

Electric Train Lighting on "The Milwaukee"

By C. R. Gilman, Car Lighting Engineer



C. R. Gilman

THE following are outstanding dates in the history of electric lighting for passenger trains.

Sept. 10, 1888—First electric lighted train left Chicago to Minneapolis.

Sept. 11, 1888—First electric lighted train left Minneapolis to Chicago.

March 10, 1889—First electric lighted train left Chicago to Omaha.

Equipment used on the above trains was an Aichemeyer 60 volt dynamo, direct connected to a Brotherhood steam engine located in the baggage car.

Sept., 1889—Two 15 H. P. single acting upright Westinghouse engines, and two 110 volt Edison dynamos were purchased for electric train lighting, engines were belted to dynamos.

Fall and Winter of 1889 and Spring of 1890—The Gibbs berth lamp developed and all sleepers on Chicago-Minneapolis Trains No. 1 and No. 4 were equipped.

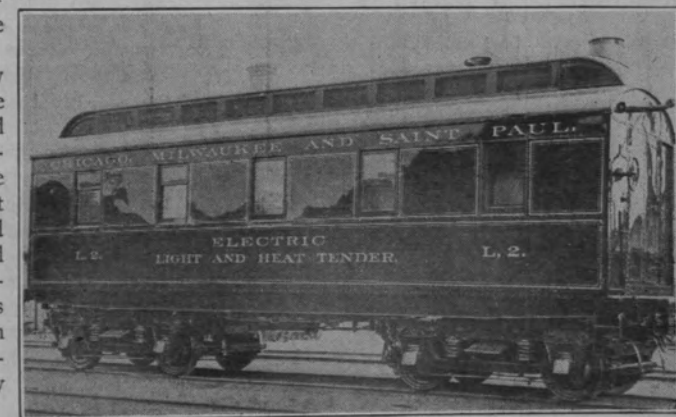
Fall of 1890—Two cars built and equipped with electric lighting machinery and steam boiler. These were known as "Light and Heat Tenders"

and were placed in service between Chicago and Minneapolis on Trains No. 1 and No. 4, to relieve locomotive from furnishing steam to heat the train and operate the lighting dynamo during the winter months.

Summer of 1896—Two 110 volt dynamos built at Milwaukee Shops were directly connected to 15 H.P. upright Westinghouse engines, these being the first of this type used for train lighting. These were installed in buffet lounging cars for operation in Chicago-Minneapolis Trains No. 1 and No. 4. These were the first Buffet Lounging Cars used on the railroad.

July, 1897—Because of increased number of cars operated in Chicago-Minneapolis Trains No. 1 and No. 4, two 20 K.W. 110 volt direct connected Westinghouse train lighting sets were purchased and installed, replacing the two smaller sets.

May, 1898—Two new complete trains were acquired and placed in Chicago-Minneapolis service in place of the equipment No. 1 and No. 4 and the train was called "The Pioneer Limited." These cars were equipped with a small 55 cell battery for auxiliary lighting.



What Wouldst Thou?

By D. E. Wood

A NEW year! A new time! A time for beginning new things! A time to change old habits, and lay aside ancient customs! A time to plan for the greatest period of progress, advancement and success ever known—greatest because the year just closed has been the poorest, slowest, shall we say worst, year we have ever known, and every possible opportunity for improvement is just ahead.

It is not good for us to lay aside old clothes with a sigh of regret. Looking backward is not usually pleasant. The forward view is always more joyfully contemplated than the fading landscape of the past.

When we take a journey into a new environment, few of us give much thought of those left behind. A short letter reporting our safe arrival is sufficient. After that our time is occupied with present events.

And why not? The past has been lived. It was "now" once it will never be again. The future is coming—at

hand. Why not let the "dead past bury its dead," and live with the present—the now? We have learned our lessons in the precious moments of long ago; we have experienced trials, hardships and struggles, which have burned into our souls the indelible scars of memory. The inviolable Law of Consequence has operated in accord with the pattern-plan of Infinite Intelligence. We know what to expect for whatever we do. The white page will show a black mark every time we draw the pencil of experience across it.

Yes, we may make of the coming year all that we choose. The record, the end—result a year hence, will be measured only by the effort we have put forth, just as the year past has ended finding so many of us "in the red."

The world—all of us—has been slipping into a snooze. We have been resting on our oars, waiting for each other, or some one else to start something. The paralysis of fear, doubt and uncertainty has gripped our senses.

ACCIDENT SAFETY FIRST PREVENTION

The Beginning of a New Year

All Employees:

Starting out a new year with a clean slate should be an incentive for each employe to make a resolution to go through the entire year 1933 without a personal injury.

A great many of us make a number of resolutions on January 1st, some of a worth-while nature, some which we propose to carry out and some which we are not very particular about, but the resolution to perform your work in a safe manner and in accordance with the rules and instructions, is a resolution of importance and one which we should strive to live up to to the best of our ability.

Safety is not a one man proposition. Do not get the impression that it applies to the other fellow and not to yourself, as its application embraces every employe in the service regardless of position or rank. To perform your duties without being involved in a personal injury is a personal accomplishment in which you rightfully should take much pride. It is a barometer of your ability as an efficient workman. It further demonstrates that you have the interests of your family at heart. Certainly they have a right to some consideration on your part, for without your help, financial and otherwise, they undoubtedly would be subjected to considerable suffering. This is a feature of the safety work which the safety-conscious employe takes into consideration.

It is proposed that for the year 1933 we will accomplish a safety record without parallel so that at the close of the year we will have rightfully earned the coveted National Safety Council trophy for the best safety record among Group A railroads in the United States. We can obtain this trophy through the conscientious efforts of each and every employe to do his part in preventing personal injury accidents. Study the safety rules and instructions so that you will be qualified to handle your work safely and thereby do your part in making it possible to bring this award to your railroad.

Yours for safety.

E. A. MEYER,
Manager Safety Department.

Origin of Our "Safety First"

"TODAY I am going to take you back to the origin of our term 'Safety First,' which convey the meaning of this movement so well.

"I have often wondered who teamed up these two words, and how and when this humanitarian movement began, and I was very much surprised to find that it began only a few years ago. It makes you wonder where your forefathers have been; why was this humanitarian movement not thought of and established hundreds of years ago. It only goes to show how slowly we progress mentally. But today, our educational system is working wonders among our ranks, and new ideas are coming forward in double quick time.

"I find it is only a few years ago that this movement began, voluntarily, in many isolated plants, and then gradually worked its way into larger organizations and finally was termed as 'Safety Engineering.' In 1915 the most important groups were the National Council of Industrial Safety, American Mine Safety Association and Railroad Safety Association. Their membership included officials of large industrial concerns, insurance companies and federal officials.

"The term 'Safety Engineering' was used to designate those devices and methods employed in manufacturing and transportation, which had as their

object the prevention of injuries and loss of life to employes and the public. It was bound up with the widespread movement toward accident preventions, which took as its slogan the words 'SAFETY FIRST.' This was the beginning of our term 'Safety First' and behind those words is a humanitarian desire to stop the appalling casualty rate in our American Industries. Museums of Public Safety are being established all over the world that keep on exhibition standard safety devices.

"Now that I know the birth of the slogan 'Safety First,' I can plainly see that this movement is growing and spreading into powerful organizations, and I am glad to be one of the many who are working toward the means of protection for my fellow man, as well as myself."

The Trained Mind in Safety

R. G. Webb

IN accident prevention or Safety First work the most dangerous machine we have to deal with is the human machine. Ninety per cent of all our employes' injuries are man made, and usually caused by the "I-didn't-think" man. Our safety does not depend upon the size of our bodies—the little fellow can be just as safe as the large, muscular man. The motive for safety no doubt originated in the heart, though the results come from the head. The brain is our safety director, and there is no limit as to how safe we may be, provided we make up

our minds, then steadfastly and determinedly move toward that goal. An ancient saying is, "Look within. Within is the fountain of good, and it will bubble up if thou wilt ever dig."

In other words, the mind is the master of all safety. It and it alone must provide the means for betterment. Something being true, then it is man who must exercise, as applied to every single situation and emergency, succeed or fail. To make mentality better than it is is the end sought. To reduce the percentage of failure is the object. For the purpose there is but one means at hand—education-training.

Education in this sense is more than simple teaching. In order to be a safe employe we must learn all the complexities in which we may find ourselves. We must not only know all the rules of conduct which have been set up for our guidance on the basis of past experience, but in addition must cultivate and exercise the will to abide by them. Finally we must learn to govern our own emotions, whatever they be, so that we cannot entangle us in conditions and emergencies for which we are not mentally fitted, and thereby cause an accident.

Accidents are caused almost entirely by the failure of the mind to function properly in an apparent emergency. Another cause might be called the psychology of obedience. We realize the danger, we know the rule, but we fail to obey it.

Correct exercise of the mind produces correct performance; therefore know and obey your safety rules. Be far-visioned, so you can be positively active under all conditions. We are constantly reminding that the only employes left on our railroad are the old-timers, men who have had years of experience, men who have been tried and found not wanting. I hesitate to challenge that statement, though I ask you in all fairness, Why is our safety record not as good this year as last? I wonder if we as "old-timers" are as well sold on the idea of safety as first as we should be. Are we safety conscious? Are we safety minded?

In order to put over this idea of safety you and I as individuals have to believe in it, and work with it. Have it with us every minute of the day and it becomes a part of us. Repeat it, repeat it over in our minds until the slogan "Safety First" is as outstanding to the mind as some of our billboard placards which say, "It floats," "There's a son," "I'd walk a mile," "They're kind to your throat."

By thinking safety we can protect ourselves against accidents. We are all familiar with the old adage, "Never prevent accidents from happening and stop the misery and unhappiness they cause.

leavors. A drowning man grabs at a straw, a starving man at a crust of bread. The impulses come when you get up against it. I therefore repeat, Think Safety.

The trouble with us is we do not make up our minds to work safely. We kick and growl when a coupling is about to be made. I repeat, Know the rules, and be so far visioned that you will at all times have a safety barrier around you.

We fail to wear goggles as instructed. Soon an eye is missing. In general we fail to carry out rules that have been laid down for our guidance and safety. If you are out of tune and antagonistic, not complying with rules and practices that have been laid down for your guidance, you put others out of tune and make them antagonistic, because your mind constantly seeing rules broken, unsafe practices pursued, will reach the point where obedience to the rules will be trivial. Let's take a hitch in our belt, fellows, hitch our wagon to a star. Study and work. Develop a keenness of observation. Become alive for yourself, your employer and your family. Get confidence, enthusiasm. A laugh brings a laugh. A good deed calls for a good deed. Riches beget riches. Working safely brings joy, peace and contentment.

What a little thing it is to see that a match is extinguished, but what a big thing it becomes if it causes a fire. What a little thing to be careful when working, but what a big thing if, through neglect, a hand, an arm or a life is lost. Money doesn't compensate for such accidents, and an ounce of prevention is worth all sorts of regrets. The most pitiful part of any accident is the thought that it might have been avoided. Safety appliances and mechanical precautions help, but they lack the human intelligence to adapt themselves to conditions and circumstances. If we combine them with care and forethought, they will then, and only then, render their greatest service.

In safety, as well as other work, we should have a goal and constantly work toward that definite goal ahead. The position you hold, the work you are now doing, is a part of the road on which you are traveling. There are only two ways to go, either forward or backward. Are we drifters—loafers—quitters? No—not a one. Then let's throw away the reverse gears, build a steel wall behind us—get into high and put this ever important work across. Not an injury—not a tear.

Gentlemen, when we develop that intensity of purpose, that determination to work without injuries, we will have a penetrating gaze, a look that will go right through you, which means that a person who has that gaze usually gets what he wants, for the eyes are the windows of the mind.

The purpose of safety is not an excuse for fault-finding when safety requirements are violated. Its purpose is to prevent accidents from happening and stop the misery and unhappiness they cause.

Modern Stock Pens at Rapid City

THE season's work on the new stock pens at Rapid City is completed and Rapid City now has one of the finest and most modern stock yards in the United States.

The new and powerful wind engine installed supplies the power for elevating the water to the distributing tank standing seventy feet above the yards floors, which leads water into all the drinking troughs and floods the wallows made in the cement floors for the animals to cool in.

The motor operates entirely by wind pressure and water to all sections of the yards is handled through an automatic control in the central station. The motor requires no attention from the yards employes, as it is equipped with force feed oilers that require attention but once in 30 days.

The pens are arranged so that feed may be taken by the pneumatic feeders and spread in any portion of the pens, from the central station. The feeder arms are a most ingenious arrangement and can be controlled to take a large feeding or a smaller one for the smaller pens.

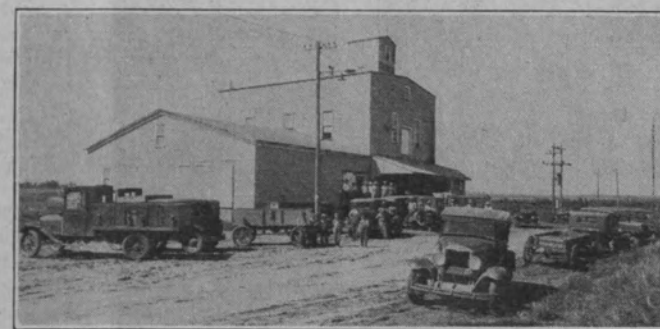
Flusher arms are arranged to flush the floors and remove waste matter to the elevator at one end ready to be loaded into wagons for delivery to the farms as fertilizer.

A cooling system has been devised whereby cold water is sprayed over the pens and large fans operated by pneumatic pressure are suspended under all the sheds which in warm weather produces breezes that are most soothing to the hardest boiled of the hogs.

All main gates are operated by pneumatic pressure and the runways used for loading double deck cars are raised and lowered pneumatically.

It is expected next season the movable float will be installed. When this is completed the hogs will be gently ushered onto this float, the pneumatic goat will then draw the float loaded with half a car of hogs to the car door and shoo them in.

Farmers and shippers from all sections of the country are coming to inspect and to appreciate the comforts the hogs will enjoy while visiting at this resort.



Flour Mill, Bowdle, S. D.

The Flour Mills, Bowdle, South Dakota

B. F. Fuller, Agent

THIS mill was first built in the year 1890 and was run under several different managements until 1925 when business was suspended. During October, 1931, it was purchased by John Leno, of Temvik, No. Dak., a general overhauling was made by the new owner and operation commenced. No money is used in transacting business at this mill, the farmers bring in wheat and receive flour and feed less the mill toll.

At the present time with wheat selling for 25 cents per bushel the exchange rate is 25 pounds of flour and 10 pounds of feed for each bushel of wheat.

The capacity of the mill is 170 barrels per day of 24 hours and runs continually. During the months of September, October and November of this year 46 carloads of wheat were shipped from this mill which represents the toll collected on wheat brought to the mill. This is equivalent to 90,000 bushels. Wheat is brought in from a radius of 250 miles, and even one load from Canada. About eighty per cent of the

grain brought to the mill is from foreign territory, that is, if it were shipped to markets it would move on some other railroad. As many as 60 trucks are sometimes waiting at the mill at one time to unload wheat and load flour. It is not unusual for farmers to have to wait three days for their turn to receive flour after bringing in their wheat.

This institution is a wonderful asset to the railroad and the community.

Good Advice

Kit—"Gee, but that date last night was fresh."
Kat—"Why didn't you slap his face?"
Kit—"I did; and take my advice, never slap a guy when he's chewing tobacco."

Truth in Advertising

Wife—"You seem disappointed with your parcel."
Husband—"Yes, I sent two dollars answering an advertisement for a device to keep down electric light bills and the firm sent me a paper-weight."

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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R. M. Calkins

THE many friends of Mr. R. M. Calkins were inexpressibly saddened to learn of his death on the morning of December 4, at Daytona Beach, Florida, after a brief illness resulting in heart failure.

Mr. Calkins was a veteran of Milwaukee service, having been identified with this company for more than 53 years. He was 69 years of age, a native of Ogdensburg, New York, and entered Milwaukee service at Monticello, Iowa, as clerk and telegrapher in the railroad station at that point.

The association of Mr. Calkins with the Milwaukee Road covered a wide field of activity which took him over a wide territory.

From 1881 to June, 1892 he served as local agent at various Iowa points, going thence to Kansas City. From the position of local agent he advanced to division freight and passenger agent located at Mason City, Iowa. He then became general freight and passenger agent of the Des Moines Northern & Western Railroad, a subsidiary of The Milwaukee, from which position he removed to Chicago, in 1899 to fill the office of assistant general freight agent of the C. M. & St. P. Ry. When operation began on the Puget Sound extension Mr. Calkins was appointed general freight and passenger agent of the C. M. & P. S. with headquarters at Butte, Montana; and in June, 1910, he went to Seattle to assume the direction of traffic on the C. M. & P. S., as traffic manager.

After the consolidation of the C. M.

& P. S. with the parent system, Mr. Calkins occupied for several years the position of Traffic Vice President of The Milwaukee System.

During the period of Federal control, Mr. Calkins resigned from the railroad employ to enter the shipbuilding business on Puget Sound. In October, 1918, he returned to the railroad as corporate president of The Milwaukee, which position he held until November, 1919, when he was re-elected vice president. Mr. Calkins remained at the head of the Traffic Department until 1926, when, his health failing, he retired to become executive assistant, in which position he remained until his passing.

During his stay in the Pacific Coast country, Mr. Calkins interested himself in the development of Oriental traffic and he made several trips to China and Japan in the interests of the company. He was a tireless worker, never sparing his own effort wherever he saw advantage to accrue to The Milwaukee. His friends were numbered by those who knew him, and on this railroad, the passing of "R. M." is mourned by all of his associates of the many years of service.

He is survived by his widow, one son, one daughter and five grandchildren, to whom the sympathy of The Milwaukee family is extended.

Funeral services were held in Chicago, on the 8th, and were largely attended.

J. S. Adsit

ON December 3rd, at his home in Kansas City, occurred the death of Mr. J. S. Adsit, General Southwestern Agent of this company.

Mr. Adsit was a veteran member of The Milwaukee Road family having spent 35 years in its service, all of which time in Kansas City. He entered the service there in 1897 as contracting freight agent and in 1899, was appointed general agent. In 1906 he was appointed superintendent of terminals and one year later received the appointment of general southwestern agent.

Mr. Adsit had been in ill health for some time and for six months had been on sick leave. Funeral services were held in Kansas City on December 6th and were largely attended by his associates of the railroad and representatives of other railroads in Kansas City, with whom he was ever a popular colleague. He was greatly beloved by his fellow workers and employees and his passing is deeply regretted by all of his Milwaukee Road friends, who unite in extending sympathy to Mrs. Adsit, who survives him.

Protest, Object, Denounce

USE all of your influence to fight this trend of our government getting into business. Protest against it, denounce it, fight it until you make yourself heard.

A good example of what government in business means to taxpayers was shown here last week, when half the government's fleet of tow boats and barges cost the taxpayers thousands of dollars trying to get through an ice pack with several partially loaded barges of freight.

Held fast, unexpectedly, by a cold snap, the boats appeared marooned here for the winter, but by battering hull and paddle wheel against ice for several days, the boats finally managed to get into clear water and port. And at what a cost!

What business couldn't exist if the government paid all the expenses? Wouldn't it be nice if you wanted to go into business to get Uncle Sam to stake you to all the equipment you would need, all the supplies and help and then have him say, "Go to it, now, and when things get so they pay out you can purchase the business?"

That is what we are doing with this barge line. We are footing the bill until it pays out and then it will be turned over to some private company. And in the meantime probably the largest taxpayer in the county (the railroad) is taxed almost exorbitantly, its business is taken away, so that another business, out of date, impractical, can crowd out the paying proposition.

The barge line is just a little pork barrel out of the bigger pork barrel (the 9-foot channel), but it all costs money.—From North Iowa Times, McGregor, Iowa.

Kindness to Patron Appreciated

The following letter from an appreciative patron again proves that courtesy pays:

"Superintendent, Milwaukee Road: I desire to express my great appreciation of the kindness and consideration shown me on my recent trip east over your line on The Olympian, by one of your conductors, Mr. J. W. Schweiso. I was traveling east on a death message and it was necessary for me to lay over several hours in St. Paul to make connection for Rock Island, Ill. He tried every way possible to help me, for which I am very grateful.

Yours respectfully,
(Signed) Elmer A. Kopp,
4103 W. Charleston St., Seattle

Railroad Situation Causes

2,000,000 Unemployed

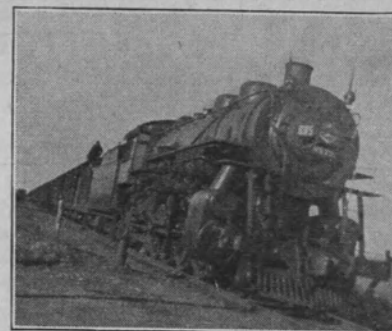
THE *Railway Age* published on December 3 a large special issue in which not only the editorial pages, but most of the advertisements of railway companies and railway equipment and supply manufacturing companies, are devoted to showing the effects of the present railway situation upon employment, industry and commerce generally throughout the United States.

One of the most outstanding facts emphasized is that the great reduction of the purchases of the railways within the last three years has thrown out of employment about 1,200,000 persons employed in other industries, which, added to more than 750,000 railway employees who are out of work, has created unemployment of almost 2,000,000 persons which is directly traceable to the present railway situation. It is shown that the purchases made by the railways from other industries have been reduced about 70 per cent below normal, and will be about \$1,600,000,000 less in 1932 than they averaged in the five years ending with 1929.

"The industries normally supported by railway purchases include, first of all about 4,000 mills and factories which have grown up in about 700 cities and towns in 38 states to supply the railroads' needs" says the *Railway Age*. "In addition these industries include coal mines located in every coal-producing state, lumber mills in the north, south and west; and oil refineries in Pennsylvania, Texas, Louisiana, Oklahoma and Wyoming. They include printers, general distributing and wholesale concerns, building contractors and hundreds of manufacturing agents who rent offices in every large city. They include travel bureaus, warehousing concerns, advertising agencies, ice manufacturing plants, pier and dock companies, newspapers, teaming contractors, dealers in scrap iron and thousands of farmers scattered all over the country who cut ties for railway consumption and produce the food served in dining cars. They include public utilities that produce electric light and power and also scores of municipalities from which the railroads buy water for locomotive use and general consumption.

"The direct effects of the shrinkage in railway purchases have had correspondingly serious effects indirectly. The merchant who has depended for his trade upon the railway manufacturer's employees has been compelled to reduce his expenditures, and the same is true of all other forms of trade. Thus, directly and indirectly, the forced reductions in railway purchases have contributed to the reduction of home building, in the purchase of necessities and luxuries and in the payment of income and property taxes and have helped to swell the army of families now dependent upon charity.

"No stronger force toward the restoration of prosperity could be found than the restoration of the railroads' ability to buy. This ability can only be adequately restored when the public corrects the present inequitable treatment which accords the railroads as contrasted with their highway and waterway competitors."



The Fat Stock Special

Train Load of Fat Stock to the International Live Stock Show at Chicago

ON November 21st a shipment of eighteen carloads of fat stock were given special service from Miles and Teeds Grove, Iowa, to Chicago. The cattle were a picked lot for entrance at the International Live Stock Show held in Chicago in November. The shipment moved by special train and the cattle arrived in Chicago on preferred schedule.

Approximately ten carloads of this shipment secured awards and many of the others received honorable mention.

The shippers from Miles were: Jacob Mangold, 21 head; John Mommsen, 44 head; Marshall Koch, 22 head; Ernest Friedrichsen, 110 head.

From Teeds Grove: Jargo Bros., four carloads; Will Jargo, two loads; Henry Harmsen, four loads; Walter Wessel, four loads; Frank Friedrichsen, ten loads.

In addition to the specially picked stock destined to the Show, a carload of hogs and one of cattle went to the market at Union Stock Yards.

The cattle were Angus and Herefords.



Iowa Cattle for Shipment to International Live Stock Exposition, Chicago.



Teeds Grove Shippers



Miles, Iowa, Shippers

The Agricultural and Colonization Department

Barley for Malting What Is It and How Much Is Needed?

MANY of the American malsters believe that the return of four per cent beer will mean a market for about 75,000,000 bushels of barley and around 12,000,000 bushels of corn. This estimate is based upon the fact that prior to the passing of the Volstead Act, American brewers brewed 66,000,000 barrels of beer. To make that beer, one and one-fourth bushels of barley and twelve pounds of corn were used in each barrel. When 66,000,000 barrels were made and consumed in this country, our population was about 100,000,000 people. "So," said Mr. Chris Kurth, Jr., "we think our estimates are conservative inasmuch as our population has increased about twenty per cent."

The foregoing are big figures. But even as large as they are, some statisticians point to the fact that the American farmer now grows more barley than was grown in this country before prohibition. It would appear from the fact that we grow more barley than was grown in 1916-17 that our brewers would be in "clover" but the malsters and brewers point out that such is not the case.

Chris Kurth, Jr., who speaks more or less semi-officially for the malsters, makes it plain that the possible return of beer will place on the malsters' shoulders a real problem of supplying brewers the kind and amount of malt necessary. "You see," said Mr. Kurth, "since 1918, farmers have changed from raising the best malting varieties to varieties that have been bred for feeding qualities or because they were smooth awned. That has meant that the old Oderbrooker and Manchuria varieties have been largely eliminated from our growing fields. These were and still are the best malting barleys we have ever grown. During the years of prohibition, farmers had trouble with labor so our plant breeders started breeding the barbs off from the awns of barley. They succeeded and developed varieties that are much easier to handle, yield more feed and seem to eliminate much of the old beard complaint. But these new varieties as a whole are not good for malting because of their higher protein content, uneven germination, open hull or susceptibility to scab."

"Speaking of scab—most of the barley varieties we now have, when grown out of the best barley growing areas, do have varying percentages of either red or black scab. Scabby barley does

not malt well. Even the good varieties grown in the best producing areas often have scab.

"So you see, we have our troubles. We need help. I, for one, feel you railroad agriculturists, our agronomists and crops extension men can help us. We need better distribution of Oderbrooker and Wisconsin No. 38 barley seed, for they are now the best varieties for malting. We need to further educate the farmers on the care of barley grown for malting, the importance of not mixing malting barleys with feed barleys and to the fact that good malting barleys will sell on the market for a premium of 5c to 15c a bushel over the best feed varieties."

The latter part of this month, a definite program of barley improvement for malting is to be adopted and work thereafter begun. The Milwaukee Road has



The return of beer brewing will create a market for about 75,000,000 bushels of barley. But that barley must be a good malting kind to command a premium of 5 to 15 cents per bushel

been asked to cooperate with the Northwest Crop Improvement Association, Agricultural Colleges and American Association of Malsters. Our cooperation no doubt is due to the fact that our lines penetrate the very best growing districts of the country.

Milwaukee Employe Goes Farming Sun River Project Attracts Many New Settlers

THE "fever" to get an irrigated farm near Fairfield, Montana, has taken a firm hold on the Milwaukee Family. Mr. E. C. Olson, Accountant in Superintendent George Hill's office, is another successful home owner on the Sun River Project. Bryan Nelson and Harley Eaton have also filed on places and are anxiously hoping that they soon will be awarded their farms so that they too, can begin improving the property.

Mrs. Olson is the active farm manager in the Olson family. She is going ahead with a definite program of ranch improvement. The farm has 104 acres of irrigated land and of that acreage 50 was sown to wheat this past year while two acres were planted to certified seed potatoes. It is the plan of Mrs. Olson to evolve a crop rotation program around

good paying cash crops and feed crops for baby beef production.

Two sons of the family assist their mother in the operation of the ranch, while the father is fortunate enough to hold his position in the Miles City office of the Superintendent.

Melons and Our Road Success of Growers Depends in Part on Wide Market Outlet

DOWN along the Mississippi River, south of Savanna, Illinois, hundreds of carloads of watermelons and cantaloupes are grown each year. The center of this industry is Thomson where, each year, "Melon Day" attracts thousands of people.

A few years past, the melons found their way to market in railroad cars. Often the melons took a ride from Thomson to distant points as far as Winnipeg, Canada. Then buyers came from near and far and stayed at the loading points, bidding for the carloads as they were about to move. That created a healthy market condition and gave to the growers a wide selection of sales. Those were "the good old days," as Buggs Baer would say; the days when the growers' blessings were not entirely appreciated.

Late years, truckers, hucksters and house to house peddlers have entered the field and undermined the business until few carloads are shipped. These truck buyers come from a limited distance so that the market outlet has been narrowed down to a very small area compared with that of the past. Almost without exception, these present day buyers are also sellers so that their chief interest is in securing the melons at the lowest possible price with little or no attention paid to size or grade. Often, under these conditions, mixed grades and low quality sell as well as do the best to "hockers" who sell their wares from house to house in nearby cities.

The result of this change has been most pronounced on the growers themselves. Quality means less to them than it did when good buyers bid against one another for the best; grading is practically a lost art; the market outlet has been closed in until it covers only a short distance; truck buyers fix the prices; the railroads not receiving the business have discontinued setting out stock cars for cleaning; and as a combined result, the business has been on the down grade. Some growers have become discouraged and say "We have seen our best days. Melon growing here is about done for."

One grower, whom we contacted at his invitation, said, "We just didn't know when we were well off. We all thought we could do better selling to fellows who came to our very doors. Now we see our mistake and I, for one, don't believe it is too late to readjust our business and get it back to a firm basis again. Others seem

think so too. We need the outlying markets, and there is no reason why we can't get them. This is a watermelon growing territory. We know we can produce a commercial crop of high quality at a time when there is little competition from other producing districts. Our job is simply one of organizing ourselves and capitalizing our advantages. That is why we have asked our railroad men in. We know you are

interested in our success and we can't say as much for these truckers who have demonstrated beyond doubt where they will lead us."

We are going to help these growers. In fact, we have begun. It is true that the success of our road is interlocked with the success of the people we serve. But, how pleasing it is to find those whom we serve who now recognize that fact.

THE MILWAUKEE RAILROAD WOMEN'S CLUB

Madison Chapter

Mabel Davy, Historian

THE regular meeting of Madison Chapter was held Wednesday afternoon, October 12th, in the club rooms. The president, Mrs. Scherneck, presided. The reports of the secretary and treasurer were read and accepted as read.

Mrs. Scherneck gave an interesting report of the annual meeting which was held at the Morrison Hotel, Chicago, October seventh and eighth.

A sewing group under the leadership of Mrs. Allan, was organized. The group plans to meet the second and fourth Wednesday of each month.

A social hour and refreshments followed the business meeting.

A very successful card party was given in the club rooms Thursday, October 20th. Mrs. Scherneck and her committee were in charge. Bridge and 500 were played.

About fifty persons attended the Hallowe'en party which was held in the club rooms Friday, October 28th. Prizes were awarded to Mr. and Mrs. Blethen for the best looking costumes, and Mrs. Koenig and Mr. Coleman for the most music. Games were played in the early part of the evening and later there was dancing. We wish to thank Mr. and Mrs. Vanderhei who furnished the music. Typical Hallowe'en refreshments were served and the party was said to be the best ever."

Davenport Chapter

Mrs. Ray Roenfeldt, Historian

THE regular club meeting was held the evening of October 10th at the People's Light Co. with our president, Mrs. E. A. Johnson, presiding. After the meeting cards were played and a social evening enjoyed. Refreshments were served by our Social chairman, Mrs. C. F. Jolie.

The club sponsored a public card party on November 2nd which was held at the Friendly House. A large crowd attended and our Ways and Means chairman, Mrs. Ed Doyle, reported a sum of \$59.61 taken in which will be used for welfare work during the coming winter. A one dollar gold piece was given as an attendance prize and the lucky person was Mrs. A. Parnell. Mrs. J. L. Parnell, chairman of the Sunshine Committee, reported three personal calls made and three telephone calls during the month. Mrs. F. L. Brenton, chairman of the Relief Committee, reported a sum of \$29.50 expended during the month for relief work.

Mrs. G. Baird, our treasurer, reported a balance of \$391.00 on hand in the treasury as of November 1, 1932.

Mobridge Chapter

Bess B. Bunker, Historian

THE regular meeting of Mobridge Chapter was held in the club rooms on the evening of October 24th with Mrs. I. L. Dickey, presiding.

The minutes of previous meeting and one governing board meeting were read and approved.

Reports of various committees and treasurer's report were given.

The treasurer's report showed receipts for September in the amount of \$92.35, expenditures \$21.60, leaving a balance on hand of \$133.47. The Sunshine Committee reported 8 families numbering 40 persons reached through good cheer work. The Membership Committee reported a total membership of 283 members. The Mutual Benefit chairman reported food given in the amount of \$21.60 with 7 families totaling 43 persons reached.

After the singing of our closing song, "Home," the meeting adjourned and Mrs. Archie Robinson put on a Hallowe'en party of stunts and games which was greatly enjoyed by all. Attractive prizes, made by our president, were awarded. Lunch was served by Mesdames Steve Fuller, Jake Keller and Alfred Crogan.

At a meeting of the governing board held on November 14th the matter of distributing

Greetings, 1933!

(Lucille Millar)

Numerologists say, One-Nine-Three-Three,
That in figures you add up to seven,
Which fits in with old man Good Luck,
Of "seven, come eleben."

So with sun, moon and stars in your favor—

'33, we're depending on you,
To get on the job and out of this mess
Finally pull us through!

Thanksgiving baskets was discussed and it was decided that Mrs. Stock investigate the needs of the families receiving milk from the club at this time and ascertain their needs for a Thanksgiving dinner and make these additions.

It was decided that we sponsor the erection of a Christmas tree on Main Street as in former years, and Mrs. Hopper was appointed to secure tree and make plans for the lighting of same.

At the regular meeting of the club held on November 28th, the minutes of the last regular meeting and the governing board meeting were read and approved.

The treasurer's report and reports of standing committees were given. The treasurer reported a balance on hand as of November 1st in the amount of \$166.30. Mrs. Worix, chairman of the Membership Committee, reported a total membership of 304.

A colonial tea was given at the club house and \$6.60 was realized from this. A card party netted \$17.50. Rentals received were \$4.00 and receipts from our annual Thanksgiving dance were \$105.25, donations were \$5.00, totaling \$116.85. Mrs. Stock reported \$22.72 expended for food and 7 families totaling 48 persons aided. Mrs. Stock and Mrs. Dickey called on many families to ascertain their needs for their Thanksgiving baskets and found most of the families caring for themselves. Four families were provided with additional food.

An enjoyable program was given by a group of our young people and bridge was played at

the conclusion of the program. Lunch was served by a committee composed of Miss Hilda Johnson, Mrs. Ludy Johnson and Mrs. E. E. Elshire.

Tacoma Chapter

Mrs. F. W. Rasmussen, Historian

THE regular monthly meeting of Tacoma Chapter was held at the Club House on October 31. The regular lunch was served to 114 members and their friends. These noon-day lunches sure go over big, and are well patronized by the men employees of the railroad. The men seem to think it is a nice place to meet the ladies. Mrs. Philip Emanuel was chairman, assisted by Mesdames W. W. Dunn, E. L. Cleveland, J. Spencer Eccles, W. L. Delaney, E. G. Fowler, A. J. Buchen, Harry Callahan and W. M. Eshelman. Receipts from the lunch was \$16.00.

The business meeting was called to order at 1:30 P.M. with President Mrs. Kirkland in the chair.

Reports of the various chairmen were then read. Mrs. Christ Schmit, chairman of the Sunshine Committee, was not present, having been called out of the city, due to the illness of her daughter.

Mrs. Gunther, Membership chairman, reported 24 voting and 102 contributing members added during the month of October, making the total membership to date 124 voting and 176 contributing members.

The card party of October 22nd under the chairmanship of Mrs. Wm. Densmore was well attended and enjoyed by all.

The rummage sale under the chairmanship of Mrs. Harry Hatch was held on October 21st and 22nd. Considering the rainy weather at that time, it was very much of a success.

A family party has been arranged for November 10th at the Club House. It will be in the nature of a Pot Luck Supper, and will be served at 6:00 P.M., after which those present will be entertained by an interesting program. Don't miss this party.

The Club will serve refreshments at the Safety First meeting which will be held in the Club rooms sometime the latter part of November. It is urged that all who can attend this meeting. A silver offering will be taken to assist the ladies in their good work.

The President then gave a detailed report on the general meeting, which she attended in Chicago a short time ago. It was very interesting and helpful to all.

Tacoma Chapter met November 28 at the Club Rooms for the regular monthly meeting. Lunch was served at noon to about 90 persons. Mrs. Hueston, chairman, was assisted by Mesdames R. R. Gardner, W. G. Guenther, C. P. Miles, J. Snady, W. Dolphin, T. S. Dunn, W. E. Heley and W. L. Hubbard.

The meeting was called to order by the President at 1 P.M. and the business of the chapter was taken up. Up to date 124 voting and 176 contributing members were reported paid.

Scholarship chairman reported \$10.04 used for clothing three children for school.

Benevolent chairman reported eleven families, 32 persons, were taken care of during the last month. Donations for the Xmas boxes were asked to be brought to the club house December 19.

Mrs. J. Wright donated 35 boxes of apples for our relief work.

The Club is serving, on December 10, dinner to the Ship-By-Rail Club. Mrs. G. Pyette is chairman of same.

The Sunshine chairman reports many are sick, 13 hospital calls, 5 telephone and 5 cards sent out during the past month.

A birthday party is being planned for the Club's eighth anniversary, Jan. 28, 1933.

Receipts from the noon lunch were \$10.32.

Three of our new members were present.

Marion Chapter

Mrs. Robert Cessford, Historian

THE members of the Marion Chapter with their families enjoyed a picnic six o'clock dinner in Memorial Hall, November 5, about 50

persons being present. Mrs. A. J. Elder called the club to order for a short business meeting.

Mrs. Ora Miller reported that the "mile of pennies" project is progressing satisfactorily. Relief to the amount of \$37.74 had been given, still leaving a good balance of \$585.89 in the relief fund. Cards were enjoyed during the evening, prizes being awarded to those holding high scores. These lucky prize winners in turn must donate the prizes for the next party at cards. Mrs. Frank Keith and Mrs. D. S. Stewart were in charge of the affair.

On Thursday, Dec. 1st, the members of the governing board honored Mrs. W. E. Cooper at a one o'clock luncheon, as a farewell courtesy, at the home of Mrs. C. J. Elder. Mr. Cooper's family will soon move to Cedar Rapids. Covers were laid for fourteen. A gift was presented to Mrs. Cooper from the board.

Mrs. George Kindler Sr. was awarded the prize for being the oldest charter member of the club at the eighth birthday meeting of the club on Thursday afternoon, Dec. 8. Twelve other charter members were present. Mrs. Robert Cessford reviewed the first meeting, held eight years ago in the I. O. O. F. hall, when Mrs. Byram, Mrs. Kendall, Mrs. Scott and Mrs. Williams of Chicago were our guests. Mrs. Martin Flanigan was the first president.

During the business meeting it was reported that 12 Thanksgiving baskets were sent to Milwaukee family homes, also relief work to the amount of \$26.48. The Sunshine committee reported calls made and cards of cheer sent to the sick. The Ways and Means committee reported the sum of \$39.00 from the mile of pennies project.

Plans were completed for the annual Christmas party, which will be on Sunday afternoon, Dec. 18, at the Milwaukee depot, when Santa Claus will arrive by train. Gifts will be presented the children of Milwaukee employees.

Mrs. Cessford will finish the unexpired term of treasurer, left vacant by Mrs. Cooper.

Mrs. W. G. Kopenhaver gave a talk on Christmas seal work. Miss Freda Young, Martha Ann Young and Kathryn Kessler gave health songs and readings. Refreshments featuring a birthday cake with eight candles, baked by our president, Mrs. A. J. Elder, were served.

It is with regret we write of the death of Mrs. L. R. Blackledge, one of our beloved members, who died Friday, Nov. 24, as a result of an automobile accident. The funeral service was held in the Presbyterian church and was largely attended. We will miss Mrs. Blackledge at our club meetings.

Aberdeen Chapter

Mrs. Charles L. Boland, Historian

TO AN enthusiastic and peppy crowd of two hundred or more, a delightful potluck dinner was served on Monday evening, October 17, this being our regular business night, but owing to large number to serve, the evening sped by too quickly for other than dining and visiting. Right here "ye scribe" would like to inquire why it wouldn't be just as easy for us to "turn out" in such splendid numbers for our regular business meetings. It would be an inspiration to one another and certainly a source of real pleasure and gratification to our president, who works tirelessly for the good of all with whom she comes in contact. Dinner was preceded by a brief talk by Mrs. Gillick, who thanked all for their attendance, and then introduced Mr. Gillick, who, in turn, in a very pleasing manner addressed the gathering, explaining the origin and purpose of the Milwaukee Women's Club, then expressed the hope that our membership would continue to grow, thanked all for their cooperation in every way, especial gratitude and appreciation extended to Mrs. E. H. Soike, who, with her committee, plans all social activities this year, and by her boundless energy and good leadership makes each event so successful.

Community singing led by Mrs. Irving Helander, with Mrs. Burton Johnson at piano, was

enjoyed by everyone and added zest to the occasion.

Special board meeting held Monday afternoon, October 31, with about thirty present. Group of ten volunteered to meet Monday afternoon, November 7, to polish club silver and have kitchen in readiness for next dinner. Reports on potluck dinner point to a very pleasant affair. Regret was expressed at losing our Membership chairman, Mrs. Fred Burdick, who is moving to Montevideo as soon as their new home is completed.

Coal and medicine fund to be active again this winter, one dollar each person thought a fair amount to ask the contribution of course, to be voluntary. This may be deducted over a period of four months, if more convenient to those donating.

One hundred bushels potatoes, 100 lbs. per sack, on hand for needy. Plan proposed to purchase 500 lbs. cabbage, five bu. onions and three bu. rutabagas. Our club livestock consisting of ten husky "pigs" which were purchased at \$1.50 each, have done very well, now weighing about 300 lbs. each and ready to be butchered and used as need arises.

Christmas baskets will be given our needy, candy and toys furnished their children, and the customary Christmas tree be placed on lawn near Milwaukee passenger station. A dance planned for November 30, at Trianon ballroom, \$1.00 per ticket (couple) including choice of oyster or chili supper served from 11 p. m. to 1 a. m. in club rooms.

Mrs. Wm. Mertz, Mrs. Ed. Conley, Mrs. E. L. Feddern and Mrs. James Madden were appointed to serve refreshments at next regular meeting, coffee and one thing at ten cents per person, after which board adjourned.

Regular business meeting for November was on Monday night, the 21st, with approximately seventy-five in attendance, a wonderful gathering, and very pleasing to our president, as well as helpful to one another.

Mrs. Aney, corresponding secretary, reported that ten cards were sent since Sept. 19. Mrs. Soike, treasurer, reported balance of \$1,054.82, November 1st, also reported that Mr. Joshua Greene donated a check for fifty dollars to the club. Mrs. Sizer, Sunshine chairman, reported 35 personal calls and 50 phone calls during the month. Mrs. F. H. Burdick, Membership chairman, reported 290 voting and 368 contributing members.

Mrs. Gillick, president, also chairman Relief Committee, gave a very complete outline on how relief work is carried on. Mrs. H. Morehouse explained how the United Charities were giving out various materials to be made up into useful garments for those in need.

Mrs. A. J. Anderson thanked club for card of cheer sent Mr. Anderson during his recent illness.

Mrs. Berg arranged a real evening's entertainment in following program: a reading by Marian Dempsey, two solos by Miss Georgia Lillian Kemper, accompanied by Miss Marion Nelson at piano, then another reading by Mary Alice Daulton.

Refreshment committee for the evening were Mrs. James Madden, Mrs. E. L. Feddern and Mrs. Ed. Conley.

Annual club dance held Wednesday, November 30, at Trianon ballroom netted about \$125.00, proving a popular affair and very profitable for the club's treasury.

Sioux City Chapter

Lillian Rose, Historian

NEITHER campaigns nor weather can dampen the ardor and enthusiasm of the Sioux City Chapter when it's the time and day for board meetings or pot-lucks. Everybody who can possibly arrange it is there for business and the jolly get-together.

In October the board met with Mrs. Tim Calligan, Mrs. Robson assisting. It was decided to

hold a benefit card party in the Chamber of Commerce October 19th. Mrs. Embick and Mrs. Philpots were in charge.

In November Mrs. Burrels and Mrs. Oexer entertained the board in the home of the former. Arrangements were made to remember the needy at Thanksgiving. It was also decided to take advantage of the offer of apples and 50 boxes were ordered.

In October pot-luck took the form of a farewell to Mr. and Mrs. Buechler, who were recently transferred to Green Bay. During their residence herein Sioux City a deep and abiding love and respect for them had grown with the years, which absence and time cannot counteract. Their host of friends, not only in railroad circles but in all the civic and promotional enterprises of the town, will miss them, but we are happy with them in their promotion and wish them "all the luck" in their new location.

But are we lucky? Here comes Mr. and Mrs. Doud back among us, Mr. Doud to take the place left vacant when Mr. Buechler was transferred, and Mrs. Doud with her sparkling wit and laughter to cheer us on our way.

The chapter gave a farewell party for Mrs. Buechler in the Elks Club. Mrs. Doud, Mrs. Bankson, Mrs. Main and Mrs. Kruck driving down from Sioux Falls to attend the affair.

The November pot-luck was a "capacity house." Following the supper our president, Mrs. Marphay, called the business meeting to order. The usual procedure of allowing bills and the reading of communications followed. Mrs. F. S. Miller was elected 2nd vice-president and Mrs. Doud elected secretary to fill the vacancies caused by resignations.

The "Mile-of-Pennies" drive is on and while we may not find enough coppers among us to pave the whole distance we are off with a big cheer and lots of optimism.

The annual Christmas party will be held in the depot Thursday evening, Dec. 22nd. We are expecting Santa Claus to arrive on an illuminated switch engine bringing candy and nuts for all the kiddies. (Wish somebody would tell Santa grown folks like candy too.) A juvenile program has been arranged.

The welfare committee is already at work on the Christmas baskets. We hope to reach every deserving family.

The Season's "Happy days are here again" and the Sioux City Chapter sends a Cherrio to every member of the Milwaukee family and we believe that no matter how much or little each one is able to do it will all count in the Book of Life. Reckonings, even as the Gifts of the Wise Men were written in the Holy Records.

Miles City Chapter

Mrs. W. H. Wise, Historian

AT NOVEMBER meeting of the chapter Mrs. Geo. Hill, president, gave an interesting outline of proceedings of the general meeting at Chicago, which was greatly enjoyed.

It was decided to give two dances a month for the young people, children of members. About 75 were in attendance at the first party.

Mrs. Tom Brown's committee had charge of the November afternoon bridge party, about \$13.50 was cleared.

Mrs. T. Brown donated one prize. Mrs. Sam Nelson won first prize, and Mrs. W. H. Wise second.

The December meeting was presided over by Mrs. H. Pitney, 1st vice president, due to illness of Mrs. Geo. Hill, president.

Fifty boxes of apples were ordered for the needy. Plans were made for the usual Christmas baskets, and a real Christmas party for members is to be held on Dec. 22. A dance for adults is also being planned for the holidays.

The committee in charge of the Dec. 22 party are Mrs. J. V. Anderson, Mrs. W. M. Anderson, Mrs. W. H. Bartley, Mrs. H. Pitney, Mrs. C. Tarbox and Mrs. Wm. James.

A clever sketch directed by Mrs. A. Haver

sen was enthusiastically received. Singing, readings, piano solos and refreshments closed another successful and enjoyable meeting of the club.

Avery Chapter

Mrs. E. H. Shook, Historian

THE regular meeting of Avery Chapter was held at the club rooms November 4th. The meeting was called to order by the president, Mrs. D. P. Saunders. Roll call was responded to by our Favorite Movie Stars. The treasurer's report was read. Ways and Means reported \$27.80 collected for the dance given, clearing \$16.00.

Membership Committee reported one new voting member. Calling and Courtesy Committee reported 36 calls for the month. House and Furnishing Committee asked to make our next meeting a house shower, each member donating something useful for the club house. Then at a later date to have a house warming for all members and their husbands. After the meeting the social committee entertained by pinocle and a delicious lunch was served. A good time was had by all. Five tables were played.

Our meeting day has been changed to the last Wednesday evening in the month.

The officers and members of the chapter wish to extend their sympathy to Mrs. Belle Pears in her recent bereavement in the loss of her husband, Mr. Ed. Pears. Many of our Avery family went to the funeral in Spokane, Wash.

At the meeting November 30th all reports were read and accepted. The house shower was a great success and many nice useful things were received. The club is now planning a Christmas celebration for all the community. The House and Furnishing Committee served a delicious lunch and cards were the evening's entertainment. Five tables of bridge were played besides four who were entertaining. Every one working hard and is quite interested in having our club a real success.

St. Maries Chapter

Mrs. Peter Mikkelsen, Historian

ON AUGUST 19th, we were honored by having Mrs. Lydia T. Byram, president-general, and Mrs. Carpenter Kendall 1st vice president general and also editor of The Milwaukee Magazine, visit our chapter. We are always so happy to have these ladies for they both leave such inspiring thoughts with us that we feel like doing more and more for our Milwaukee people. On September 19th, we held our regular meeting in the club house with a good attendance. The different committee reports were read and accepted. Eighteen dollars was spent for relief. Our president asked all the members to bring all discarded clothing and she would call a meeting for the purpose of repairing, etc., so as to be able to furnish clothing for our needy.

We voted to have a get-together supper for all members and Milwaukee families. The entertainment committee was in charge and all were seated at a long table in the club house. Forty were present. This being a "covered dish" affair, we had a lot of good things to eat and after supper cards were played. Everyone reported an enjoyable evening.

Mason City Chapter

Luda H. Nelson, Historian

MASON CITY Chapter met October 25th for a 6:30 o'clock pot-luck supper. Our president, Mrs. Johnston, called the business meeting to order at 7:30 and reports of the standing committees were given. Our membership showed a total of 340 and the chapter received \$15.00 prize money for having the membership being up to last year's at this time.

Mrs. Ingraham reported \$11.00 cleared at the card party on October 20th. Also she named the committee to work at the November card party.

The quilt made for the club to raffle by Mrs.

Swanson is on the frames and all are welcome to come and quilt any day, in the club rooms. Mrs. P. A. Gallagher washed and hemmed a number of tea towels and presented them to the club.

Mrs. Johnston gave a report on the Chicago meeting. She also announced the November meeting would be another pot-luck supper. The meeting adjourned and cards were in order.

The chapter met November 29th for a 6:30 o'clock pot-luck supper and a sumptuous meal was served to about thirty. After the supper a short business meeting was held, at which time it was announced that the December card party would be held on the 8th, at 8:00 p. m., at which time the lovely quilt pieced by Mrs. Wm. Swanson and quilted by the members, would be raffled. It was also announced that the annual children's Christmas party would be held at a date to be announced later. Also a pantry shower would be held for Mrs. Henry Smith's welfare work.

Sanborn Chapter

Mrs. Ellis Miller, Historian

SANBORN Chapter met at the club room September 16th. In the absence of the president, Mrs. Wiley, Mrs. Dale Dreik, 2nd vice president, took charge.

Routine business was transacted. The treasurer reported a balance of \$90.46.

On Labor Day the members and their families held a picnic supper at the park, which was much enjoyed. About seventy-five were present.

Mrs. Pippinger, Welfare chairman, reported purchasing school books for one family who have several children. Also reported making a visit to Spencer on relief work.

The chapter purchased the meat for the dinner given at the home of Mrs. Walter Luke for a family in time of sorrow.

The matter of raising money was discussed, but at present it was decided to let it rest for a while.

There being no further business, meeting adjourned and a social hour was enjoyed.

November meeting was held in the club room, the president, Mrs. Wiley, presiding.

Reports of the various committees were presented. The treasurer's report showed a balance of \$111.09. Several new names were added to the membership list, bringing the total membership to 123—68 voting and 55 contributing.

Mrs. Wiley gave a very interesting report of the annual meeting and luncheon in Chicago, which brought to the chapter inspiration to carry on the work.

A social time followed the business meeting during which a program was presented by Dorothy Merriam, Virginia Washburn and Dorothy Grafton. The girls sang a number of selections and were accompanied at the piano by Miss Gladys Barber. These girls broadcast over station KSOO at Sioux Falls recently and we are all rather proud of them.

Refreshments were served following the program.

A committee was appointed at the meeting held on November 18th to confer with the business men and make necessary arrangements regarding Christmas activities. This is the usual custom with Sanborn Chapter for the Christmas season.

One new member was added to our list.

Refreshments were served by a volunteer committee and a social time followed.

Ottumwa Chapter

Mrs. Mike Reynolds, Historian

THE business meeting for October was held on the 14th at the club house. The treasurer's report showed a balance of \$186.29. The president gave her report of the get-together meeting held in Chicago on October 7 and 8. Mrs. Morlock and Mrs. Dingeman, who also attended the Chicago meeting, told of many interesting things reported and discussed there.

The Sunshine chairman reported 89 calls of good cheer and an estimated donation of \$10 worth of gifts not requiring expenditure of club funds. The Welfare chairman reported 43 calls and 11 persons given assistance. The total membership at the last of September was 204. The Ways and Means chairman reported \$70.10 taken in on the sale of metal sponges, profit of ball game, per cent on candy machines, donations and card parties. Plans were made to put on a play directed by Miss Mildred Hagerty, the second week in January. Plans were also made for a rummage sale to be conducted soon. Mrs. Cogswell explained the "mile of pennies" envelope, and the plan was adopted. Mrs. Bottomfield was made chairman of the undertaking. Mrs. Hannon announced a bridge tournament she is to sponsor on November 18-25, and December 2.

The regular business meeting in November was held on the 11th. The treasurer's balance showed \$163.56. The membership chairman's report was 280 paid-up members. The Welfare reported \$38.36 expended with 17 personal and 53 telephone calls made. The Sunshine chairman reported 10 personal calls and 60 telephone calls, also ten messages of cheer.

Mrs. Link, social chairman, sponsored a Hal-lowe'en indoor cooperative dinner for all Milwaukee families. At the conclusion of the dinner a program of entertainment was furnished by Misses Patty Coughlin and Alta Tullis, dancers and a piano trio by William Grant, John Le Bow and Woodrow Lucas. Mrs. Frank Martin donated her services as pianist for the dance which followed.

Several members have met at different times to make clothing and mend old clothing that has been donated. One such meeting was held at Mrs. Kirwin's on November 17. Others have been held with Mrs. Barnoske, Mrs. Munson and Mrs. Paul. Fifteen pairs of girls' bloomers and nine boys' shirts were made from material furnished by the Red Cross.

The bridge tournament proves quite a success both socially and financially. The prizes and refreshments were all donated. \$47.55 was cleared on the venture.

Union Station Chapter

Vera G. Snapp, Historian

THE sewing bees which are held by the three Chicago chapters are very well attended by Union Station members, there being 22 present on October 27 at Bensenville, 17 on November 7 at Union Station and 9 December 2 at Fullerton Ave.

In November we took a trip to Chicago's Chinatown. A business meeting was held in the Club Room shortly after five o'clock. On its conclusion, we took taxicabs—22 of them—to the Pagoda Inn, where a delicious Chinese Dinner was served. We were then conducted to points of interest in Chinatown, including the Temple, City Hall, Chamber of Commerce, Library, Clubrooms and stores. There were 142 reservations for the trip. Guests were invited and we were happy to have with us mothers, sisters, sons, daughters, husbands and friends of our members. The trip received write-ups in three newspapers—Chicago Evening Post, Daily News and Sunday Herald and Examiner.

The December meeting was held on the 6th, dinner being served in the Harvey Coffee Shop to 53 members and guests. Mrs. Anthony French Merrill gave a delightful talk on "Christmas Books," and she left us with a list of books she suggested as being worth while reading. Her talk was set ahead of the business meeting so those members who take early trains would be able to hear her. A card party followed, there being two prizes for each table.

The Hamilton Club, on December 14, was the scene of our Annual Dance and Card Party to raise money for Christmas baskets. About 250 attended the party and over \$150 was cleared. There was a prize for each table of cards, and four turkeys were raffled off. Music par excellence was furnished by the Rhythm Kings. Three

of these boys work in the Accounting Department. They have played for our parties before and we hope they will again. This party was a gala affair and our quarters in the Hamilton Club were roomy and pleasant.

Union Station Chapter extends the Season's Greetings and Best Wishes to All.

Portage Chapter

Mrs. F. P. Miller, Historian

PORTAGE Chapter held its regular meetings for November and December in the club house with a large attendance at both meetings. Welfare chairman reported for the two months \$30 to a needy family, \$20 for rent, clothing \$15.34. Four ton of railroad coal. Sunshine chairman reported personal calls 11. Telephone calls, 18. Number of families reached, 12.

Two board meetings were held at the home of Mrs. Washburn, one in November and one in December. A card party was held in November also plans were made for another in December. A wonderful program was given at each meeting and delicious refreshments served.

Channing Chapter

Mrs. W. Tuttle, Historian

OCTOBER meeting was held, President, Mrs. C. Huetter, presiding, with an attendance of 18 voting members and 4 contributing members. Reports read and vote taken to send our president, Mrs. Huetter, to annual meeting and luncheon at Chicago.

We had with us Mrs. Frank McKeague of Green Bay, one of our charter members, who celebrated her 58th wedding anniversary on that day. In her honor, Mrs. L. Thiele and Mrs. J. R. Krause served refreshments.

Special meeting was called, as our chapter has been asked by Mrs. Bandt, district manager of Red Cross, for us to take charge of relief work in our district. We have donated the use of our club rooms and three afternoons of the week, groups of women are busy cutting materials and sewing same. Mrs. W. Tuttle has been appointed chairman of the distribution of materials, clothing and flour and with the Red Cross giving this assistance has cut our relief work to small amount. Our chapter has only spent one dollar cash for relief so far this fall. The sewing at club rooms has progressed so well that Mrs. Bandt, our county nurse and Red Cross representative, has commended on the excellent spirit shown by our ladies.

Our November meeting was held and report read of the annual meeting and luncheon by Mrs. W. Tuttle. Our chapter was represented by Mrs. W. Tuttle and Mrs. J. Krause. I personally can say that it was most enjoyable and only those who attend these meetings and hear the presidents of different chapters tell in their own way how money has been raised and expended can realize what a wonderful work our women's club has done.

Sioux Falls Chapter

Mrs. Tom Cavanaugh, Secretary

SIOUX FALLS Chapter is still active and is holding monthly meetings as usual with a little bit of entertainment mixed in to keep things interesting. Mrs. Bankson, chairman of the Ways and Means Committee, reported \$7.75 cleared from a card party held in the passenger depot. Mesdames W. D. Griffith, Leslie Sweetney, Leslie Drew and Buelah Haas acted on this committee. A large number of members and friends were in attendance, a dainty lunch served and prizes for high scores. The next in the line of entertainment was a Hard Times Dance to bid farewell to Mr. and Mrs. F. R. Doud, who leave us to return to Sioux City to make their home. Mr. Doud was promoted, and although we all shall miss them, we are glad of the step ahead, and hope they will come back to see us soon. The dance was a huge success. The costumes showed every evidence of hard times, and a prize was given to Mr. and Mrs. Al. Main for the

oldest costume. Many tables were filled for cards. At a late hour, pumpkin pie and coffee was served by a committee, and both Mr. and Mrs. Doud were presented with a beautiful gift from the employees and the Sioux Falls Chapter. Music for the occasion was furnished by Zane Jenkins, and all reported a "ripping time," to say the least.

Our chapter still feels the loss of our membership chairman, Mrs. Louis Rabun, who, with Mr. Rabun have taken up their residence at Miles City, Mont. Mr. Rabun has been promoted to roundhouse foreman. Several nice parties and dinners were given for Mrs. Rabun, also a shower of handy articles for the new Miss Lou Ann, who, we have just learned, arrived at their home on November 1st. Congratulations, Ann and Louie. Hope we Sioux Falls friends will get to see her before she gets all grown up. How about it?

Mrs. E. E. Lovejoy has been doing some mighty nice work on the Membership Committee, having turned in 25 new and renewals during the past month. Hope we can make our membership 100 per cent before the close of the year. Come on, members, let's help. New members come in for half price until the end of the year, and contributing members are welcome to come in for anything you want to give. Just show us as little as "two bits" and we will write you a card, and glad to do it. Mrs. Henry Kruck, new chairman of the Relief Committee, reported clothing, phone calls, house calls and milk furnished to many families this month. We all give a vote of thanks for the work done by Mrs. Doud on the Relief Committee.

If you haven't renewed your membership, please do so, thereby helping the new chairman of the Membership and Relief committees. Thanks.

We will have our annual Christmas tree, with Santa and his special train, so look forward to a good time, kiddies, and have Ma and Pa bring you down to the train.

Kansas City Chapter

Mrs. E. G. Woodward, Historian

THE regular meeting of the Kansas City Chapter was held November 3rd at the home of Mrs. Shelby Coyle, presided over by Mrs. D. R. Davis, president, and was well attended.

Reports of the various committees were read and approved and a membership of 114 reported. We were also advised the Kansas City Chapter had won the \$10.00 membership prize, which information was enthusiastically received.

The relief committee reported that they had given aid to all cases that had been brought to their attention and means were adopted to raise funds to carry on this work, among others a bridge party was arranged for at the home of Mrs. Buskirk, November 16th.

A very interesting report of the annual Chicago meeting was made by Mrs. Morrison and Mrs. D. R. Davis, our representatives. Mrs. E. G. Woodward was elected Historian to fill a vacancy, and after all business was disposed of a social session was held and much enjoyed.

The next meeting will be held at the home of Mrs. Watson, December 1st.

The death of Mrs. Frank Etter, wife of the traveling passenger agent of this district, occurred in the early fall. Mrs. Etter was treasurer of the Kansas City Chapter for the past year and has been very active and an ardent worker in the club ever since it was established.

Her presence and also her work are very much missed at our meetings and at our other affairs.

The regular meeting of the Kansas City Chapter was held Dec. 1st at the home of Mrs. Watson, presided over by Mrs. E. R. Davis (president) and was well attended.

Reports of the various committees were read and approved.

A membership of 114 was reported.

We were also advised the Kansas City Chapter had won the \$10.00 membership prize, which information was enthusiastically received.

The relief committee reported they had given

aid to all cases that had been brought to their attention.

At the October meeting Mrs. McCrumb was elected treasurer, filling the vacancy left by the death of Mrs. Frank Etter. At the November meeting Mrs. Doak resigned as historian and Mrs. E. G. Woodward was elected to fill the vacancy.

At the Dec. meeting Mrs. Hardy was elected social chairman.

A very interesting report was given of the annual Chicago meeting by Mrs. Davis and Mrs. Morrison, our representatives.

Plans were discussed for visiting all needy families and the plan to distribute Christmas baskets to the needy families was adopted.

A bridge party was held at the home of Mrs. Van Buskirk November 17 and the proceeds reported were \$22.30.

Meeting adjourned and seconded and an hour of bridge was enjoyed by all.

Dubuque Chapter

Lucille Millar, Historian

AT THE November meeting of the Dubuque Chapter, presided over by Mrs. W. F. Keefe, forty members were in attendance. The report of Relief Chairman Mrs. F. Fernstrom disclosed that a number of families were being taken care of in the way of provisions.

Miss Emma Sacks reported that she continued to receive requests for used clothing and asked the co-operation of the ladies of the club in carrying on this work.

A card party and penny bingo, planned at this meeting, were held on December 1st, and a nice sum was received with which to assist in carrying on the relief work.

Good cheer and sympathy cards were reported as having been sent out to several members of the club by Miss Millar, who also distributed the "mile of pennies" envelopes.

On December 15th the annual supper and Christmas party were held in the club rooms, one hundred Milwaukee families being in attendance. Mrs. A. Bensch was chairman of the supper, after which the evening entertainment, consisting of the following numbers, was enjoyed by young and old, who were all children "just for tonight."

Dance numbers: Miss Mary Alice McGeough, Ann Louise Kenty, Miss Marion Cox with five other members of the Plamondin Dancing Academy. Recitations: Mary Cox, Albert and Anita Koch, Paul Unmacht. Telling of the Christmas story, Martin Koch. A monologue, "Minnie's Beau Comes to Call," Lucille Millar.

A unique fire place and chimney, placed in readiness for Santa, did full duty as he came in full array with Christmas tree and a sackful of fruit, nuts and candies for the children.

Mrs. Keefe, with a committee of willing helpers, packed and distributed a number of baskets of good things for many of the families of the unemployed.

Butte Chapter

Catherine Bell, Historian

OUR new Club Rooms, located in the freight house on Montana Street, were opened on December 3rd. A delicious dinner was served by the club members to all Milwaukee employees under the direction of Mrs. N. Lupton and Mrs. D. Goggin. Cards were enjoyed for the remainder of the evening with Mrs. W. T. O'Reilly and Mr. A. A. McCabe winning first prizes and Mrs. W. G. Byrne and Mr. Henry Clemmons winning the consolation prizes. Every one reported a most enjoyable evening and the club ladies received a lot of credit for the delicious dinner that was served. Mrs. C. G. Bleichner, president of the club, and Mr. A. C. Kohlase, trainmaster, gave very interesting and entertaining talks. There were sixty-eight in attendance. The club wishes to thank Mr. Sorenson and all others who assisted in making our Club Rooms possible.

The regular meeting of the club was held on

(Continued on Page 17)

OUR LITTLE FOLK

Old Jack Frost Does His Part

OLD Jack Frost came from Live Forever Land. He might have been ancient or he might have been a guy of ten. No one knew. The first cold day he left his home and started out to paint the world that was having winter then. It kept old Jack busy because some lands were always having winter. This particular day he took his brush and easel and started out. He was tired—he had seen so many sad sights on his last trip. Many many rich children had more than they needed, but were mean and unkind and many poor children not only had no toys—most of them hadn't enough clothes. Just what he was going to do about it all he didn't know but he would figure out something. The first house was all right—he covered all the windows with lovely fantastic pictures and the children watched him and



praised his work. The next house had two children and before Jack was near he could hear them arguing and saying mean things to their nurse. As he came closer he wondered what he could do. First of all he wouldn't paint them pretty pictures; he would just cover their windows. He did that but knew that wouldn't hurt those children because they never looked at his pictures anyhow. So he walked through the door straight up to the children. He was like a cold blast in their warm house and frightened them. "Who are you?" they cried.

"I'm Jack Frost, and I came to paint pretty pictures on your windows but you children are ill-tempered and mean and wouldn't even look at my pictures so I just covered the windows with frost so you can't see out. And now I have come in to take away the one thing that each of you likes best."

"Oh, no," they both screamed.

"Oh yes—I'm going to take them to poor little children that need them."

"You have no right to; they're ours. Now go right away."

So Jack Frost blew his icy breath and the children were numb like statues and Jack took two toys and away he went.

The children, when they had thawed out found that he had taken just the things they liked best. "How did he know our favorite toys? He took my newest doll and your steam engine."

"He must be a fairy or a hobgoblin and I'll bet he knows every time we're naughty. I never heard of Jack Frost, did you?"

At the next house there was a little fair-haired girl looking out the window and when she saw him she called, "I was just waiting for you. Please paint me dolls and trees on my windows today." So Jack painted as the little girl looked on, enchanted with the lovely pictures and when he was finished she said, "Now if you'll come in—mother made me some gingerbread men and I saved you one." So Jack went in and ate a gingerbread man and when he was finished he said, "And now see what I brought you," and he gave her the doll.

"Why, you're better than Santa Claus. Even he didn't bring me one."

So Jack Frost left her happy and felt better himself. At the next house



THE SNOWMAN'S TRAGEDY

IN the first big snow they built me, shaping me carefully. They rolled and rolled my body until it was of size to hold the weight of two more parts—my chest and then my head. And then they gave me two black eyes, a nose, a hat, a pipe and a row of big black buttons down my front just like a stripe. Then came sticks for arms and my hands were some boy's mittens. When this was done, they'd finished—and as I now know, they'd forgotten me.

My life is short and tragic; the birds have pecked my eyes and nibbled at my buttons, and that's not all—my death is slow. The sun came out and day by day it melted a little bit away. But oh so slow the process is because I'm packed so hard I scarcely melt. But one by one my arms will fall and down I'll shrink and my fresh white snow will be grey with dirt. But no one cares. They leave me here to shrink, to suffer, and then to die.

he left the steam engine for a little boy who had no toys. All day long he took toys from those who had too much and gave to those who had too little.

The next day he went back to the house where he had taken the doll and the engine and what should he see but the children peering through the window. "We were waiting for you. Will you paint pictures on our windows today?"

"You've been good since I left, haven't you? I can tell."

"Did you bring our toys back?" And Jack told them what he had done and all about how happy the children were. "Do you want them back now?" And the children looked at each other and finally together said, "No, Mr. Frost, I guess we won't need them any more. We might even leave more toys that you might take." So every day Jack Frost came to see them and they gave him old toys and cookies and sweets for poor children that he was going to visit. And never again were they mean or selfish because they spent all their lives giving to others.

THE NEW YEAR'S BASKET

"THERE is only one more thing I can think of and that is to give a show." That was the last hope and they were almost ready to give up. Ellen, Jack, Donald, Ray, Mary, Ann and Louise had been having a meeting. They had decided that they should give a New Year's basket to a poor family but they had to earn the money first. They had tried shoveling sidewalks but no one wanted that done—no one would pay money for it. There were no leaves to rake, no cherries to pick—in winter weather it was hard for the children to find jobs. "Well, what do you think of it. We could use our basement as a theatre and give it during vacation." Ellen's house had a big basement fixed up as a playhouse.

"That's a good idea," said Jack. "Each one could put on an act." And so they began work in earnest. After another day they were discouraged. No one had any special stunt except Donald, who could play a harmonica better than any other boy in school—but Donald couldn't be the whole show.

When Ellen's mother was consulted she thought a while and then said, "There must be some way out. Aren't there other little boys and girls who would want to be in this and could do things?"

"Well, there's Sammy Green, but we don't want him." Now Sammy Green was the son of Ellen's mother's colored cook.

"And why don't you want him?"

"Why, mother, he's the cook's son. We never play with him."

"But it would make him very happy and

I know of several things he can do. And how about Jean Jones? She plays the piano beautifully. You ask those two and see what success you'll have." The children were still skeptical but they asked the others. Sammy Green's big black eyes filled with tears when they asked him. "Why, ah'd love to. Ah can do some tricks an' maybe if you wanted me to ah could do a dance." And Jean was so pleased she ran to tell her mother and get her music.

So again they started and this time with more success. Sammy could do everything. "Why mother, he can even draw. He has made lots of posters to advertise and he's made tickets and has sold ten already." And Jean found special stunts for each one who thought he couldn't do a thing. When the day arrived they found they had sold fifty tickets at fifteen cents apiece, giving them seven dollars and fifty cents to buy things to fill their basket. And the people really came and the base-

ment was filled with jovial faces.

When the improvised curtain went up the audience clapped loudly for there was little Sammy dressed in a black suit with a silk hat and doing a tap dance. And he was dancing as he never had before. Act after act was presented and each was received with great applause.

And then the show was over. The children were tired but happy and they gathered together to decide which family was to be their charge for New Year's Day. It was easily decided because they all wanted to help the same family. Their joy was complete when they saw the happiness they had caused. And after Sammy and Jean had gone to their homes the rest went to Ellen's and thanked her mother for the help she had given them. "You see, if you hadn't told us to get Sammy and Jean our show could never have been a success and we could never have given that basket."

The Patterns

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

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

7737. Ladies' Dress. Designed in sizes: 36, 38, 40, 42 and 44 inches bust measure. Size 38 requires 2 3/4 yards of 35 inch material, together with 1 3/4 yards of contrasting material. Price 12c.

7742. Stylish Frock. Designed in sizes: 16, 18, 20, (with corresponding bust measure 33 1/2, 35, 36 1/2, 38) and in 40 and 42 bust. Size 20 if made as in the large view, requires 4 1/2 yards of 39 inch material; together with 3/4 yard of contrasting material. To line the cape requires 7/8 yard. Price 12c.

7747. Smart Coat. Designed in 6 sizes: 16, 18, 20, with corresponding bust measure, 33 1/2, 35, 36 1/2, 38, also in 40 and 42 bust. Size 16 requires 2 3/4 yards of 54 inch material together with 1/2 yard of contrasting fur or fur cloth, 35 inches wide. To line the coat requires 3 3/4 yards of 35 inch material, and 1/2 yard of canvas or coarse linen for interlining collar and cuffs. Price 12c.

7743. Ladies' House Frock. Designed in sizes: 38, 40, 42, 44, 46, 48, 50 and 52 inches bust measure. Size 46 requires 4 1/4 yards of 35 inch material if made as in the large view. With long sleeves 4 3/4 yards. Price 12c.

7271. Child's Sleeping Garment. Designed in sizes: 1, 2, 3, 4 and 5 years. A 3 year size requires 2 3/4 yards of 27 inch material if made with long sleeves and feet. With short sleeves and without feet 2 3/4 yards. Price 12c.

7758. Toy Goose. Designed in one size: 15 inches in length. It requires 3/8 yard of material 35 inches wide for the goose and a piece 3/8 yard long and seven inches wide for the bonnet. Tie strings of ribbon 1/2 yard. Price 12c.

7754. Girls' Dress. Designed in sizes: 4, 6, 8 and 10 years. Size 8 if made as in the large view requires 1 3/4 yard of 32 inch material for the "jumper" and 1 1/4 yard for the guimpe. The guimpe with short sleeves requires 1 yard. Price 12c.

7041. Girls' Dress. Designed in sizes: 6, 8, 10 and 12 years. An 8 year size requires 1 1/2 yard of 35 inch material for the blouse and 1 yard for the skirt. With short sleeves in the blouse the quantity of material will be 1/4 yard less. To finish the blouse with bias binding requires 2 3/4 yards 1 1/2 inch wide. Price 12c.

7756. Girls' Dress. Designed in sizes: 2, 4, and 6 years. Size 4 requires 1 1/4 yards of 32 inch material. Price 12c.

Favorite Recipes

Chicken Custard. One-fourth cup of cooked breast of chicken, chopped and rubbed through sieve. One-fourth cup chicken stock and one egg slightly beaten. Season with salt, paprika, celery salt and pepper. Turn into buttered mold, bake in pan of hot water until firm. Cool, remove from mold and cut in cubes. Serve with chicken soup or consommé.

Beefsteak Pie. Remnants of cold beefsteak or roast beef, cut in small pieces. Cover with boiling water, add one-half onion and cook slowly for one hour. Thicken the gravy with flour rubbed into cold water and season highly with salt and pepper. Parboil potatoes and cut into quarter-inch slices. Place all in a buttered baking dish, cover with a short biscuit dough and bake in hot oven. Make several incisions in top crust to allow gases to escape.

Breaded Tongue with Tomato Sauce. Cut cold boiled pickled tongue in thick slices, sprinkle with salt and pepper, dip in egg and bread or cracker crumbs and fry in hot butter. Tomato Sauce: One and one-half cups canned tomatoes, one slice onion, three tablespoons butter, three tablespoons flour, salt and pepper. Cook onion with tomato until soft, rub through strainer. Heat butter in frying pan until it "sizzles," add flour and blend thoroughly. Add the tomato puree

and reheat. If tomatoes are very sour, add a few grains of soda before combining the two mixtures.

Corn Souffle. Two eggs slightly beaten into one can of corn. One teaspoon salt, pepper and celery salt if liked. Melt one and one-half tablespoons of butter in one pint scalded milk. Combine with corn and turn into a buttered baking dish and bake in slow oven until firm. Nice luncheon dish.

Moulded Spinach. One peck spinach, washed,

picked over and cooked until tender. Drain thoroughly and chop very fine. Add one-third cup butter and scant teaspoon salt and reheat. Press into buttered border mold and keep in warm place until served. Then remove to hot platter and fill center with small buttered beets. Surround with sliced hard-boiled eggs in white sauce.

Jellied Vegetable Ring. Soak one tablespoon granulated gelatine in cold water and dissolve

in one cup boiling water. Add one-fourth cup each of sugar and vinegar, two tablespoons lemon juice and salt. Strain, cool and when it begins to stiffen, add one cup diced celery, one-half cup shredded cabbage, one-fourth cup cold cooked peas and one-fourth cup cold cooked beets cut in thin slices or with fancy shaped cutter. Turn into ring mold and set in ice box to chill. Serve surrounded with thin slices of cold meat. Center may be filled with mayonnaise or horse radish dressing.

Milwaukee R. R. Women's Club

(Continued from Page 14)

Dec. 5 with Mrs. C. G. Bleichner presiding. After all regular business was attended to refreshments were served by Mrs. J. F. Burns and Mrs. C. G. Bleichner. Cards were enjoyed for a short time after the meeting.

Several of the club members have volunteered their services to the Red Cross in assisting them making clothes for the needy, and some very good work has been accomplished along this line.

Cedar Rapids Chapter

Mrs. Joseph Chermak, Historian

THIS is Cedar Rapids Chapter broadcasting from headquarters in C. M. & St. P. Depot C. R.

Although we have not been heard from, we are very much alive. As I mentioned before our picnic this summer was a grand success. Games of all kinds were played. The day finished with a twilight ball game, ending in a tie between the teams. About 100 persons were present. Visitors from Marion, also from Kansas City, everybody enjoying themselves and going home happy.

Our president, Mrs. W. W. Dawson, attended the convention in Chicago. Many interesting points were brought to bear on the members in our work for the future. Many calls, both personal and by telephone, have been made at this time.

Mr. Geo. Mulholland, engineer, and Dick Carney, switchman, met with an unfortunate accident a few weeks ago. Both have been confined in the hospital for some time. Mulholland received a fractured left knee and broken left wrist, and Carney was badly scalded about the face. Both men are doing nicely.

We extend our deepest sympathy to the family of Mr. R. L. Blackledge, agent at Marion, in the loss of wife and mother. Also to Marion Chapter in their loss of a charter member, whose death followed 1 week after a serious auto accident.

Wishing for all a Merry Xmas and Happy New Year.

Harlowton Chapter

Lillian Aucher, Historian

HARLOWTON CHAPTER is still on the map. Although nothing has been heard from it for a long time we are a wide awake bunch out here.

We have a well filled "hope chest" ready to be raffled off and a card party for December 20th at the club house, the proceeds to go for welfare work. A large number of tickets have been sold for the chest, one member alone buying a large block. A nice sum is expected from the sale.

A Christmas program is being planned, with a tree and bags of candy and pop corn balls for the little folks. A good time is expected by all.

After Christmas a play is being planned to be given at the club house, the proceeds to pay membership dues for our unemployed members.

The art club meets once a week and is busy doing gypsy glaze and placque work.

Mitchell Chapter

Mrs. Floyd Phillips, Historian

A VERY enjoyable tea was given in honor of Mrs. Carpenter Kendall and Miss Etta Lindskog, at the club room early in November,

at which time they visited the Mitchell Chapter. Both Mrs. Kendall and Miss Lindskog inspected the county supply depot at Mitchell and were much interested in the relief work which that organization has accomplished.

A card party was given under the auspices of the social chairman at the K. C. Hall on the evening of November 7th.

The club room looks very nice now with our new furniture which Miss Lindskog selected at Lockup. The sink and electric plate have been received and installed and the club is looking forward to many enjoyable meetings in this room.

The work of caring for the Christmas baskets is well under way, Mrs. Finley, Mrs. Fred Schirmer and Mrs. Belle McGrath are the committee in charge of this work.

Several of the Milwaukee Club women have been devoting some of their time sewing for the Red Cross.

The November meeting of the club was well attended, after a short business meeting a social time was enjoyed by those present.

The club owes a vote of thanks to Mr. Turney and the Store Department for securing the new sink and electric plate for their use. They also wish to thank Mr. Ingraham for his kindness in securing the furniture from Lockup.

Lewistown Chapter

Mrs. N. H. Fuller, Historian

OUR chapter has changed its business meeting date from the first Monday evening to the first Thursday afternoon.

December first was one of the most interesting meetings ever held. Following a simple luncheon served by Mrs. Herman Leib and Mrs. Wm. Douglas, a business session led by our president, Mrs. Spring, discussed plans for Christmas boxes. Since most of our needy families are in the small towns near here, it was decided to make up complete boxes of toys, food and clothing to fit each individual need, and send to their homes instead of a children's Christmas party in the club room. A dance for employees and their families was planned for December 10th, the second in a series of winter dances. No expense is entailed except light and heating the club room. Each member brings a cake, sandwiches, cream or coffee. The ladies are showing great interest in the "Ship by Rail Club" recently organized. The remainder of the afternoon was spent pleasantly with needle work. Mrs. E. B. Cornwell from Harlowton, was a guest of the club.

One of our older employees who is not on the payroll but is one of the busiest members we have, washes the club room windows and keeps the room clean, winds the clock, turns on the

heat before our meetings and keeps the station yard neat and clean, and many other kindly services. The club gives him a meal ticket every month which is small pay for all the benefits we receive.

We have had two new babies added to our Milwaukee family. Jerry Cooper, born August 16th, and Russell Holecek, born in November.

Our card club for Milwaukee ladies meets the third Thursday of each month. These by-monthly meetings keep us together, and a harmonious friendly spirit pervades this Milwaukee family. We never cease to appreciate and be thankful for our beautiful club rooms.

Black Hills Chapter

Mrs. J. S. Johnson, Historian

THE regular meeting of the Black Hills Chapter was held at the home of Mrs. Thomas Hickson on October 6th. The meeting was called to order by our President, the club motto was repeated and reports of the various committees were read. The Chairman asked that something be done in a way to raise money and plans were made to have a card party, to be held at the Y. W. C. A. This was held on October 20th. Twelve tables of bridge were played. While the meeting was going on four men called on sick folks. Following the meeting a social hour was spent in playing cards, and a nice lunch was served with Mrs. Hickson as hostess.

A special meeting was called on November 5th because we had with us Mrs. Carpenter Kendall, first vice-president of the General Governing Board of Chicago, and Miss Etta Lindskog, secretary general. They were met at the train by our president, Mrs. F. Diehl, and Mrs. Thomas Hickson. They were then taken to Mrs. Hickson's home for luncheon, after which they went on a trip to Mount Rushmore. At 7:30 that evening a general gathering of about fifty members was held at the Y. W. C. A., with W. F. Ingraham, superintendent of the Division, and W. Johnston, traveling engineer for the Division, both of Mason City, Iowa, in addition as guests. Our chairman took charge of the meeting and this was opened by a dance given by Iris and Donna Core, in honor of the Washington Bicentennial. They were attired in Colonial costumes, as George and Martha Washington, and they were accompanied on the piano by Elise Diehl. Mrs. Kendall then took charge of the meeting. She gave an address pertaining to the relief work done by the organization of the Railway clubs. Miss Lindskog also gave a brief talk for the good of the club.



FOOD DEALERS TRAVEL OVER MILWAUKEE ROAD
Pictured above is a group of about 40 representatives of the Geo. A. Hormel Co. of Austin, Minn., who assembled in the Chicago Union Station Dec. 15 and left in special sleeping cars attached to the SIOUX to attend a conference at Austin. The party selected the Milwaukee Road for travel in both directions



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
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. Lighthield.....Ticket Office, Beloit, Wis.
Julia Barrows.....Care of Car Department, Milwaukee Shops
H. J. Montgomery.....Drafting Room, Milwaukee Shops
Mrs. Edna Bintliffe.....Care of Trainmaster, Mitchell, S. D.
E. Stevens.....Care of Superintendent, Savanna, Ill.
A. E. Jerde.....Care of Chief Dispatcher, Montevideo, Minn.

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 Shuster.....Care of Refrigerator Dept., Fullerton Ave., Chicago
Dora M. Anderson.....Care of Local Agent, Mobridge, S. D.
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.....Raymond, Wash.
H. W. Anderson.....Roundhouse, Harlowton, Wash.
Anne Evans.....Care of Superintendent, Madison, Wis.

H. & D. East A. E. J.

JACK LALLY, who has been running on the Fargo Line for a long time, is running on the Farmington, having bumped Tickner, who in turn took the way freight.

Louis Dunlap has been permanently assigned to position of agent, Brampton, So. Dak.

George Martinson, who has been laying off for several months, has been permanently assigned as leverman-operator at Tower E-14. George has been helping a brother-in-law get started in the meat business and is planning on going to work at the tower soon as he gets things going good in the meat market.

The Fargo Line passenger train 406 was temporarily snowed in last month on the hill just north of Ortonville. It didn't take Mickey Averill long, however, to pull them out with one of the big G-6's.

Mr. "Red" Middlebrook, who has been running on one of the east end way freights, is back in the ring again.

Mike Gregory is making a trip now and then so as to stay in trim. We expect that by the time this gets into the Magazine Mike will be out west of the Rockies picking roses.

T. E. Thompson, of Castlerock, has been doing some relief work on the east end, working both tower E-122 and tower E-14.

Geo. Kiestler, agent Hutchinson; George Fausse, agent Granite Falls; Jack Felber, agent St. Louis Park; F. L. Petrick, agent Clinton, were among the list of H. & D. deer hunters this fall.

Martin Ogren, operator Appleton, was off a few days last month on account of illness. He was relieved by E. C. Weatherly of Redfield.

Arnold Moe, night yard-master, Montevideo, has bought himself a little bungalow out on Ninth Street.

Casey Conright, formerly of Montevideo Roundhouse, has been assigned to the position of Roundhouse Foreman at Roscoe. Casey has his family with him now and a new roundhouse and reports that he likes South Dakota fine.

Condr. Ben C. Bishop recently became a member of the Sons of the American Revolution.

J. J. Brown was re-elected city mayor of Montevideo.

Sig Lofdahl was re-elected alderman of Montevideo.

Vic Putzier, oper-pumper of Minnesota, says the election at Minnesota Falls was as follows: Roosevelt 1, Hoover 1. Putz says he'd been working on voters of his city ever since the Democratic convention.

Pat J. Walsh worked at St. Louis Park for a week or two last month.

C. H. "Casey" Anderson spent a couple of weeks at Clinton doing the chores around the depot at that point.

Baggageman B. C. McDonald brought back a deer from up north again this fall, and was it ever good?

Doc Rue, PFI Montevideo, is back on the job again after being off on account of illness for several weeks. Glad to see you back, Doc. He was relieved by Klucas from Marks Stockyard gang.

Condr. Charley Nelson, west end, brought back a deer from up north as usual.

William C. Westfall, yardmaster, Montevideo, was off a couple of days last month; relieved by Chuck Adams. Bill does this once a month or so to get caught up on his reading.

Ewalt Reuhmer is stocking his ranch with a few peacocks this spring.

Ansel "Pat" Maloney spent a few days visiting with his mother in Minneapolis the latter part of November.

Frank Koelgren, of Granite Falls, has been working as lever-man at tower E-14 for the past month or two.

Marshall Drown made a few trips running on the Cogswell Line.

Mark Rasdall was in town the other day. First time since the first train load of stock arrived from west of the river.

Vet Deering accused Cy Wash and Roosevelt of being responsible for the Fargo Line passenger being pulled off and that started the fireworks. It happened that Mr. Westfall was there at the time with his diplomatic ways and soft words or there probably would have been another war.

Our chief, J. E. A., was working day and night during the O'Connor trial at Benson, attending court during the day and lining up the work for the boys at night.

Engr. Heckert, old timer on the Fargo Line, is running on the Cogswell Line.

Condr. Smith of Andover is laying off for the winter. We did not learn of Mr. Smith's plans for the winter.

Jap Wik is still hanging onto the swing job of dispatching and we all hope that he may be able to keep it.

Dispatcher J. J. Brown has been laying off for a couple of months.

Mr. and Mrs. Fred Burdick moved from Aberdeen into their new home at Montevideo the first part of December.

Ernest F. "Bunny" Moore, local chairman of the O. R. T., and Clyde R. Latourelle, general chairman of the O. R. T., spent a day in Montevideo and several days going over the H. & D. division in November. The boys report conditions in good shape so far as the membership

goes. We were all glad to see them and hope to see them on their next trip.

J. E. Andres spent a week-end with his mother in St. Paul last month.

The George Washington Bi-centennial which ended Thanksgiving Day was headed by Walter E. Dunlap as general chairman for the city of Montevideo. Dispatcher J. J. Brown and Condr. Ben C. Bishop were members of the committee. One of the outstanding events of the period was the mammoth railroad picnic which was held in Smith's Park on Flag Day in June, at which time special trains were run from Aberdeen to Montevideo to take care of the South Dakotans.

Bob Fleming relieved H. P. Jarvis at Birds Island for a week or ten days while Jarv was visiting the folks at Monty. Jarv spends a couple of weeks with us every two or three months. Bob also relieved Ben Iverson at Birds Island for a day or so after Jarv's return.

Agent Coleman of Strausberg, No. Dak., is the proud father of a big boy, who will be known as Mickey Coleman. We are glad to welcome you into our big family, Mickey.

Harry Cadwell, ex-baggageman of Fargo Line, bumped his way onto a main line job.

E. G. Hausauer, who has been braking on the Fargo Line for a long time, is now working on the main line on 5 and 6.

M. M. Hartzell worked at Appleton nights for a few nights first part of December.

Mrs. Joe Rush, of Montevideo, was fatally injured last month by a hit and run driver. Mr. and Mrs. Rush were crossing Highway 212 just south of the tracks at Montevideo when Mrs. Rush was struck. The hit and run driver gave himself up to local authorities the following day. Deceased is survived by her husband and two children, her parents, Mr. and Mrs. A. C. Klucas of Montevideo, three brothers, Edward L., Walter H., and Arthur A. Klucas, all of Montevideo, and one sister, Mrs. May Schreier, of Scooby, Mont.

Friends of Mr. and Mrs. Jim Barrett will be glad to know that Mrs. Jim is back on her feet again and able to do her own housework.

Effective December 12, 1932, the agents at Glencoe and Ortonville lost their first trick operators, the operators on first and second at each place moving back one trick, displacing Mr. Zimmerman at Glencoe and Mr. Winn at Ortonville.

S. C. D. Office J. B.

ONE fine morning Bill Tschantz showed up without a tie. What's the matter, Bill, getting absent minded at your age?

Ethel raffled off a couple of fine ducks at Thanksgiving time and she says that she

veral left that she will raffle off at Christmas. The lucky winners were Jerry Rosar and Carl Eger. Who will be the next ones?

Dick also won a turkey and what a bird! I didn't open the package but I did see the head and feet and I have been told that it was a little pressed iron body that held them together.

Art Schroeder ordered a turkey from out west for his Thanksgiving dinner and when it failed to arrive on time Mrs. Schroeder became skeptical as to whether or not they were going to have fowl for their dinner so she went out and bought a goose. That night Art went out and had a turkey bowling and the next day lo, and behold! the Montana turkey arrived. Too bad there is a month between Thanksgiving and Christmas because Art had to solve the problem of too much fowl by selling them to Weber and Cannon.

By the way, I've always wanted to mention the fact that a little fish told me that Herman spent the second week of his vacation trying to catch a m. So that's how he got that sunburn.

Sincerest sympathy is extended to Mr. Deppe and his family in the loss of his father, who passed away at Portland, Ore., on December 6th.

The New Hub of the I. and D.

Wm. Lagan

ENGINEER CLARENCE SUGART and family spent Thanksgiving with relatives at Hipp, S. D.

Agent Homer Snow and family spent Thanksgiving with friends at Yankton.

Conductor W. B. Anderson is having a forced vacation on account of spraining his ankle. We hope to see "Walt" back on the job before long. Engineer R. W. Duncan passed away Nov. 1st. Mr. Duncan had worked for the Milwaukee Road about thirty years. We wish to extend our sympathy to his family.

The Women's Club of Sioux Falls held a Chicken Supper at their club house, evening Nov. 8th. There was a large attendance and everyone enjoyed a tasty meal.

The University of South Dakota foot ball team traveled about 4,500 miles the past season. The Milwaukee Road had the pleasure of transporting the team about 3,000 miles. One of their longest trips was to Spokane, Wash., where they played Gonzaga University. The team and officials of the school were much pleased with the service and courtesy shown them by our road. Mr. Henry Stuben of Sioux City accompanied the team on most of their trips.

Chester Smith, Relief Agent, underwent an operation at the Lutheran Hospital in Sioux City recently. We understand he is doing just fine and will soon be out, and back with us again.

General Agent W. D. Griffiths is sporting a new Pontiac sedan, which he says is a Christmas present to himself. He seems to be enjoying very much.

Conductor Burt Small is now piloting the Sioux City "Hot Shot" on the North End.

The ladies of the Sioux Falls Women's Club are busy with the planning of their annual Christmas party for the children of Milwaukee employees. This is always the big event for the boys and girls at Sioux Falls.

John Horstman, formerly clerk at Arion, Iowa, is one of the new employees at Sioux Falls.

Wanted by Ethel Jacobs and Laura Sievert at Sioux Falls, S. D., A MAN—to fire the furnace at the Sioux Falls Freight House.

Mr. H. L. Hoskins, Chief Dispatcher, Sioux City, Iowa, attended the convention of the Veterans of the American Expeditionary Forces who served in Siberia during the World War. This convention was held at San Francisco and Harry reports a very enjoyable trip.

Roy Goodell, Agent at Hudson, S. D., has been visiting relatives at Lawrence, Kan.

Conductor M. R. Burrell enjoyed a pheasant hunting trip at Rock Valley, Iowa, Nov. 19th. Murray returned with the limit and reports a very nice trip.



MILWAUKEE RAILROAD EMPLOYEES IN THE REA BLDG., TERRE HAUTE, IND.

Left to Right—Seated: H. A. Smith, Chief Dispatcher; A. L. Burt, Assistant Engineer; C. E. Elliott, Superintendent; P. M. Fagan, D. F. & P. A.; E. H. Pfafflin, Division Engineer

Standing: E. L. Hollis, R. E. Fallowfield, Christine Hammond, Marie Rus-bason, Roberta Bair, T. I. Colwell, Leo Huberti, Geo. Scholl, F. G. Pearce, Walter Osmer, L. W. King

From the Cross Roads of the World

Roberta Bair

ON WEDNESDAY, Nov. 16th, the Terre Haute Chamber of Commerce arranged a community luncheon at noon in the ballroom of the Hotel Deming.

The luncheon was attended by more than 300 of the shippers, merchants, bankers, members of civic and other organizations and Railroad representatives.

The speaker was C. S. Millard of Cincinnati, Ohio, vice-president and general manager Big Four Railroad.

Mr. Millard's address was a very clear and forceful presentation of the actual situation of the railroads of the country today because of the business depression, and he made particular reference to the railroads' attitude toward the unregulated and unfair competition of highway, water and air transport.

Superintendent C. E. Elliott and D. F. & P. A., P. M. Fagan represented the Milwaukee R. R. at the speaker's table.

Mr. R. W. Anderson, Superintendent of Motive Power, made a trip over the entire division Wednesday, Oct. 19th. We are always glad to see Mr. Anderson come.

La Crosse-River Division Items Eileen

THE recipient of the pretty red suspenders thanks a certain member of the Engineering Department for them. By the way, they are as serviceable as they are good looking.

Mr. and Mrs. M. D. Hobbe are the proud parents of a son born in November.

On November 16th, as train No. 58 pulled by him at Mauston, Lt. Col. Harry G. Williams noticed a bad wheel on baggage car and immediately notified the train crew. The car was set out at Portage. Lt. Col. Williams was formerly in the train service on the LaCrosse Division, which proves the old adage "Once a railroad man, always a railroad man."

The deer hunters have returned, and not empty handed either. John and Clifford Saley, John Brinkman and Art Reifentuhl each got a fine buck, and now there have been many venison dinners.

The name of our Oconomowoc Station is strictly Indian. Years ago, before it had a name, the Indians were quite plentiful near there, it being their trading post. Among the many who visited the post was an old buck who had a pet coon which followed him wherever he went and would always be with him on his trips to the post. One day the coon was missing, and when asked where his coon was, the old buck replied, "Ol coon no mo wok, he sick, me no bring him any more." That is how O con o mo woc derived its name.

We are sorry to write of the death of Mr. Ray Ostrom, employed as stationary crane engineer at Wabasha, at 6:30 o'clock morning of December 1, as a result of being overcome by carbon monoxide gas in the garage at his home. He is survived by his widow and four children, his father, John Ostrom, who is chief carpenter on the River Division, and several brothers and sisters. Funeral services were held from the Methodist church at Reads on December 3. Interment was in Riverview Cemetery.

Recently it required six engineers to bring No. 55 from Milwaukee to LaCrosse. This is how. A doubleheader, two engineers, Milwaukee

to LaCrosse, the crew on the lead engine went all the way through to LaCrosse. The crew on the second engine changed at Portage, thus it took three engineers and three firemen to do the job. As the firemen were all engineers, hence six of them.

Bob Ramsey is proud of a fine young grandson born on November 18. Bet Bob is disposing of some of his old vests.

Interesting conditions often arise on our overland passenger trains. Quite recently on train No. 15, the Olympian, a little Chinese mother, from appearances not over thirty-five years of age, with her eight children was traveling from Chicago to Shanghai, China, via our line to Seattle and routed via steamship line Seattle to Shanghai.

The eldest child of this interesting brood was a girl eleven years of age, then a boy nine years old, twin boys four years old, twin girls three years old, a child eighteen months, and last a babe in arms.

Their transportation consisted of one full fare for the mother and two half fares for the two oldest children on our line. 'Twas different, though, on their steamship trip, they all had to pay even down to the babe in arms.

They were all of the real Oriental type with their fat round faces and straight black hair, except the oldest girl, who lacked the almond eye and high cheek bone so characteristic of her race, and all were dressed well in American style.

They had big baskets of food, enough to take them home, for undoubtedly that is where they were going never to return to the grand country called the United States of America.

Coast Division "Kirk"

NOW that Christmas and the New Year celebration has passed we can look forward to the 4th of July and summer weather. Hope Santy Claus brought you all a little something at least and that you didn't make too many New Year resolutions.

Just now the weather is clear and cold with no snow and most of the folks, particularly the

younger ones, are looking for a pair of skates to try out the ice. This is quite a rarity around here and we are making the most of it, many putting skates on for the first time.

B&B Foreman H. E. Jones, who had the misfortune to break his hip some time ago, is now up and around with a crutch which he uses as a cane and says it will not be long before he will be as good as new.

B. D. Hiddleston, Section Foreman at Tacoma Yard, and Section Foreman A. L. Phelps from Sumner are both confined to St. Joseph's hospital at the present time but are both reported to be doing nicely, and we hope to see them out again soon.

Frederick Dalton, for several years janitor at the depot, Tacoma, and who has a record of 55 years continuous service with the Milwaukee road, is confined to the hospital. Mr. Dalton, while past 80 years of age, has been very active and it is hard to stay in the hospital.

Mrs. Fred H. Ward, wife of section foreman at Alder, left the middle of December to visit friends and relatives at Kennebec, S. D.

Geo. Scarborough, B&B Carpenter, with his daughter, Ruth, are now on an extended visit in the east. They expect to make Winnipeg, Minneapolis, Chicago and Marion before returning home.

Paul Rud, B&B Carpenter, left Nov. 30th for Dunseith, N. D., to spend several months at his old home.

Burt Fraidenburg of Kapowsin is relieving Section Foreman James Brennan of Burt while the latter is laying off for 90 days.

L. R. Bartholomew went back to the track watchman's position at Rockdale when that job was again established in November.

Miss Ruth Fullerton, Steno in the Chief Dispatcher's office, Tacoma, spent her Christmas holidays in Miles City.

Mrs. Carotte's daughter Catherine was in the hospital at Payallup for a short time in November but is now at home again and feeling much better.

On November 20th at Tacoma occurred the death of Brakeman Ridgeway Dennison. Denny, as he was familiarly known, had worked on the Coast Division since 1918, coming here from Lines East, where he had been in service for some time. Mr. Dennison was 66 years old and leaves a widow and two sons, to whom we extend our sympathy.

The Washington unit of the Ship by Rail Club got off to a good start Saturday, December 10th. The meeting was called for 10:30 in the Tacoma Women's Club Rooms and officers were elected, rules and regulations formulated and other necessary business transacted. At 7:00 P. M., after the special train arrived from Seattle with employees from Seattle and intermediate points, a parade four or five blocks long was formed, which marched through the down town streets and up to the Scottish Rite Cathedral. Mr. L. C. Gilman, vice president of the Great Northern Railway, and Mr. Lewis B. Schwellenbach of Seattle, who was a candidate for governor, were the principal speakers. The crowd was estimated to be between 1,600 and 2,000. We should all join this movement, which has as its purpose the doing away with unfair and unequal competition in the transportation of freight.

Kansas City Division

C. M. G.

CONDUCTOR R. E. RUCKMAN and wife spent the Thanksgiving holidays in Memphis, Tenn.

Mr. and Mrs. G. C. Sheridan and mother of Mr. Sheridan of Minneapolis motored to St. Louis on Nov. 22d to attend the golden jubilee of Mrs. Sheridan's sister, who has been in the order of St. Francis for fifty years.

Chief Dispatcher L. H. Wilson is now occupying the attractive new home, recently purchased, on Vogel Avenue.

Roadmaster P. J. Weiland and family spent

a vacation of two weeks with relatives in Bridge-water, S. D., during the latter part of November.

J. Herzog of the superintendent's office just returned from a vacation of one week, which he spent in the city of Ottumwa.

The latest, up to the minute Nash sedan is the new possession of Chief Clerk J. W. Sowder.

Mr. and Mrs. E. J. Kervin were called to Aberdeen, S. D., on Nov. 20th account the death of Mr. Kervin's brother, who was accidentally killed. He was employed as a switchman by the Milwaukee.

Norma Sowder, daughter of chief clerk, was a patient in the Ottumwa Hospital November 18th and 19th, account a tonsil operation.

Geoffrey E. Stickler of the district accounting office, Chicago, spent one week's vacation in Ottumwa, visiting in the home of C. H. Baker. While in Ottumwa motored to Seymour to visit in his old home town.

Mr. and Mrs. George Kissinger will spend Christmas in Tulsa, Okla.; they will be joined by Mildred Kissinger, of the district accounting office, Chicago. They will be the guests of Mrs. Hugh Evans, the former Margaret Kissinger and expect to remain in Tulsa over New Years.

Mrs. M. A. Freeman of Ottumwa will spend the holiday season in New York City, visiting with relatives; enroute to New York will stop over in Washington, D. C., to spend some time with her son.

Chicago Terminal

Guy E. Sampson



Hank Reader and His "Old Ford"

THE above photo of two Milwaukee employees, Bill House of the C. & M. Div. and Hank Reader of the Chicago Terminals, and the two deer they shot this fall. Hank is owner of a beautiful ranch lake resort near Pound, Wis., where a party of eight employees went for deer hunting. Every man got his deer, too. The fact is that Bill had to shoot his buck to keep from being trampled. He saw him coming straight for him and he fired three times in succession, and although every shot would have counted, yet after a brief pause Bill fired again and then the "Buck Fever" got him and he began to yell so loud the boys thought he had been accidentally shot (but could tell he wasn't killed). That's a good time to get the fever, Bill, after you get your deer. Some of our readers who read this will remember "Hank's Old Ford," the same one he had when you were up there fishing. "Don't need paved roads for 'er," Hank says as he drives it through the woods any where. As Hank's place is easily reached on the Milwaukee Ry., many employees visit it every fishing and hunting season. The eight who went hunting this fall swore they will go to Hank's cottage every hunting season.

Mr. Fred Gage, machinist at Galewood roundhouse, and who has been employed at different places on the Milwaukee during his service with the company, suffered a stroke on August 14th and has been bedfast ever since. On October 28th his good wife and he moved to Mattoon, Ill., where their daughter resides. Fred's many friends were very sorry to learn of his misfortune and wish for him a speedy recovery.

Mr. D. T. Bagnell, Assistant Superintendent

of Terminals, was confined to his bed a few days this month with a touch of the "flu," but he could not stay down long and was soon back on the firing line as busy as ever.

The cold snap and slippery walks which hit the terminal about the 8th day of December caused Train Director Jas. Kirby to keep to the house for a spell and Sampson, who had sufficiently recovered from his accident to do office work, relieved Kirby at the desk.

John McCartney, a switchman for many years, had the misfortune to lose the fingers of his right hand and was at the hospital for a time this month.

Engineer and Mrs. Jennings are rejoicing over the arrival of a granddaughter that arrived at the home of their daughter, Mrs. Erda Rogers, December 15th. And the young lady arrived just in time to have the notice of her birth recorded in this issue of the Employees' Magazine. Congratulations, baby, parents and grandparents.

Mr. Lange, father of Engineer Roy Lange, is at this writing very low at a hospital in Lombard, where he has been a suffering invalid for several years. The sympathy of all employees is extended to Roy and his family in these distressing hours.

Mr. C. L. Emmerson has fully recovered from his recent operation and is again about his duties for the railroad company.

Switchman George Stoddard was absent from his regular duties a few days this month account of illness. However, he is back on his regular job again.

Safety First meetings are becoming very interesting and employees seem more anxious than ever to keep in touch with every idea that will promote Safety among them. And by the way, why not include this idea in your 1933 resolutions? "I will attend any and every meeting possible where Safety is to be a prime factor of the discussion, and will continue to educate myself to be more SAFETY CONSCIOUS, keeping the idea of SAFETY in mind at all times, whether at work or at leisure." If every employee will do this, the next year is going to show a record that every railroad in the country will envy.

More meetings, more thinking, more talking and less accidents should be our motto for the coming years. It sure will pay big dividends and save suffering as well as in many cases loss of employment. We just can't afford to be hurt.

The sympathy of all employees is extended to Switchman Albert Tompkins and family. Mrs. Tompkins passed away November 15th. She was a member of the Milwaukee Women's Club as well as a member of the R. of R. T. Auxiliary Lodge.

Iowa and S. M. Division

V. J. W.

WE ARE sorry to hear that Conductor Henry Bennet is quite ill. On December 12th he entered St. Olaf Hospital at Austin for treatment.

Six Austin Shop employees were placed on pension December 1st. Their service with the company total 346 years. Henry Herzog entered the service 1864; Mike Myers, 1870; Chas. Opie, 1875; Leonard Laufie, 1875; Chas. Klema, 1876, and Joe Sucha, 1886.

Operator J. E. Libel of Mendota is spending the holidays in California.

Operator G. P. Ryan of Owatonna is also vacationing over the holidays.

Train Baggage-man A. M. Redmann is visiting his brother at Savanna.

Carl Volker of the Austin Shops and Irwin Johnson, son of Car Foreman Johnson, are spending a few weeks in Florida.

Time Revisor Rose Krulish spent Sunday, December 11th, at Rochester with her sister, Mrs. Roy Cambern, who recently underwent an operation there.

O. E. B. came to work the other morning

without his rubbers. He says that he left them home. We wonder.

R. E. Madden, formerly of Farmington, Ia., is the new Joint Agent at Hollandale.

The "office boy" wonders why Violet spends so much of her time between Austin and Omaha. Can it be that she has so much affection for her sister?

Does anyone want to buy a good pair of shoes cheap? See Rud in the Dispatcher's office.

Ben Bergen, Section Foreman at Toapi, Minn., was elected Mayor of that fair town in a recent election. We wish you luck, Ben.

Hermann has been doing considerable hopping around lately, and we found out why the other day when Train Baggage-man Vollmar dropped in and asked him how he liked the squirrels.

Mr. and Mrs. Verne Evenson announced the arrival of a baby boy December 12th. No doubt another "All American Tackle."

While speaking of football players, we take pride in reporting that "Pick" Vidal, flashy back of the Army, is the son of Engineer Felix Vidal of Madison, S. D.

Knowing as we do that Mike (Sandy) Ulwell is quite adverse to any publicity, we have hesitated to inquire about that new nickname "Sandy," but there is a story going the rounds that Mike had the presence of mind to assist in carrying a lady from the church after she had fainted, and evidently it was just as the contribution box was being passed.

The only guy that we envy these cold mornings is JMP in that full fur raiment.

We note from the listeners of the broadcasts from station WNAX that Officer "Eppy" McDermott has changed his brand, and is now taking Krazy Krystals. Any thing going over, Red? Janitor Nick Smith is back on the job after his entry in the six-day bicycle race, and reports that if the new congress does its stuff, there will be a new business place in Johnsbury with a sign "Smith & Hoff" over the door.

When Roadmaster Luskow put out the riot call of a serious grass fire near Oakland one night recently, he found at least three ready volunteers, Red, Raff and Tang. He reports that one of them surely qualified as the real "Suitcase Simpson" as a "fire stomper out." We are wondering just how close Tang parked his car to the fire.

Sympathy is extended to Conductor Fred Campbell in the loss of his wife, whose death occurred at Owatonna December 14th.

The new experimental test car, NADX 10000, recently made its trial trips over our line from Austin to Minneapolis and Austin to Chicago. It is a real "Austin" Refrigerator Car—measuring only 22 feet long, and has only four wheels.

Idaho Division

Gertrude Alden

ORGANIZER W. L. HULLINGER of "Ship by Rail" clubs, in company with E. J. Gates, State Secretary-Treasurer of the Washington Ship by Rail Association, visited Spokane recently for the purpose of organizing clubs among the employees of the different railroads residing in Spokane and vicinity. At the initial meeting of employees of the Milwaukee Road, Cashier Harry Miller of the local freight force was elected president and Mechanical Clerk Joseph Gengler was elected secretary-treasurer. Messrs. Hullinger and Gates gave very interesting talks, offering many valuable suggestions to the employees for increasing rail traffic. Much interest was manifested, and it is sincerely hoped that the activities of the club members may rebound to the benefit of the Railroad, which in turn will result in improvement in the employment situation.

In a Seattle hospital on December 9th occurred the death of Henry T. Price, for many years an operator on the Idaho Division, and in recent years assistant chief operator in the relay office at Plummer Junction. A familiar voice on the testing wires is stilled and will be

greatly missed by the telegraphers who were directed by that voice in "patching" the wire troubles. Sympathies of all the Idaho Division employees are extended to the bereaved family.

Once again the stork has visited Spokane and directed that the little Miss shall be known as Barbara Jean Herman—her mother, Mrs. Lester Herman, formerly Lorna Hays. Chief Dispatcher P. L. Hays, the proud grandfather, wears the smile that won't come off.

Several Milwaukee boys have been sojourning in a Spokane hospital recently. Agents H. R. Stephens and R. W. Johnstone both submitted to major operations, and we are much pleased to report that they are convalescing nicely. Hosie White, a Bridge and Building Foreman from the Rocky Mountain Division, also had a siege in the hospital at the same time, making it possible to "swap" railroad yarns inter-divisionally.

The cold snap has caused the boys in the superintendent's office to change from wood to coal, from BVD's to the, you know, the long scratchy kind! And, oh, yes, Albert Janosky took on an Oxford gray overcoat. Let the wintry winds blow!

Locomotive Engineer Thomas McCaull has left for the sunny California clime, where he will visit a son.

Passenger Conductor Clarence Alger expects to leave the first of the year for California points. Says he does not expect to return until he gets tired of resting.

Mrs. George Finney, wife of store helper, passed away at Othello recently. Interment was at Seattle. The Idaho Division employees extend their sympathies to the bereaved husband.

Dubuque-Illinois Division

First District

E. S.

MAKE the line with news about every other month these days but maybe next year some of the former newsgatherers on the division will

Here's Work for Furloughed Men

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For work under ground, for night construction, loading, railroads, etc., or work on dark Winter afternoons, this "portable daylight" is always at your command to increase the speed and efficiency of the job.

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be able to contribute more items too.

Sympathy is extended to Mr. Fay Kampter, of the Savanna Car Dept., account the death of his son, which occurred Dec. 9th. The young man, with a companion, was setting traps on the ice below Sabula when the ice gave way and both boys were drowned.

The Consolidated Meeting of the First District of the D&I Division, held at Savanna the night of Dec. 13th was well attended notwithstanding the zero weather. About 200 officers and employees were in attendance, coming from all parts of the division. Mr. C. R. Daugherty, Asst. Mgr. of the Claim Prevention Bureau, was the main speaker for the Claim meeting, Messrs. F. O. Schaudies and A. Mallum for the Traffic-Operating Meeting, Mr. V. M. Hansen for the Safety meeting, Mr. Layton for the Fire Prevention meeting and Mr. Buettell for the Fuel meetings. Other interesting talks were given by the Division officers, with Mr. Donald as chairman of the meeting. Due to the safety inspectors being taken off effective Jan. 1st, 1933, this was Mr. Hansen's last Safety First meeting and in his farewell speech to the men he left with them the thought that "Safety is of the first importance in the discharge of duty" and impressed upon them again the importance of strictly obeying Rule 903.

Beginning with the month of December the monthly meetings of the Railway Women's Club at Savanna are in charge of the different departments on the division. The December meeting was in charge of the Store and Mechanical Departments and began with a pot-luck supper, with about 175 in attendance. Those of us who did not take advantage of the opportunity to attend the gathering missed out on a rare treat. We all know that Master Mechanic Mullen's favorite song is "My Wild Irish Rose" but none of us had ever heard him sing it as a solo—nevertheless he did the evening of Dec. 12th—using the "Schwartz method" and he went over big. The

next meeting, Jan. 9th, will be in charge of the Operating Department, and we have been given to understand that we will have to go some to beat the program put on by the Store and Mechanical Departments. We admit that they put their program over very cleverly, but we will do our best to make our program as interesting.

Conductor Mike Howard is still at his home in Savanna with small-pox. We hope he will be over it in time to enjoy the Christmas holidays. Sympathy is extended to the family of John Schueller, whose death occurred the forepart of December at Savanna. Mr. Schueller was a boilermaker helper at Savanna Roundhouse for many years and will be missed by his friends around Savanna Terminal.

The Misses Delia and Clara Cush spent a few days with their parents at Savanna during the Thanksgiving holiday period and were entertained at a bridge party at the home of Miss Doris Calehan.

Mr. J. P. Whalen, brother of Trainmaster W. J. Whalen, of the Second District, is acting in the capacity of Roadmaster of the Main line of the Illinois Division effective Dec. 12th, with headquarters at Savanna.

It is a common occurrence these days to see a little "Chevie" pushing a mighty Studebaker, Paige or what have you. When mercury drops to zero there is no social prestige and the "Chevie" has his day.

As the notes for this month will be published a little late to wish all the D&I employees a Merry Christmas, nevertheless we do say Merry Christmas to you all and hope that with the New Year many of the employees who have been among our unemployed, will be with us again and that it will be the beginning of a brighter and better year for all of us and the Milwaukee Road.

Iowa (Middle and West) Division Ruby Eckman

WHAT might be termed a double honor came to Engineer Wallace Rawson the fore part of December when he was advised that he was grandpa, as twin boys had been born to Mr. and Mrs. Merton Rawson. The lads are the first children and the first grandchildren in each home.

Mrs. George Eldridge, wife of one of the company doctors at Perry, died very suddenly at her home November 30th. She was sick only an hour.

Friends on the Iowa division were sorry to learn of the death of R. W. Dennison, which occurred November 21st in Tacoma. "Denny" went to lines west from the Iowa division.

A couple of the west division train crew unknowingly operated a "Honey Moon" special the last of November. A young couple from Perry, wanting to evade the five-day law on marriage licence applications, broadened a Milwaukee freight train and bummed their way to Omaha, where they were married. The bride packed her wedding finery in a bundle, donned her coveralls and they made the return trip in the same manner.

The death of R. M. Calkins was learned with regret on the Iowa division. Mr. Calkins and Billie Magee, agent at Perry, learned telegraphy together at Monticello back in the late seventies.

Mr. Magee has watched with interest the advancement of his life long friend.

W. E. Failor, who worked as clerk at Perry for several months, went to Savanna in December to take a position in the store department.

Fred Woolson, son of Oscar Woolson Perry, brakeman, had his hand badly injured when it was caught in a molding machine at a bakery where he works.

Engineer Emmet Collins and wife attended the funeral of an uncle at New Albin, Iowa, the middle of December.

Bert Brandt, perishable freight inspector, was laid up with the "flu" for a while in December. Harley Everson, the traveling inspector, came to Perry and donned overalls to look after Bert's work.

Mrs. John McIntosh, wife of one of the electrical engineers at Perry round house, died November 17th following a long illness. George Layton came out from Savanna with other relatives and friends to attend the funeral services. Mrs. Thos. Costello of Marion was also in attendance.

Charles Kinner, operator at Perry dispatcher's office, was off duty a week in December on account of sickness. Herman Krasche relieved him.

Neola was made a joint agency for the Milwaukee and the Rock Island in November. The interlocking plant was changed to be operated from the depot and the work will be handled by the three operators who have been working in the tower. The Rock Island agent retired and H. C. Gustafson, the Milwaukee agent, was given another assignment.

Dispatcher H. P. Buswell of the Savanna office and Mrs. Buswell came to Perry in November to attend the funeral of Mrs. Frank Dow, a close friend.

Ben Spence and the crew with him on the point gang the last season completed their work and returned to Perry about the first of December. Ben and his boys had a successful season and completed their program of work in advance of schedule.

Conductors W. E. Rathman and G. T. Burnham were both off duty in December on account of sickness.

Miss Helen Sanford, daughter of Machinist Harry Sanford, was married in Chicago November 26th to Lawrence Sanders, a young man who formerly made Perry his home. The ceremony was witnessed by a few relatives and those friends. The young people will make their home in Chicago, where Lawrence is employed with a manufacturing concern.

Marcus Breed, father of Conductor Carl Wightman's wife, died in Marion the latter part of November following a few weeks' illness.

Mrs. Frank Dow, wife of one of the young conductors on the West Iowa division, died at their home in November following a several months' illness.

Iowa Division, Second District H. H. Jacobs

A LUCKY young lady from St. Joseph, Mo., married Mr. Lionel Hardie, son of Conductor Jas. Hardie, shortly before Thanksgiving. The couple will reside in Des Moines. All of us offer our congratulations and very best wishes to the happy couple.

Mr. Dodds held a Safety First meeting in Des Moines Tuesday, December 6th. Conductor F. W. Price and Mrs. Price expected to spend Christmas with their daughter in Indiana.

Fireman Ralph Page was called to Iowa City recently by the serious illness of his wife. We understand her condition has improved.

The change in time of The Sioux through Spencer necessitated a slight change in the schedule of No. 36, so that No. 36 is now due to arrive at Des Moines at 12:12 A. M. The change was effective December 4th.

We understand that Messrs. Jas. Hardie, Ray Farran and Harry Berman celebrated Thanks-

giving Day at Spirit Lake by going fishing up on "Big Spirit." They had to fish through the ice, of course. A little bird tells that Mr. Hardie had quite a time keeping our friend Berman out of jail. It seems someone had neglected to bring the adding machine along so a close count could be kept on the "catch," and the limit.

Mrs. Hartshorn (Earl's mother) returned from Excelsior Springs the forepart of December and spent a few days with Earl in Des Moines before returning to her home in Marathon.

J. V. Schnell, first-trick Telegraph Operator at the Union Station, Des Moines, was away a few days early in December, taking a short southern trip.

A fire completely destroyed the residence and store building at Kennedy early Thanksgiving Day. These buildings were the property of Agent R. M. Dawson.

A. C. Jacobs and family, from Nemaha, visited in Des Moines Thanksgiving Day.

It is said that a pheasant very obligingly flew right into the cab of Engineer Deitrick's engine not so long ago. It luckily missed striking Mr. Deitrick, but unluckily (for the pheasant) killed itself, and inasmuch as it was open season, we assume it made a quick trip to the frying pan.

Wisconsin Valley Division Notes Lillian

GREETINGS for the New Year. A Happy, Healthy and Prosperous one to all!

There is no preservative that keeps one's heart young, like giving oneself with enthusiasm to some worthy thing or cause.

Mr. B. F. Hoehn has been confined to his home on account of illness for the past three weeks. We are very glad to know that he is improving daily and hope it will not be long before he will be able to return to his duties.

Mr. and Mrs. A. I. Lathrop visited with Mrs. Lathrop's parents at Viroqua, Wis., Thanksgiving Day and the remainder of the week.

Mr. Arthur Sternetzky, who is attending Marquette, spent Thanksgiving day with his parents, Mr. and Mrs. R. R. Sternetzky.

Mr. W. A. Lee, who has been on the sick list for some time, is reported to be improving and we hope he will soon be able to run the Brokaw scooter.

Mr. and Mrs. T. H. McCarthy spent a few days at Chicago recently.

Mr. H. F. Gibson, Supt., of LaCrosse, spent a day in Wausau and visited the various departments.

The Ladies' Auxiliary of the Brotherhood of Trainmen met at Eagles Hall the latter part of November for election of officers. Frank Dodd was chosen councilor, Mrs. Fannie Dodd, past president; Mrs. Ella Graham, president; Mrs. Emma Erickson, vice president; Mrs. Edward Bertrand, secretary and treasurer; Mrs. Estle Ash, conductress; Mrs. Iva Leney Chaplain, Mrs. Corella Johnson, warden; Mrs. Louis Nowitzke, inner guard; Mrs. Sue Nelson, outer guard, and Mrs. Evelyn Linder, pianist.

Mrs. Frank Carpenter passed away at her home after a short illness on December 2nd. Funeral services were held at the Ritter & Deutsch Funeral Home and interment was in the Mauston cemetery. Sympathy is extended to Mr. Frank Carpenter and Mr. and Mrs. Gaylord Carpenter.

Mary Ellen Brown and little Patty Brown are confined to their home on account of illness.

Twin City Terminals Leda Mars

WE WERE all sorry to hear of the sudden death of Mr. J. H. Good. Mr. Good formerly made his home in Minneapolis and was a frequent visitor at our office.

Those in the sick list at the local freight office recently were John Olson, Chas. McClain, Marty Marrin and Wm. Bentley.

The auditors made their annual visit to our office last month.

The big "deer hunter" returned with the deers.

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Thanks for all the steaks we received. It was like Christmas around here.

For the benefit of the auto-driving employees whose batteries have failed them during the recent cold siege, we should like to recommend contacting Mr. Frank (Rockefeller) Corcoran, Car Distributor's Office, as he is recommended as being the highest class restorer of worn out and depleted batteries in this section of the country.

We understand that E. R. Knoke (Captain Knoke to you) is still attempting to recuperate his optimistic and premature expenditures that he made so lavishly last spring when it seemed the bonus might go through. It's a tough old life.

We have it from what we consider highly reliable sources, that our highly esteemed fellow citizen, Mr. R. J. Roberts, has evidently transformed his basement into an amusement room; confirmation of this fact may be had by driving past his home any night and observing that the only lights in the house are in the basement. Tsk Tsk Tsk.

A recent emergency has brought to light a genius in our midst. When the ancient hack (Ford '25) of Frank Quirk began to rebel against any longer service and started to fall apart all over St. Paul and Minneapolis, this

master engineer rose to the occasion. When other men would have fizzled out, did this man quit? NO, my friends. An hour here, two hours there and presto, IT RAN. Of course, the morning schedule is somewhat erratic, but man is master of the machine, and the show goes on. Good luck Frank.

Seattle General Offices

Claire E. Shappee

GEORGE BAKER, telegraph messenger, may be observed running a hopeful hand over his chin these days. The inside dope has it that George was just 21 years old on September 24th and not only did he cast his first vote at the recent election, but also invested money in a new shaving outfit.

Poor old MacLeod is still wearing a scar over his left eye as the result of trying to take wing from the top of the chicken coop (the next thing, he will be sitting up and crowing, V. Straus comments).

A. V. Amos spent a few hours visiting our mutual friend F. J. Calkins while in Vancouver last week-end.

Our sympathy is extended to Mr. O. G. Edwards on the loss of his mother, who recently passed away at Portland.

The Milwaukee Thrift Club elected officers for the following year as follows:

H. G. Selby.....President
S. Greengard.....Vice-President
Ethel Lee.....Secretary-Treasurer
Alice Palmer.....Recording Secretary

We are glad to learn that Pat Whaley, who was hurt a few months ago, is improving and expects to be out of the hospital in a few days.

At a meeting of the White-Henry-Stuart Building unit of the "Ship by Rail Club," Mr. Ed. Kennedy was elected president and J. A. Chapman, vice-president. There was a mass meeting of employees of the various railroads at Tacoma on December 10th, a special train leaving Seattle at 5:30 P. M. and returning to Seattle directly after the meeting was over.

Fullerton Avenue Building

A. M. Dryer

HERE are a few talking points which all employees should pass on to their families and friends in order to assist the Ship by Rail club in their fight for Bus and Truck regulation. Most people realize that some sort of regulation is necessary, but they do not know what regulatory legislation is required.

1. If interstate-legislation to place them under jurisdiction of the I. C. C. or some similar Federal tribunal, or if intrastate, require them to meet same regulatory provisions as provided in the case of interstate common carriers as securing certificate of convenience and necessity from state authorities and as to rates, accounting system, liability insurance, etc.

2. Regulate sizes, weight, speed and safety devices of commercial vehicles to protect the public and public investment in highways.

3. Require payment of adequate taxes and fees in return for privilege of using the public highways as a place of business.

There are many more which we are unable to publish due to lack of space. There will be more later.

J. H. Good, of the Central Station Accounting Bureau, was struck by a passing automobile while crossing Fullerton Avenue at Southport December 5th and was so severely injured that he died two days later, December 7th. He sustained a terrible skull fracture and a badly crushed arm.

Mr. and Mrs. Henry Malarski are the proud parents of an eight-pound baby boy born Thanksgiving Day. Mrs. Malarski was formerly Miss Evelyn Joras of the Statistical Bureau in the Freight Auditor's office.

Here's another Thanksgiving baby. Paul Strohmeyer, our Foreman-Janitor, is the proud papa of an eight and one-half pound baby boy. The baby's name will be Paul, Jr.

Miss Bertha Kellner was a charming hostess to several girls of the Statistical Bureau, Freight Auditor's office, November 29th. Bridge and other games were played.

Miss Mabel Underwood was also a hostess December 6th to several of the girls of the Statistical Bureau. Mabel served a delicious chop suey supper, after which a taffy pull was enjoyed.

Dorothy Leveigne and Joe Lezan of the Ticket Auditor's office called on Myrtle Freitag, who is still on leave of absence account of illness. Myrtle is always glad to see any of her old friends who can spare a few minutes of their time on one who is housebound. We hope she will soon be back with us again.

Joe Votava of the Car Accountant's office was married November 26th to Laura Lee of Streator, Illinois, the occasion being brightened by a gift from employees of an automatic electric toaster. Joe has the best wishes for happiness from the entire office force, but it is hoped he will not think the gift of a "toaster" as a symbol of what might happen to him later on. May you be happy always.

W. Barthel is the proud father of a baby boy weighing nine pounds ten ounces, arrival date December 7th, named Robert Lawrence.

We have also received report of a baby girl born to Mrs. Ed. Madden, named Frances, birth date not given. Mr. Madden was formerly employed in the Car Accountant's office.

H. & D. Division

W. J. Kane

THE Christmas season is over and we all hope the season's best has been yours and that the New Year will bring to you the best of all that is worth while. Talking of the New Year, let us review a few of our records for the past year and make some sincere resolutions of improvement.

First, our Safety record has been extremely disappointing, not only to the Division Officials but the Management. You all know of the serious accidents that have occurred in this territory. We should profit by these experiences and the least we can do is make an iron-clad pledge that we will think, preach and practice safety from now on and not for a single moment let the thought of Safety escape us. Become "Safety Minded." You owe it to yourself, your loved ones and your fellow employees.

The next, we must think of our employment. The earnings of the railroad the past year have suffered extremely by the general adverse conditions and the heavy losses have necessitated reductions in force. The best employment insurance we can get is increased business. Each one of us should resolve to become an active solicitor, and get all the business there is in our territory and to which we are justly entitled. The trucks, busses, waterways, including the Panama Canal, have made inroads in our earnings. Let's all affiliate with the Ship by Rail Club and sponsor the Citizens' Transportation League; put our shoulders to the wheel and take an active part in bringing about legislation that will place all forms of transportation on an equal competitive basis.

The material and fuel bills are items that should have constant attention so they will be kept at the minimum. A waste of these means eating up of revenues necessary to keep men employed. Let's feel this year that they belong to us and practice rigid economy in their use.

We all owe our livelihood to the railroad; therefore, let's not forget the source of our income, see that we all give the best that is in us, don't try to "slip something over" just because the "boss" isn't looking. The railroad is entitled to efficient and honest service for the time for which they are paying. Any failure to do this, again means eating up revenues and reductions in force. Think it over carefully, take an honest inventory of yourself, determine where you have failed and correct it.

The Aberdeen unit of the South Dakota Ship by Rail Association held a meeting on December 6th, which was attended by close to 200 of the boys in this territory. Mr. John Moe, President of the Minnesota Association, was the speaker of the evening. He gave an outline of the Minnesota Association, their aims and successes. He urged that we sponsor the formation of the State Association. We have been in correspondence with other divisions and railroads in this territory with that end in view. Generally we have met with success. There is a great deal of enthusiasm in the movement. The boys all realize that the time has come when they will have to assist and the best way to do it is by organized effort.

Safety meetings have been held the past month with the foremen and others at outlying points who have not had an opportunity to attend the Division Meetings. We are going to have a safe division on the H&D.

On October 31st Alton Bruce Crooker, son of our genial Conductor Ed. Crooker, was united in marriage to Ruth Alina Hull, daughter of C&NW Engineer A. W. Hull of Minneapolis.

Local Storekeeper W. J. Beckel has just returned from a trip to Milwaukee, where he was called to discuss the lumber situation for the year 1933. Wonder if he noticed any particular activity in that city in view of the Democratic platform pledges.

Understand Leo Lutgen has been out scouting for the big leagues. He is lauding the ability of a certain pitcher and predicts great things. He says the control is perfect.

Bill Berg, Chief Clerk at the Aberdeen Freight office, has made a New Year's resolution. Stick it out, Bill. I'm with you.

Bert Smith tells me "Fed" is wearing his glasses now. I'm sure glad to hear it. I wonder if that had anything to do with his failing to judge the speed of automobiles?

Bert Johnson and Bill Helwig of the Engineering Department are in St. Luke's Hospital with the "flu." Understand they are coming along fine.

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and L. W. Winfrey, who have been laid up, are getting along fine.

Understand Frank Faeth is figuring on joining the movies. He is on the "Hollywood Diet" already. Have you noticed his sylph-like figure lately?

Ralph Homelstad, stenographer in the Superintendent's office, has joined the ranks of the "Benedicts," rumor has it. Miss Myrtle Olson of Aberdeen is the girl. We all wish you success and happiness, Ralph and Myrt.

Jimmy Keenan and Emmet Burke are still holding post-mortems on the election. Here's hoping their dreams come true.

"Doc" of the Division office has been busy these past sub-zero days jacking up the hind leg of his Model T. Anyway, she goes, and he doesn't know whether or not to resent a remark as a dirty crack dropped by a conductor passing by during one of these busy moments, when said conductor remarked to a companion it reminded him of his experience with mules in the army. Just for that, "Doc" hopes he got lambasted in the place it made the best impression.

I. & D. Items

M. G. B.

MR. J. H. VANDERHIE, General Chairman for the Maintenance of Way forces, was in the Division offices at Mason City Dec. 2nd.

Mr. Lewis Leitner, veteran engineer on this division, died Nov. 26th. Sympathy is extended to his family.

The division offices at Mason City received a visit from S. Otto Secory, formerly Assistant Division Accountant in the Superintendent's Office, who is now a patient at Oakdale. Otto was visiting Mason City to see his family and dropped in to look over the old place.

Mr. B. C. Dougherty of Chicago made an inspection trip over the line last week and was a caller in the Division offices.

T. Pajari and L. R. Shellenbarger of the Engineering Dept., Mason City, were visitors in Minneapolis the first part of December.

Irma Wilhelm and Leo Montgomery of the District Accountant's office were visitors in Mason City one week-end the early part of December. Seems strange we never see this couple around the division offices. Wonder if they are bashful?

C. W. Reichardt, Pump Repairer, is back at work at Mason City after being off duty on account of an appendicitis operation.

This division learned of the death of Dwight Seybert of Mitchell during the latter part of November. He was working for a chemical company in Pittsburgh at the time of his death. He was formerly in the roundhouse at Mitchell later moving to Aberdeen, working in Dr. Koyl's department.

F. H. Dickhoff surely has had a lot of hard luck this past fall and winter. In the first place he lost his old pal and pet Lucy, the love bird. Next he went hunting three days this fall without getting a pheasant and now we are sorry to learn that he has lost most of his tropical gold fish which he happened to leave in a cold place one day recently and they froze to death. Frank had these pretty well tamed and had figured that he would be able to have them entice some big fish to him this coming summer at Clear Lake, but now he will have to make some other arrangements, for instance, take some good fisherman along with him to catch the fish.

The above little item had just gone to press when we learned of the sad loss of Oscar the pelican, the doors of whose house flew open one night, and Dickhoff was minus his pelican imported from Lord knows where.

Harlowton Roundhouse

"Andy"

THE Ship by Rail Movement in Harlowton is sure gaining momentum—so far 130 members have been signed up. The State conven-

tion was held in Billings on December 3rd, at which time the state organization was formulated and which was attended by Geo. Ellis as local delegate, accompanied by Vice-President A. E. Kellum and Secretary-Treasurer Harry W. Anderson. Owing to the very inconvenient rail connections to be made between here and Billings, Mr. Kellum drove the trio over in his gas buggy. The convention was a huge success and so was the trip, being made entirely by night without even a flat tire.

Harry Belond, Traveling A. R. A. Inspector, paid a visit to Harlowton, in this connection might also mention that Car Foreman H. J. Morse drove Mr. Belond to Lewistown in his dice box or, rather, I should say attempted to and would have succeeded in shaking their way over there had not the old gas molester settled down in Judith Gap with a broken axle. Better luck, yeh—and a better axle next time.

Robert Glen was called back to Pontiac, Mich., account death of brother—we wish to express our sincere sympathies.

Mrs. Stevenson, manager of the Interstate Beanery, is thoroughly imbued with the holiday spirit and is planning on having a Christmas tree, fancy lights, and all that sort of stuff. May have a Santa Claus, too, if Joe the Cook can scare up a crop of whiskers by that time.

Mrs. Clark Kyger is visiting with her mother in Keokuk, Iowa, who has been ill. Clark is the meantime has to shift for himself, and balance his diet the best he knows how. Mrs. Kyger expects to return to Harlowton shortly before Christmas.

Inspector Ludke has been in Harlowton for about a week, double checking on station accounts.

A lot of changes have taken place here recently—Frank Ginthner, Machinist, moved to Mobridge; F. Schneider, Machinist, to Mobridge; Sam Parker, another Machinist, went to Miles City, and so did Chas. Hawkins, Pipe-fitter; Boilermaker Fred Shetzle went to Aberdeen.

We have it from very good authority that Geo. Ellis has a weakness for brussel sprouts; in fact, he is endeavoring to corner the market on them.

Our Paleontologist, Al. Silberling, has received an invitation from a New York museum director to accompany a party to Nevada, for the purpose of digging for petrified elephants, or whatever they called them animals who

The personal injury figures for the month of October and the ten-month period, 1932, are as follows:

	October, 1932				October, 1931				Increase or Decrease		
	Fatal	Reportable	Lost Time		Fatal	Reportable	Lost Time		Fatal	Reportable	Lost Time
Lines East	3	12	5	—	8	9	—	—	+3	+4	—4
Lines West	—	4	1	—	3	—	—	—	—	+1	+1
System	3	16	6	—	11	9	—	—	+3	+5	—3
An increase of 73% in reportable cases.											
	10 Months, 1932				10 Months, 1931				Increase or Decrease		
	Fatal	Reportable	Lost Time		Fatal	Reportable	Lost Time		Fatal	Reportable	Lost Time
Lines East	15	109	66	7	119	98	—	—	+8	—10	—32
Lines West	—	32	16	1	20	18	—	—	—1	+12	—2
System	15	141	82	8	139	116	—	—	+7	+2	—34
An increase of 6% in reportable cases.											

Divisions with Clear Reportable Injury Records During the Month of November, 1932

The records show that all of the following divisions completed the month of November, 1932, without a reportable injury, as well as a lost time injury:

Dubuque & Illinois
Kansas City
Terre Haute
Madison
Superior
Iowa & Southern Minnesota
Trans-Missouri
Rocky Mountain
Sleeping & Dining Car Dept.

wallered around that neck of the woods about 800 million years ago.

"Doc" Miyoshi has been endeavoring to develop a new picnic dish called Oriental Spaghetti—understand it is made in a machine—any kind of a recipe can be used, but worn out grease cakes work best in the machine.

Paddy Schultz celebrated his birthday on Thanksgiving day, and a good time was had by all.

The cold weather sure brought out a lot of funny things—that lid Bub Stoltz wears in the daytime, for instance. Joe Mason's feet are so darn small that he can walk in either direction in the nearest size overshoes he got without reversing. The cold weather hit us so suddenly that most of us were caught unawares, and the rest of us put on some heavier ones that keeps a person scratchin'. That bareheaded fad sure faded fast when the old thermometer went down below the arctic circle and the wind slipped into high.

Iowa (East) Division and Calmar Line

J. T. Raymond

TRAINMASTER W. J. Hotchkiss of Marion held rules examination for train and engine-men at Savanna Dec. 9th and 10th.

Foreman Hilliker and men began welding work between Savanna and Spragueville and between Sabula and Elk River Junction Dec. 5th.

Operator B. P. Dvorak was off duty a few days on account of illness, T. J. Allen relieving.

Operator R. L. Taylor of Marion off duty for a brief vacation Dec. 4th, Operator E. M. Mal-laly relieving.

Mr. and Mrs. Walter Applegate of Perry spent Thanksgiving at Marion with their daughters.

Jennings Hotchkiss, who is attending Iowa State College at Ames, spent Thanksgiving vacation with his parents, Mr. and Mrs. W. J. Hotchkiss, at Marion.

Miss Helen Engstrom and brother John of Deerfield, Ill., spent Thanksgiving and week-end visiting in the home of their grandfather, John Engstrom of Marion.

The members of the governing board of the Milwaukee Railroad Women's Club, Thursday, Dec. 2nd, honored Mrs. W. E. Cooper, former treasurer of the club, at a spread as a farewell courtesy at the home of Mrs. A. J. Elder. Mrs. Cooper was presented with a gift. The Coopers are moving to Cedar Rapids.

A Wonderful Record

TERMINAL Trainmaster W. L. Schmitz at Council Bluffs completed on November 20th, 1932, a period of five years without a lost time or reportable injury to an employee under his supervision. This is a very wonderful record for which Mr. Schmitz and his men deserve congratulations.

This record should be of particular interest to switchmen all over the Milwaukee Road as it is an example of what can be done through concentration on Accident Prevention and it further demonstrates the advisability of complying with the safety rules and instructions.

John Riddle of Savanna, who has been in a Cedar Rapids hospital the past three months, has sufficiently recovered to journey to Chicago for further treatment at Washington Boulevard Hospital. He went in on No. 8, Dec. 5th.

Mrs. L. R. Blackledge, wife of Ticket Agent L. R. Blackledge of Marion, passed away Friday morning, Nov. 25th as a result of injuries received in an automobile accident near Marion the Sunday previous. Mrs. Blackledge was a prominent member of the Presbyterian church and of several societies including the Milwaukee Railroad Women's Club of Marion. The funeral was held Nov. 27th. Many friends and neighbors assembled to pay their last respects to the departed. The sympathy of many friends on the Milwaukee Road are extended to the bereaved family in their great loss.

Brakeman A. N. Wellinghoff was off duty on account of being injured at Atkins Dec. 12th.

Mrs. Mary Adams, 83 years of age, of Marion, passed away Thursday, Dec. 1st, being ill since July. The funeral services were held at the home Sunday, Dec. 4th. The remains were laid away in Oak Shade Cemetery. The employees' Magazine extends sincerest sympathy to the bereaved ones including Mrs. Grace Brown and Harold Adams, also of the Milwaukee family.

Agent F. G. Zeiser of Spragueville was away from duty for several weeks on account of illness, F. W. Behrens relieving.

Mr. and Mrs. George H. Hennessey of Atkins have moved to Cedar Rapids where Mr. Hennessey has charge of the Round House nights.

George Dipple of Marion succeeds Mr. Hennessey at Atkins Round House.

Agent J. R. Harding of Hawkeye has returned to work after an extended leave of absence on account of illness.

Leverman B. F. Haffner of Sabula was off duty for a couple of weeks on account of illness, P. E. Day relieving.

Conductor Wm. Reep has taken the night job on the Marion-Cedar Rapids transfer, relieving R. B. Eckhart, who has taken a job braking on this run. This puts Brakeman B. C. Burrows, who has been on this job for a long time, on the extra list.

E. C. Huston and G. W. Price have taken the braking jobs on the Dubuque-Nahant run, displacing Otto Wolfe and H. S. Crist.

Engineer Len Low has taken a leave of absence, and with his wife expects to spend the balance of the winter in California.

Engineer John Lines has been off duty for several weeks due to illness.

Drafts from the Drafting Room

H. J. M.

THE Mechanical Engineer's office and Test Department join in congratulating Mr. and Mrs. Russell Harrington on the arrival of James Bruce Harrington, 7½ lbs., the evening of November 8, 1932. This accounts for Russell's poor showing in bowling scores prior to November 8th. Now watch Russell go in future games.

While on the other hand—The Mechanical Engineer's office and Test Department join in extending sympathy to Mr. and Mrs. H. J. Montgomery on the loss of their 7½-lb. son at birth November 23, 1932.

Sorry our notes of December were left out of last issue of magazine, but will take time now to wish all a very Merry Christmas and a very prosperous and happy New Year.

Summary of 1932 sports:
All-Railroad Kittenball Team—Monty.

First Team

L. F.—"Sonny" Pritchard, Store Dept.
C. F.—"Big Joe" Mazanec, Chem. Lab.
R. F.—Al Roe, Store Dept.
J. B.—"Noot," Acct.
J. B.—Stephen Filut, S. C. D.
J. B.—Felix, Round H.
S. S.—"Tubby" Rosar, S. C. D.
C.—Roman, Oil House.
P.—"Speedy" Harrington, Test Dept.

Second Team

L. F.—Schultz, M. E. office.
C. F.—"Colly" Jaeger, S. C. D.
R. F.—Flood, S. M. P.
J. B.—"Lou" Gehrig, Gurrath, S. D.
J. B.—Sheffield, Test Dept.
J. B.—"Shorty" Waisel, Store Dept.
S. S.—P. Isberner, Acct.
C.—Erickson, Store Dept.
P.—Peter, Store Dept.

"The Last Team"

C.—(The Great) Al. Jung (Capt.)—Test Department.

P.—A. Hampel, S. M. P.
J. B.—Triple "L" Lentz, M. E. Office.
J. B.—"Hal" Chandler, M. E. Office.
J. B.—"Mag" Lagreid, M. E. Office.
S. S.—"Gene" Forster, Acct.
L. F.—Harry Johnson, Acct.
R. F.—"Irish" O'Brien (Stationary R. F.), Test Department.

(Also chief greeter for Test Dept., Alias, The Lone Star.)

C. F.—"Jim" Kozourek, Store Dept., Coach.

Golf—1. A. Schroeder; 2. L. L. Lentz; 3. G. Luebke; 4. Steve Filut.

Bowling—1. Al. Jung; 2. A. Schroeder; 3. C. Jaeger; —27. R. Borucki.

Quoits—1. Geo. Luebke; 2. Grant; 3. Jung; 4. Kilimann.

Horseshoe—1. A. Schultz; 2. E. North; 3. P. Isberner; 4. Phannerstill.

Marbles—Lentz and Chandler (from exhibition in ball games).

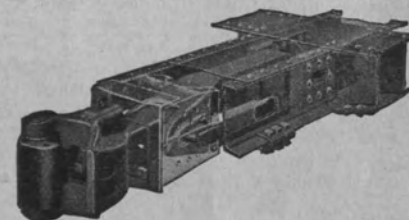
Best Poser—Eddie O'Brien playing ball in stationary right field position.

A. Guschl—The Santa discourager—tells his daughter Santa can't come down this year as he (Sky) went hunting up north and shot (bought) two of Santa's reindeer. Brought the deer back as evidence. Why don't you tell your daughter that Santa has abandoned the sleigh and reindeer and now uses a big zeppelin?

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

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GAS AND BY-PRODUCTS PLANT

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

BINKLEY COAL COMPANY

230 North Michigan Avenue CHICAGO

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

If you ever want to get a good laugh just watch Berg crank a car. Lentz and Monty had just that when they put Sig to work at the crank. After 15 minutes of struggling, Berg finally turned the crank once completely around. (This did not start the car, however.)

Station WLE

Harriet

ALLOP, here we are balancing about ten day old "1933" in the hollow of our hands wondering whether the little feller holds for us a black eye or a kick in the pants. Well, Millie, even though we didn't get that promised stein of beah at Christmas, we may be able to set 'em up when the World's Fair opens. Just won't it be the WORLD'S FAIR of World's Fairs to see white aproned waiters swinging along with large trays of overflowing foaming glasses of beer at a nickel a glass (???)

We welcome back to work Perishable Freight Inspector Walter Wilson of Western Avenue, one of whom 1932 demanded his appendix. Glad to hear you're in the best of health now, Mr. Wilson, and here's best wishes that 1933 treats you to a better deal.

Bringing up Christmas, Hollywood could well afford to look to their laurels when it comes to pretty babies brightening the home at Christmas. They had nothing on the Tony Gaertners, who possess "Jimmie" Anthony Gaertner, the cutest bag o'tricks this side of paradise. How the girls of the office raved over his nibs bedimpled picture, but when it comes to paying tribute, it takes Miriam. Yes, Miriam, we hope he's as

cute as little Jimmie some day. (You see, Miriam sez if she would have a little somebody some day, she would not want him any nicer.)

Don's being mighty careful where he's placing that well hair oiled hat of his. Said hat was given the bums rush from the girls locker and landed on Bob's light gray hat, who complained he would sue party of the first part (Don) for cleaning. Don was about to crescendo (musically speaking) with—"It only costs 35c to have a hat cleaned," but on second thought Pianissimoed (meaning extremely soft)—"I had better keep that price quiet or else all youse guys will put your last year's cadys under my hat thinking I can afford to have 'em cleaned, but I can't, I'm a married man now."

Poor Don, nobody gives him the credit due a man even though he's a bridegroom of some three or four months. One afternoon he sported one of those five-mile cecgars and everyone waited for him to get sick. Miriam exclaimed: "Lookit the baby trying to look growed-up!"

No justice, no justice a'tall, placing the men near the radiators and the girls out in the cold. That's one of the "strange winterludes" Millie!

Everything's rosy in Rosie's horizon. What with Pauly taking her about in his big car to the Colitch (College) Inn and Hotel Sherman for dinnah. No wonder Mr. Ennis was kidding her about starting one of his letters "Dear Paul." Oh, Oh, Rosie!

Don sez if they give us a coupla more buttons, we'll have enough to button up our overcoats. That's OK, Don, that'd show you gave till it hurt, what?

Rocky Mountain Division Northern Montana

Max

THE low temperature for the winter season was recorded early Sunday morning, December 11, at Lewistown—28 below zero. The maximum for the twenty-four hour period ending at 6 p. m. was 7 below and the temperature at that hour, as recorded by the government thermometer, was 14 below. We had just about ten days of sub-zero weather.

He that hath no rule over his own spirit is like a city that is broken down, and without walls.—Prov. 26-28.

The Northern Montana had a very fine turkey movement for the holiday season. Three cars moved from Great Falls, one from Geraldine, Denton, Grass Range, Danvers and two from Lewistown, which went to Chicago, New York and other eastern points. The prices paid the growers were about 60 per cent of what they received last year.

The Ship by Rail Club of Lewistown sent W. E. Douglass to the state meeting held at Billings. Mr. Douglass reports a large attendance from all of the lines in Montana. He will give his report at the meeting to be held at Lewistown December 17, which will be followed by a dance.

L. S. Wandell and Mrs. Fannie Brooks were united in marriage at Lewistown on December 12.

Frank A. Curtis, who has been boardman at Lewistown for the past two years, has been appointed deputy clerk of the court by Mrs.

Cited By

Name and Division	Citation and Date
T. Brennan, Train Director, Chicago Ter.	Discovered defective equipment on moving train, November 7th.....C. L. Whiting, Superintendent
J. Shaha, Brakeman, Superior Division	Discovered broken rail, December 1st.....F. T. Buechler, Superintendent
R. A. Thomas, Brakeman, K. C. Division	Discovered defective equipment in moving train, November 17th.....W. C. Givens, Superintendent
E. Moriarity, Switchman, K. C. Division	Discovered defective equipment in moving train.....W. C. Givens, Superintendent
E. Moriarity, Switchman, K. C. Division	Discovered broken arch bar on car in Yard, November 29th.....W. C. Givens, Superintendent
R. M. Johnson, Agent, Osgood	Discovered brakes sticking on moving train, November 11th.....W. C. Givens, Superintendent
E. E. Fritchie, Switchman, K. C. Division	Discovered broken arch bar on car in Yard.....W. C. Givens, Superintendent
W. D. Gilfallen, Conductor, Chicago Ter.	Reported a hog falling out of car being switched to Yards, saving a claim.....W. C. Givens, Superintendent
G. Abbes, Section Foreman, D. & I. Div.	Discovered dragging brake beam on passing train, December 13th.....C. L. Whiting, Superintendent
J. H. McCarthy, Conductor, I. & S. M. Div.	Showing special consideration to a crippled woman passenger, and not giving the signal to move until she was safely seated.....L. F. Donald, Superintendent

Our Business Getters

The Passenger Department commend the following named employees for their interest in securing business for our line:

E. E. Swan.....Agent.....Westport, S. D.	D. P. Casey.....General Agent Freight Dept.....Chicago	David Ehrlich.....Superintendent's Office.....Butte	C. S. Hoff.....Substation Operator.....Ravenna, Mont.	F. K. Kummrow.....Car Foreman.....Deer Lodge, Mont.	John Mentsels.....Section Foreman.....Drummond, Mont.	John Dickie.....Treasurer.....Chicago	T. W. Burtness.....Secretary.....Chicago	Harry Martin.....Asst. Ticket Auditor.....Chicago	H. E. Salzer.....Ticket Auditor.....Spokane	Thos. Hughes.....Traveling Time Inspector.....Tacoma	Mrs. John Clark.....Wife—Clerk, Supt.'s Office.....Spokane	Ed. Borer.....Asst. Supt. Dining Car Dept.....Chicago	E. J. O'Neil.....Agent.....Horicon, Wis.	Geo. H. Halsey.....Traveling Auditor.....Marion, Ia.	H. C. Heck.....Agent.....Manhattan, Ill.	T. C. O'Connor.....Store Department.....Chicago	John Moloney.....Ticket Auditor's Office.....Chicago	C. G. Peterson.....Freight Auditor's Office.....Chicago	H. E. Bernadick.....Steward, Dining Car Dept.....Milwaukee	Miss Nell McGraw.....Local Freight Office.....Kansas City	J. B. Wallis.....Traveling Auditor.....Perry, Ia.	Miss Julia Barrows.....Office of Superintendent Car Department.....Milwaukee	Theo. H. Greenwald.....Freight Auditor's Office.....Chicago	Mrs. Harry M. Kelley.....Wife—S. C. & D. Brakeman.....Madison, S. D.	Harold R. Nevitt.....Signal Labor Department.....Sabula, Ia.	Mr. Burns.....Clerk—Auditor of Overcharge Claims Dept.....Chicago	Edward Krause.....Machinist—Car Dept.....Milwaukee	Wm. Basche.....Rate Clerk.....Green Bay	J. O. Burke.....Chief Yard Clerk, Western Avenue.....Chicago	G. R. Manthey.....Agent.....Necedah, Wis.	Mrs. Frank Hagendorn.....Wife—Chief Clerk, Office of D. F. & P. A.....Green Bay	Floyd Smoot.....District Carpenter.....Arlington, Ia.	H. E. Ramsey.....Agent.....Chicago	Miss Marie Griffith.....Union Station Information Bureau.....Chicago	Mrs. Rose H. Condon.....Cashier, Freight Station.....Rockford, Ill.	John Mooney.....Southern District Accounting Office.....Chicago	Mrs. John F. Dunn.....Wife—Section Foreman.....Green Bay, Wis.	F. O. Schaudies.....Traveling Freight Agent.....Chicago
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Minnie B. Ritch, recently elected to the clerkship. Mr. Curtis will assume his new position on January 1. His successor as boardman has not been announced.

Miss Margaret Fuller, who is attending college at Walla Walla, Washington, will spend the holidays with her parents at Lewistown.

Roadmaster Mattiason, in leaving for a brief visit to Iowa, suggested that Miss Newbury, stenographer at headquarters in Lewistown, might put on her green frock and look for the low spots in the track during his absence.

Mr. and Mrs. John Williams left for Chico, Cal., where they will spend Christmas.

Mr. and Mrs. William E. Douglass will go to Los Angeles, Cal., for the holidays, which they will spend with their daughter, Mrs. Belote, and family.

John Vozabal, extra section foreman, left for Tony, Wis., where he will visit his mother until called back to duty.

Assistant Superintendent Fuller attended the staff meeting of officials at Butte and the Safety first meeting at Deer Lodge.

Fireman Walter Story has taken the hostler position at Harlowton.

Fireman Daniels has returned from the main line and "bumped" Chauncey Warner on the local run between Lewistown and Great Falls.

"Bill" Twoby found the weather too cold to go on his run on the Winnett line. V. F. O'Dell relieved him.

C. E. Steinhauser, agent at Harlowton, was in Lewistown for treatment at the Attix clinic.

Mr. and Mrs. R. W. Reynolds, of Chicago, spent several days visiting their numerous friends in Lewistown. This was Mrs. Reynolds' first trip here since Mr. Reynolds took the position of commissioner of agriculture.

D. V. Phare, ticket agent, Great Falls, was elected president of the Ship by Rail Club of that city.

Mrs. H. C. Brisbane, of Great Falls, visited several weeks with the family of R. R. Veldman at Libby, Mont.

Mrs. H. H. Heath, of Great Falls, returned home from a visit with her son in San Francisco.

Mrs. John Smeltzer, of Three Forks, is reviewing acquaintances in Lewistown, formerly her home.

Mr. and Mrs. L. B. Kay, of Fairfield, left for Tacoma, Wash., to spend the holidays with their son who is attending school in that city.

Mr. and Mrs. H. W. Wegner left for Los Angeles, Cal., where they will spend the holidays with friends.

West I. & D. Division

Edna Bintliff

THE work on the round house at Mitchell is now practically completed, and it is surely a great improvement over the old arrangement.

Mr. S. L. Core was in Mitchell recently en route to attend a Traffic Operating Meeting at Sioux Falls.

We regret to report that Mr. E. O. Wright confined to his home again, and he made a short trip to the hospital again recently. Hope the doctors have him all fixed up this time.

Mr. Art Grant, of the Inter-State Co., says that he is going to open a night club out at the Christmas Eve, but he has not asked any one to be Santa Claus. Maybe Santa Claus does not visit night clubs.

Mr. T. France, Round House foreman, kindly installed the new sink in the Women's Club room, which Mr. Turney secured for the club.

Mr. W. J. Johnston was a Mitchell visitor in December.

Mr. L. Iliff is now of the opinion that oysters are fresh to be edible. There is nothing to be fresh to lay one low, according to the verdict. Suffice it to say that Louie had

oysters on Thanksgiving Day, oysters the day after that. He is now able to be about, though sadder and sadder man.

The turkey crop at Preshe was a very good

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

UNION REFRIGERATOR TRANSIT CO.

Milwaukee, Wisconsin

one, we understand, and a big Thanksgiving and Christmas business was realized because of this enterprise.

The Chief says the new Olds starts right off in this cold weather. Maybe it does, but we still imagine he has to put a wee bit of gas in it before it starts, which fact still holds us back when it comes to enjoying cars.

Milwaukee Terminals

M. H.

AGENT E. E. ROSS of Chestnut St. Station returned to his office November 28th, after an illness of six weeks, fully recovered and able to handle all the beer that they wish to ship over the Milwaukee Road.

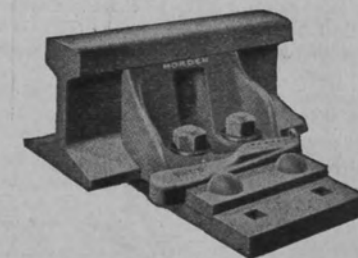
Dispatcher Guy W. Rhoda visited New York City relatives Thanksgiving day stopping over a day at Cleveland, Ohio, en route.

Machinist Inspector Edward Havey has taken a leave of absence to attend to private business. We hope to see him return to the service soon.

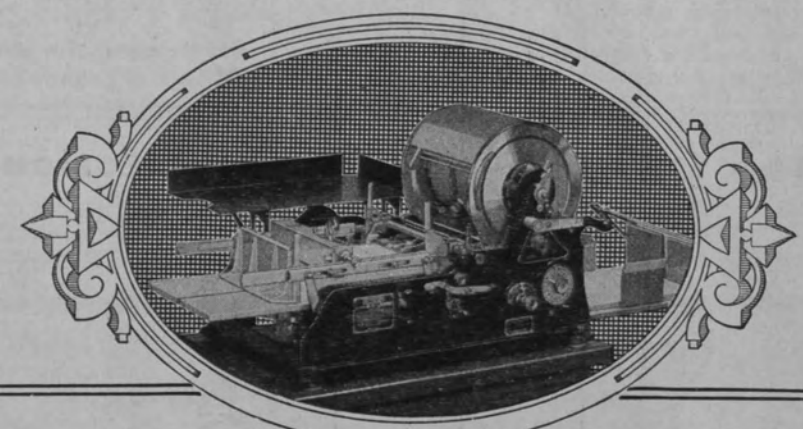
The Morden Adjustable Rail Brace

Standard on the

Chicago, Milwaukee, St. Paul & Pacific R. R.



Morden Frog & Crossing Works
CHICAGO



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.

MIMEOGRAPH

On November 1st, Yardman Max Winkman injured his hand. He still feels very sad as he has but one hand to talk with.

On November 28th Engineer Charles C. Wilson returned to the service fully recovered in health. I think it was the singing of Fireman Jo. Collins that made Mr. Wilson sick.

On November 23rd occurred the death of retired Engineer Henry D. James. In 1878 and until 1883 he was employed as engineer on the Southern Minnesota, River and LaCrosse divisions and left the engine service to become the first sleeping car conductor on the Pioneer Limited. Funeral from St. Paul's Episcopal Church, Watertown, November 26th. Interment at Oak Grove Cemetery.

Chief Pipeman Robert Fredericks, House No. 1, returned to the service November 15th, after a year's illness. Welcome home, Bob.

One of our engineers received the gift of a box of apples from Wm. H. Schultz, formerly Yardmaster at Chestnut St. Yards and now a successful fruit grower at Orondo, Washington. I'll say they were delicious apples.

Yardman Wm. McPartlin has the sympathy of the employes in the loss of his father, who died recently.

Dispatcher Chas. Burmaster has been unable to work since October 15th on account of injuries to his back. He is now able to walk around and visit the boys.

Yardman James W. Lane, now an attorney-at-law, has opened an office at 1639 North 12th St. Success to you, James.

Operator Thomas Regan of North Milwaukee station has lost his dog, so he claims. Conductor John C. (Semaphor) Dineen says Thomas did not feed the dog and he ran away to get something to eat.

Engineer Paul C. Denis has moved into Milwaukee where his children are attending school. Welcome to Milwaukee, Paul.

Yardman Harley McMurtie is confined to his home with his old friend, rheumatism, since November 15th.

Dispatcher Joseph Carr is slowly recovering from pneumonia at his home on 30th St.

The Milwaukee family were shocked December 7th by the sudden death of Elizabeth, wife of Engineer Wm. H. Fetherston. She was an active member of the Milwaukee Chapter, Milwaukee Railroad Woman's Club and loved by everyone who knew her. To the husband and five daughters who survive The Milwaukee Family extend their sympathy.

Engineer Gust Ohms, who is also engaged in the soap business, has a new delivery truck. On the side in large letters it says: "A BAR or A

CAR in FIVE MINUTES."

Any of you members of the Veteran Employees Association who wish to send in your dues leave with Chief Dispatcher Roy Daly with your address and you will be taken care of.

The track elevation over Burleigh St. is nearly completed without stopping a single train and is a wonderful piece of engineering. Now don't forget to give Section Foreman Robert (Bob) Whitty some of the credit for the job.

Twin City Terminals Mechanical and Store Departments N. A. H.

FIRST in line—congratulations to Mr. and Mrs. Earl B. McMinn, whose marriage took place in November, honeymooning to California. More congratulations.

Mr. Wm. ("Bill") Tuttle of the Car Department passed away at his home November 11th after a lingering illness. Burial was at Wausau, Wis. Our sympathy is extended to the bereaved family.

Miss Neva Ross of Aberdeen is now with the Store Department at South Minneapolis and we all welcome her to her new post.

Mr. "Chuck" Laird of the Store Department is now on a leave of absence, having gone into the laundry business. Best of luck, Chuck.

Mr. Arthur Sandy's feet are now itching for the California sod as it is noticed he has requested transportation for both himself and Mrs. Sandy.

Myron Ubl, Gopher football player at the Minnesota University, who spent the season as a patient instead of a player, was discharged from the "U" hospital December 5th, he having been there since September 23rd. Myron is the son of River Division Engineer George Ubl. Myron will not be able to resume his classes at the University until the spring term.

Clarence Busterud, machinist in Minneapolis Roundhouse, is displaying a very keen upper lip and when asked his reasons for same, his reply is "so the people can distinguish father from son or vice versa."

Where Men Are Men

There was serious rioting in a certain Texas town, and the mayor wired to the governor for Texas rangers to quell the disturbance. When the next train arrived from the capital, one ranger stepped off.

"Where is the rest of your outfit?" demanded the mayor.

"The rest," replied the ranger, "you ain't got but one riot, have you?"

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

Nora B. Decco

THIRTY below weather right out of a clear sky, so to speak, and about 15 days of it is plenty and if old man Winter will go back from wherever he came from we will all be satisfied, and he need not come back again this year if he doesn't want to, we won't worry.

Between one thing and another we have been pretty busy the past month regardless of the temperature, the members of the Headwaters Fuel and Navigation Company and a lot of their friends gave an elk dinner, the like of which you never saw, the last of November, and I was lucky enough to draw a ticket good for the whole show—leave it to me. Well, I sat next to Engineer Echard, and I got plenty to eat, and Engineer Townsley sat on the other side of him, and got—almost nothing, that is he got plates of everything but elk meat, and we heard he helped catch the elk, too, that is he and Engineer McKenna chased the poor thing in their Ford cars until it fell down hill from complete exhaustion, and Chester Bales and Mr. Echard had it all ready for dinner; almost before it could recover and get up and run some more. Well, that is what I was told anyway, I may not be exactly right on this, I have been told so much. But anyway if there was anything left out of this dinner I can't imagine what it was, and as one lady sitting near me said, we were soon to the point where we could chew but could not swallow, and still they brought on more to eat. I was not late to work but I was not so bright around the job for several hours after I got there; we offer our most sincere congratulations to the men folks who engineered this banquet, and feel we will be able to accept any such invitations, that may show up, at any time.

Supt. A. J. Busche of the Gallatin Valley line has just returned from his vacation of about two weeks, which he spent mostly at Camas Hot Springs. He likes that place about as well as any place he ever went swimming in his life, and just as soon as he can figure out a good excuse he is going back again, or so we were led to believe from his general conversation afterward. He looks as if it did him a lot of good.

Vernon Gordon, son of Conductor Joe Gordon, has been quite sick in the hospital at Bozeman, he was operated on and from last reports we learn he is doing very well and all hope for his quick recovery.

We offer our congratulations to Mr. and Mrs. J. H. Marks of Butte. Mrs. Marks was Miss Etha Ellen Fauver, daughter of Fireman Phil Fauver and Mrs. Fauver of this division, has spent most of her life here and is one of the most popular girls of the Rocky Mountain Division. We wish them a long and happy life.

Tom Koga and Mrs. Koga have taken their small daughter over to Butte to the hospital, where she was operated on for acute appendicitis and is doing so well she is expected home again soon. While she was away, E. A. Coppock, just to be in style, went to the hospital here and stayed a week.

The local chapter of the Milwaukee Women's Club gave a card party and dance at their club rooms the first of the month. It was, to say the least, a most successful affair; an admission of 25 cents was charged; coffee and doughnuts were served and almost immediately thereafter, or as soon as I could get there, the startling events of the evening started. When I try to write of this part of the program I am almost unable to proceed, but under the soothing strains of Ernie Gray's drum music and August Kunze's caline, the most amazing things happened, you wouldn't believe it. Well, honestly, some of the folks stepped around in a way that, well, some of the younger generation went out in the lobby and looked on, wondering how they could keep it up but they kept it up till two a. m., and the musicians fell over worn out from overwork.

not mentioning any names to play favorites, but when Engineers Skeate and Townsley and Conductor Kirwan and the east end Roadmaster and a few more high steppers start out all at the same time, well, some of the rest of us joined the younger generation out in the lobby and looked on, too. There wasn't room to do anything else, when Jimmy Campbell and his partners started across the floor. The hit of the party was a reel given by two talented dancers during the evening, Conductor Kirwan and Mrs. E. D. Matheison, and they had to dance it all over again before they were allowed to return to the sidelines, whenever E. D. M. starts telling us about how well he can dance this and that and the other thing I know for one, what we are going to say: "We saw the Mrs. dancing so you can't tell us a thing ever again." As for Conductor Kirwan—seeing him around here in overclothes, two or three extra flannel shirts, a couple of sackinaws, leather mittens and high top overboes, to say that he surprised us, was putting it very mildly, every one is asking for another party, and soon.

Emmett Butler, wife and small daughter, have come out to Spokane for a few weeks' visit. Engineer Butler didn't care much about seeing his granddaughter leave but as long as they were not going to stay too long it would be all right this time.

Conductor Coffin and wife went to spend the Christmas holidays in Portland, where they visited friends for a short time.

Conductor Fairhurst says his smallest son has learned to talk, think of it at his age—well, any way that's what he says. Seems Tommy was an uninvited guest of the King of Bogototo or something or other and after listening for about thirty minutes, the poor little fellow could stand no longer, and never before having spoken a word in his life, so says Tommy, he said right out of a clear sky as it were, "Was you there, daddy?" we think this is remarkable, and where did the child ever hear such a remark?

Electric Train Lighting (Continued from Page 5)

cuits, using 55 volt lamps and by means of a 3 P.D.T. switch we lighted them in series on 105 volt and in parallel on 55 volts from the battery, enabling use of 26 battery cells instead of previous 55.

November, 1910—The "Pioneer Limited" was equipped with 60 volt Tungsten lamps and dynamo changed to operate 60-80 volts instead of previous 110 volts.

Summer, 1911—Changed over all dynamos to operate on 60-80 volts and generally adopted Tungsten lamps on all trains.

1912—About 200 new electric lighted passenger cars were acquired for Chicago-Seattle service.

November, 1918—Two 30 K.W. General Electric turbine generators were purchased for service on the "Pioneer Limited" because of increased lighting load.

Much progress in train lighting has been made in the past few years, particularly as concerns independent lighting systems for each car by the use of axle generators and batteries. Approximately 200 of our cars are so equipped.

Savanna Chapter

Mrs. W. G. Bowen, Historian

ONE of the most successful club meetings ever held in the Lydia T. Byram Community Club House was held November 14, 1932, there being 150 present. The meeting was the first of a series of club meetings to be held this winter. The meeting was in charge of the employes of the Mechanic and Store Department and their

DELICACIES FOR THE TABLE

Specialties

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

E. A. AARON & BROS.
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HOTELS, RESTAURANTS, CLUBS, HOSPITALS,
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42 South Water Market, Chicago, Illinois

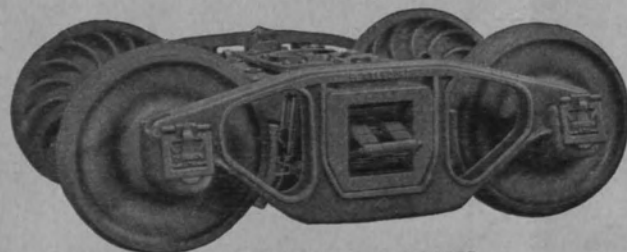
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T-Z Automatic Drain Valves
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T-Z Products, as standard equipment,
are daily proving their merit.

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

The BETTENDORF Swing Motion Caboose Car Truck



with CAST STEEL TRANSOMS

There are, already, approximately 6,000 caboose cars equipped with Bettendorf Swing Motion Caboose Car Trucks. We are now offering these same caboose car trucks with cast steel transoms—a valuable feature

which adds strength and reduces the number of parts without increasing the weight or cost. It will be a pleasure to supply detailed information concerning these, the finest of caboose trucks.

THE BETTENDORF COMPANY

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CLASSIFIED ADVERTISING

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

FALSE TEETH CLEANED BETTER

By a marvelous Brush, specifically designed for cleaning False Teeth only. NEVER becomes SOFT. Outlasts several ordinary brushes. Cleans between the teeth and in all crevices. To introduce, only 35 cts. postpaid (formerly 75 cts.) or three for one dollar bill. No stamps. Nelson Lab., Alhambra, Calif. Dept. 3-A.

FOR SALE—2 acres, all under irrigation, all planted to bearing berries except house site and small lawn. 5-room house with bath, water and electricity. Located on hard road 3½ miles from Ontario, California. All clear, no strings. Wonderful place for retired man and wife. \$2500; 1/5 down, balance on time. If interested write quick to Guy E. Sampson, Bensenville, Ill.

FOR SALE—Pheasants for profit or pleasure; upon receipt of P. O. for \$5.00 I will ship you by express not prepaid, a pair of beautiful unrelated Ringneck Pheasants, hand raised 1932 birds, requiring only same care as chickens from now on, with exception that they must be confined. J. S. Spurr, L. B. 506, Sanborn, Iowa.

FOR SALE—WATER LILIES. Forty varieties of hardy and tropical Water Lilies. A wide range of colors in red, white, yellow, pink, blue, purple, and all the pastel shades. Some of them have blooms eleven inches across, while others bear tiny jewel-like flowers hardly the size of a dollar. We also have the fascinating night blooming

lilies from far off India and the beautiful yellow African Lotus (Flavencens), the Giant double white Japanese Lotus (Shiroman), and the magnificent double red Chinese Lotus (N. Pekinensis Rubrum). All kinds of plants for pools and aquariums. All these are raised in our own pools and are hardy and vigorous growers. Special prices on collections. Let us know your wants.

BUEHLER WATER GARDENS
318 So. Virginia Ave., Mason City, Iowa.

FOR SALE—Antique Highboy (rosewood), also old clock. Brought over from England 100 years ago. J. W. Grinnan, 1806 East Lynn, Seattle, Wash.

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

FOR SALE—A beautiful registered Morgan colt, 7 months old. Carries blood of some of the best Morgans in history. Beautiful pure white shepherd police pups for Christmas delivery. Eligible for registry, priced \$10, \$15, \$25 c. o. d. Write for pictures and more information of these wonderful and beautiful dogs. Persian kittens, all colors, full blooded and part Persians. Prices ranging from \$3 to \$10. All real beauties. Silver foxes; breeding stock and furs. Quality—not quantity—and satisfaction guaranteed. Box 384, McGregor, Iowa.

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

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

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

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

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

LAVA SHADOW PICTURES

GOODNESS! THE MONEY I SPEND FOR TOILET SOAP! JOHN'S GREASY HANDS JUST SEEM TO MELT IT AWAY!

MRS. BATES

YOU KNOW, I HAD THE SAME TROUBLE TILL THE STOREKEEPER TOLD ME TO TRY LAVA. IT LASTS LOTS LONGER AND WORKS HARDER.

MRS. SMITH

MY HUSBAND SAYS LAVA GETS THE DIRT SO FAST THAT HARDLY ANY SOAP AT ALL IS USED.

MRS. SMITH

WELL, I'M CERTAINLY GOING TO TRY LAVA. HOW SILLY TO WASTE MONEY ON ORDINARY SOAP FOR THE DIRTY - DIRT.

MRS. BATES

LAVA LASTS LONGER

GETS DIRTY HANDS CLEANER

Why let gobs of expensive lather run down the drainpipe? Ordinary toilet soap merely washes away and takes very little of the greasy, grimy dirt with it.

Try Lava just once. Just prove to yourself that there actually is a soap which gets the dirtiest pair of hands absolutely clean in less than a minute.

Lava works equally well in any kind of water—hot or cold, soft or hard. There is glycerine in Lava to protect and soothe the skin.

Take advantage of Lava's special household uses, too. It cuts burnt-on grease from pots and pans. Scours bathtubs and wash-basins.

Your local grocer sells Lava in two large sizes.



LAVA SOAP

TAKES THE DIRT . . . PROTECTS THE SKIN

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wives. The club room and tables were decorated with red and white crepe paper, streamers, lanterns and autumn flowers. A pot luck supper was served at 6:30, followed by community singing led by Mrs. Wm. Sheetz.

The program consisted of a cornet solo by Geo. Hansen, a reading by Miss Madeline White and a dance specialty by Misses Irene Schwartzinger, Assunta Cimeno, Lucile Reese and Anna Cimeno, and a vocal solo by L. V. Schwartz. Following the program dancing was enjoyed until eleven o'clock, music provided by Harry Godes and Harry Grissinger. Guests were present from Des Moines, Iowa, and Chicago, Ill.

The committee chairmen were: Mrs. P. H. Franzen, general chairman, assisted by Mr. P. L. Mullen and Mr. J. R. Slater; Mr. Wm. Sheetz, Decorations; Mrs. Chas. Seitzburg, Kitchen; Mrs. Chas. Langley, Dining Room, and Mrs. Raymond Phillips, program.

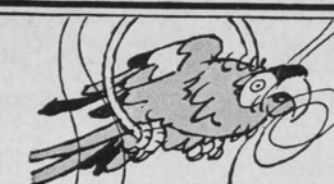
A short business meeting was held. We received \$210.00 from the ball game played between the Superintendent's Office of Savanna and the Marion, Iowa, ball team. \$34.86 had been spent for relief, and \$4.30 for school books. We received \$49.75 from the movie benefit.

The Savanna Times Journal (our Savanna newspaper) put on a subscription drive and allowed the farmers to pay half of their paper bill with produce. The Journal sent the Women's Club a truck load of the products, sixty sacks of potatoes, corn, onions, apples, wheat, pumpkins, a turkey, a goose and chickens. The fowls were sold and netted the club \$10.66.

Vegetables were distributed to 22 families. The club served lunch at a stock auction held in the stock yards, Savanna, which netted them \$16.35.

A play is to be given by the members of the club at their December meeting.

At the January meeting the Operating Department and their wives will have charge of the meeting.



Whew!
Who's cooking cauliflower?



WHEN you smoke a foul, reeking pipe, you may think you're getting away with it with your hostess. But you can't fool a bird.

For your own sake as well as others, start today smoking a good tobacco in a well-groomed pipe. Sir Walter Raleigh's mild mixture of Kentucky Burleys is an excellent tobacco. It's so mild that it always pleases the most haughty hostess. And it's so rich, fragrant and full-bodied that it will give you infinite satisfaction. Your tobacco store has it—kept fresh in gold foil.

Brown & Williamson Tobacco Corporation
Louisville, Kentucky, Dept. K-31



It's 15¢—AND IT'S Milder

Send for this
FREE
BOOKLET

~ The Road that Jack Built ~

New Highway - Cost \$30,000 per Mile - or about one-third more than required to carry private autos.
 ~ Twelve Billion dollars spent for highways by this country in eight years - 1923 to 1930 incl. - Less than one-third of this sum was paid by the gasoline taxes and license fees of all automobiles - private cars, buses and trucks -

Folks are findin' out that it takes more than these "streets of gold" to make Heaven!

This is the Road that "jack" built -

I pay most of the gas taxes and fees but I hardly dare use the highway

This is the Car, all crumpled and worn, that travels the Road that jack built -

I've a good joke on the Railroads! All my gas taxes and fees pay only a small part of highway costs - but the Railroads not only pay all costs of their roadway but a heavy tax besides!

This is the Truck with the raucous horn that bullies the Car, all crumpled and worn, that travels the Road that jack built.

I'm able to compete with any agency that is not subsidized

UNFAIR COMPETITION

This is the Railroad, all shackled & shorn While the privileged Truck with the raucous horn bullies the Car all crumpled and worn that travels the Road that jack built -

Doggone it, I've surely been the goat! - I have been using my tax money to undermine the Railroad by paying part of the costs that should be paid by its competitors!

REDUCTION IN RAILROADS' PAYROLLS AND PURCHASES A HARD BLOW TO INDUSTRY

This is the Taxpayer, all forlorn, who is helped by the Railroad, shackled and shorn, but who aids the Truck with the raucous horn that bullies the car all crumpled and worn, that travels the Road his "jack" built.

Whose Jack? Your Jack!