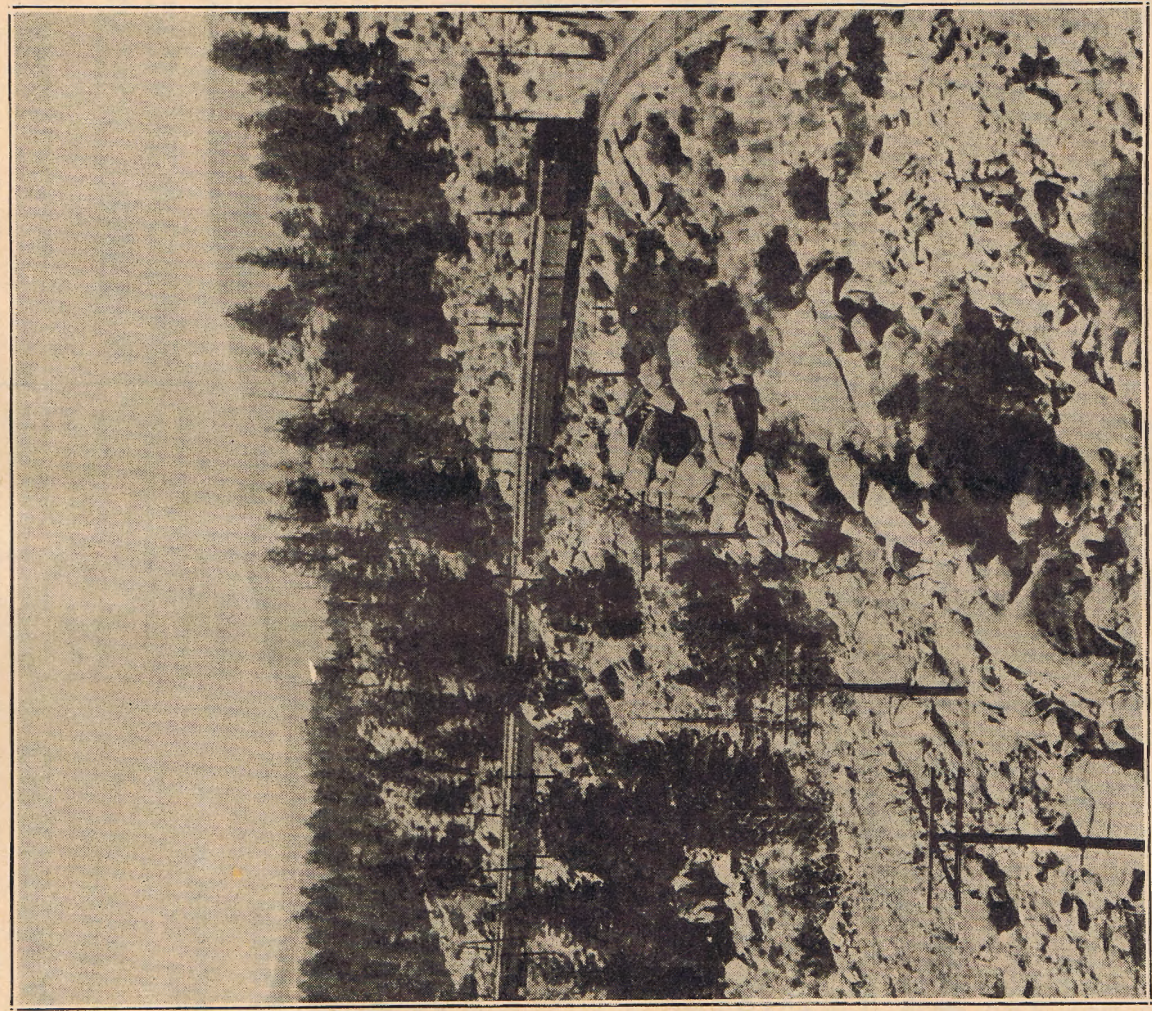


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The MILWAUKEE MAGAZINE

CHICAGO
MILWAUKEE
ST. PAUL
AND PACIFIC

JANUARY, 1934



On the Continental Divide

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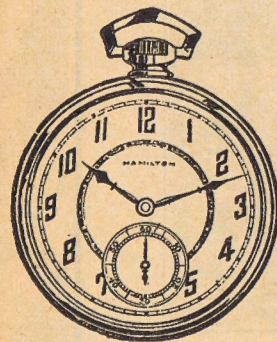
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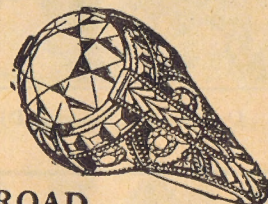
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Greetings

THE New Year's wish is that the days of unemployment will dis-
appear in 1934, that our associates who are working short time
will have an opportunity to again bring home a substantial
pay check, and that we may all
be well and happy.

J. D. Finick

ANOTHER year has come and gone, another year of adversity
and hard blows, but ending with more promise of better times
ahead than did 1932. We ended that disastrous year with a
deficit before interest charges of \$287,942. Thanks to the company of
Milwaukee men and women we will this year earn close to \$9,000,000
towards our fixed interest charges of almost \$14,000,000.

The last four years have been hard ones for everyone, but adversity
has its compensations. It develops, strengthens and tempers the char-
acter and fighting spirit, brings us closer together and creates a greater
sympathy and understanding of the problems and viewpoint of others,
and, above all, it makes us realize what we are.

As a result of its trials and victories, the Milwaukee organization
has developed new strength and confidence, knowing that having risen
equal to the trials of the past four years, which have tested the souls of
men and women, it can face without fear anything the future has in
store for it.

The Holidays are here again. I still continue to think of them as a
kind and charitable time. In that spirit I wish you all a Happy New
Year, and as "Tiny Tim" observed, "God Bless us

Everyone."

W. W. K. Sparrow

MESSAGE of GOOD CHEER with the beginning of a New Year
is a pleasing task and from the standpoint of the Traffic Depart-
ment I believe there is much to be thankful for in conditions
which are progressively working for a betterment of general business.

I believe the New Year will develop a substantial increase in the
demands for transportation. This may not extend over all commodities
and all districts alike but there will be a reflection of benefits which
should be wide spread.

A New Year's message should carry encouragement. In all earnest-
ness I wish to do this and to spread confidence among the Milwaukee
family. Each and every one, in whatever capacity employed, can assist
in the ultimate good by spreading GOOD CHEER to each other and to
our patrons, and by carrying on their allotted work to the best of their
ability, thereby improving service, which
is the foundation of our business.

With kindest good wishes to all,

H. E. Pierpont

AS we approach the end of the old year we are naturally curious to
know what the new one has in store for us, and we feel even more
so this year because of the business depression which has pre-
vailed for some time. I think we can now see clearly that things have
taken a turn for the better and present indications give promise of fur-
ther improvement. The period of adversity through which we have been
passing has broadened our views and taught us a valuable lesson in
economy and efficiency which will be of lasting benefit.

Through the fine co-operation of the employes with the officers, the
property has been well kept up and our usual standard of service main-
tained, for which the organization is deserving of the highest praise.

Now that recovery is fairly under way let us all work with renewed
energy and help end the depression.

With best wishes to you all for a happy
and prosperous New Year.

H. B. Carling

Ghost Town Trails

Some Old Montana Mining Camps

By TED

GHOSTS? Who believes in ghosts? Not many, certainly, in these days. But what if there were still, here and there a dreamer, a ponderer on the imponderable, with—

"Dreams that may be nothing else but dreams,

Unnatural and full of contradiction, While others of their most romantic schemes

Might be something more than fiction."

And so it might be that in the depths of a dark and shaded mountain gulch where only the murmur of falling waters, the sighing of the wind and the call of the wild vibrate on the air; one may come upon ghostly reminders of bygone days; find decaying remnants of habitations that once answered the call of a tense human life and now give back only wraithlike memories. The weird may become the obvious. Ghosts? Of course. What else. And Ghost Towns where dilapidated buildings, rattling windows, gaping doors swinging in the wind; creaking, weather worn signs, yawning holes in the hillsides and tumbled down mine shafts that reverberate with the hollow echoes of a past glory.

Ghost Towns, survivors of old mining days, in the western mountains, each one with its own story, began when men with pick and shovel and pack slunk off into remote fastnesses of the hills to find a golconda of their own and if they struck it rich, soon having a horde of their fellows swooping down on their discoveries to "scrabble and muck" alongside, in the mad scramble for gold.

Abandoned and alone, now, are these relics of treasure trove,—falling into decay, their steep, rocky streets deserted, their once pretty cottage homes, their log cabins, general stores, taverns, dance halls, saloons and barrooms empty, while the cool mountain winds shake the window panes and echo through the silent halls, and only the faltering footsteps of a scattered few left behind "panning" for a handful of dust and walking the lonely trail.

Those old days of Montana are a thrilling story, and so we take the winding trail that leads to some deserted camps which clustered around once rich gold and silver "diggings," where life was lived on the trigger for a few short years, and then sank into decay when, with the rich lodes worked out, the fickle populace folded its tents and packed away over the hills to some new Eldorado.

The dramatic story of Virginia City and Alder Gulch has been told,—of its seething masses of humanity in a wild rush for the riches of the far-famed Alder mines; of its hectic road-agent

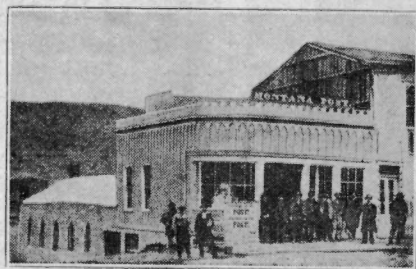
days and the grim, retributive justice handed out by its Vigilantes who valorously cleaned up the great gold camp and transformed "Virginia" into a peaceful and pleasant place to live, which endured a few years and then, it too, sank back to a place of ghostly memories.

But the call of the gold is again heard in Alder Gulch, and again eager prospectors range the hills, so Virginia may be awakening to another spirited period, though it is safe to say it will be without the help of the high coloring that characterized its past.

The Ghosts of the North Moccasin Mountains

Over in the North Moccasin Mountains that look down on the city of Lewistown and the great Judith Basin, are the ghostly remains of what, not so long ago, were flourishing camps built about two or three of the richest gold "strikes" of Montana. Here are Gilt Edge and Maiden, now sitting in their decrepitude, and only a few years ago, thriving and busy, as their mines spewed out the rich gold-bearing ore.

And its near neighbor, Kendall, the most recently abandoned of Montana's gold camps, was, in the height of its existence, the leading gold camp of the Treasure State. Abandoned, now, it is fast falling into decay and the haunting ghostly memories of its heyday will soon be all that is left to people its deserted buildings, shafts and lonely streets. When it was a going community, Kendall had a fine public school, for schools ever have been the first concern of all Montana; it had a church, too, and banks, hotels, cafes, stores and dance halls with all the refreshment those re-



Montana's First Newspaper Office, 1863

sorts of gayety demand, for it is said there were at least, at one time, twenty-six thirst shops in Kendall.

The founders of Kendall "prospected" the Moccasins far and wide, before settling down to their rich find and erecting a cyanide mill that turned out fabulous sums of gold. The great Barnes-King mine made a fortune for its owners, being reputed to have cleaned up \$45,000 in three days; and had an average output per month of around \$30,000. And yet it is said that its owners have died poor, or live in very

moderate circumstances. When the gold began to dwindle from the holes in the hills, their owners turned attention to surface gold, and that activity lasted in varying degree until quite recent years, when all activity ceased and Kendall was left to its fading fame.

Where Silver Was Queen

The young Montana state, looks at Time with the eyes of youth; and "fifty years ago" spells a long look into the past out there where The Shining Mountains lift their snowy crests above the rich treasures they must still hold within their ample bosoms.

Scarce eight miles north of the station of Lennep where The Milwaukee Road winds its sinuous way through the lofty Castle Range, is one of Montana's most picturesque Ghost Towns. Castle, it was called, and silver was its patron saint. It was a live and flourishing city, as cities were reckoned in that remote period of forty and fifty years ago; but now its ghostly manifestations lie in the derelict remains of dwellings and business houses in every stage of disrepair, many of them were built of logs so that their walls still stand, defying the ravages of wind and weather but windowless and doorless mostly; and not a single inhabitant except for perhaps, a lone prospector whose hope springs eternal; a sheep herder, maybe, tarrying for a time while his flocks feed on the abundant hillside; or even an occasional transient who has allowed himself to wander so far from the rods of the railroad train. These and remnants of sluice boxes, mills and mine housings and exhausted mines constitute the old town of Castle, a prosperous and promising silver camp in 1887, a "going city" in 1891 and a deserted village in '95.

The first men to locate at the Castle diggings came there in 1885 prospecting the hills of that vicinity for pay dirt. The next year stories of the first carbonate discoveries flew over the hills on the wings of the wind, and it seemed not more than from dawn to dark before 1,800 claims had been taken up and a town had sprung into existence, so fast does a mining community gather momentum. Castle, on the 20th day of April, 1887, had a population of one thousand; it had a \$5,000 school house, a public water system and had, if you please, applied for a franchise for a street railroad and electric power. Where the street railroad was to go did not develop before the great debacle. A historian of Castle writes: "About



First Capitol Building in Montana, 1864

thirty years ago, when silver, lead, gold and iron were discovered in large quantities, people flocked here from every part of the globe. Commodious and pleasant dwellings were built, stores, smelters and many other public buildings were erected, and people found it an ideal place to live. Dotted here and there over all this range of mountains were many claims and rustic cabins and shaft-houses. Then, almost without warning, this mountain paradise was closed when silver was demonetized."

When at the zenith of its glory, Castle was one of the richest mining camps in Montana. It had two smelters of substantial construction. Its mines were silver carrying lead, copper, gold and manganese, and were sources of enormous profit to the owners. It is said that over \$3,000,000 worth of ore was taken from the Cumberland mine alone. The old "Jawbone" Railroad, built under its proper title of The Montana Railroad, and now a part of The Milwaukee's Coast Line, was an outgrowth of the activities up and about the Castle silver mining industries. It went as far as Leadboro and from the first, it was an asset in the matter of transportation of ore; it moreover brought in the mail as well as its daily full quota of restless humanity bent on getting rich by one means or another.

In two years the town grew into an incorporated city of 2,000, and then it died, as it were, over night. The peak of its production was in 1890-91, and the town then had mine stores, a bank, two livery stables that did a land-office business with the visiting and prospecting contingent; two hotels, dance halls, a church, school, jail, shops of various kinds, a brass band and fourteen saloons. It also had stage lines making daily starts to Martinsdale, to White Sulphur Springs and to Livingston. They didn't always get through on schedule, but at least they always started.

When the railroad reached Summit, at the top of the Castles, with its branch line to Leadboro, transportation costs, though still plenty high, were reduced and wealth piled higher and higher. Before the railroad, everything was freighted over land on the stage road to and from Livingston, and the round trip consumed, at the best, several days.

Again its historian: "Castle was a wide open town. Its poker games were no place for a piker; and while it was no more disorderly than other seething mining camps, it had its occasional brawls and clashes between outlaws and officers, with some shootings."

One of these last mentioned is outstanding in the records of the community, and the story is that two suspicious characters, one named Bill Gay and the other a man named Gross, had come to Castle before the camp closed down. They were suspected of being implicated in numerous robberies in the state and warrants had been issued for their arrest. Fred Lewis, a deputy sheriff, went to their cabin to serve the papers. Both men received Lewis hos-



Residence of Montana's First Governor, 1863

pitably and all three were soon engaged in a friendly card game. Lewis was thus thrown off his guard and the two men made their escape. They were supposed to be in hiding near the town, and in some manner, the rumor got about that they were going to give themselves up. The sheriff, Bill Rader, a fearless man, came upon them in their hiding place, barricaded behind a pile of logs. The men ordered Rader back and threatened to shoot, which did not daunt the sheriff. He advanced saying, 'Boys, I have to take you,' but that was as far as he got, the desperadoes fired and Rader fell. Gay and Gross made their way down the Musselshell River to Merino (the present Harlowton); but the shooting of Rader created such a stir that a posse was hastily summoned and started in pursuit. A man named McKey, one member of the posse came upon them, and he, too, was shot down. Gay and Gross again evaded capture, but the high reward offered for them dead or alive kept men on their trail and Gay was finally caught at Needles, California, returned to Montana, tried and hanged. Gross was trailed to East St. Louis, where two deputies approached him while he was working on the bridge. He saw them and smiling

in apparently friendly fashion as they drew near, he eyed them until within a few feet of him, then drew two guns, ordered them off, backed from the bridge and escaped. He was never caught."

When the bottom dropped out of the Castle project five hundred people left the place over night, and ere the year had passed, the ghosts of its departed glory had moved in and taken full possession.

A renaissance of a sort flared up in Castle a few years ago when there was a phenomenal rise in lead, and some of the faithful and hopeful natives crept out of their mountain retreats, appearing at the station at Lennep with waste from the old mines and smelters. But the flare lasted only a little while and the old camp went to sleep again among its cobwebs and its decay.

Mining experts say that the wealth of the Castle Mountains is yet scarcely touched, but it will take a considerable amount of money to recondition the old shafts and caved-in tunnels of the original camp. But when the long hoped-for re-awakening of Castle comes (when silver again comes into its own) there will at least be electric power, modern machinery, motor trucks and a first class railroad to serve it.

But the branch line to Leadboro, which had fallen into disuse after the camp was deserted so far has not been rebuilt by the new owners, The Milwaukee Road.

Another month we are going over the Continental Divide to head into the mountains where gold was first discovered in Montana, and where prospectors are once more poking into the hills and grubbing along the gulches, while the price of gold goes up and the lure of the chase looms once more.

Adventures of a Montana Pioneer

Told by His Daughter, Mrs. C. H. Bleichner,
of Butte, Montana

MY father, John F. Wegner, a charter member of the Society of Montana Pioneers, arrived in Virginia City in June, 1864. It was not Montana, however, at that time, but a part of Idaho Territory. He was about sixteen years old when he left his home in Leavenworth, Kansas, to come west, coming with an emigrant train of 26 wagons drawn by mules. The wagons were loaded with mining tools, boots, shoes, liquor, tin pans and what not—anything and everything that a frontier mining camp might need or want.

The party left Leavenworth in February, 1864, and did not arrive in Virginia City until June. The roads could scarcely be called such for they were really only trails and at that time of year muddy and mostly bottomless, through which the mules floundered

hopelessly, making travel very slow and difficult. Also the attitude of hostile Indians gave the pioneers much concern and they halted many times on the rumors of outbreaks of the red men. Protection from these Indians was one of their greatest problems. At night the wagons were drawn up in a circle, the mules herded in the center and fires built outside to protect the men and mules from attack from either Indians or wild animals.

One day the party came upon the bodies of seventeen men and two women, all of whom had been killed and scalped by Indians, their animals gone and the wagons emptied and left burning, showing that the massacre had occurred but a short time before. My father, with others of his party, buried the dead out on the plains and then

proceeded slowly and with great caution, hoping to escape a like fate.

At Pine Ridge, Wyoming, the party was snowbound for twenty-seven days, rations became short and every man was allowed one biscuit, one slice of stale bacon and one cup of coffee during the latter half of their enforced camp. When, finally, the snow cleared away sufficiently, it was a weary and hungry group that again set forth over the difficult trails for the Virginia City destination, where they arrived on June 15th, 1864. Virginia City, at that time, was a thriving gold camp, having been "cleaned up" a few years previously by the Vigilantes and made into a law-abiding place.

The town was thronged with people and gold mining went on at hectic speed. My father, who was hardly more than a boy, did not go into mining, but engaged in restaurant business. His place was called "The Star Restaurant" and it became a flourishing business. Food prices were high since so much of the foodstuffs had to be freighted in from the States over the difficult and steep trails that lead far up into the mountains where Virginia City is located. But gold dust was plentiful, the food was good and business was splendid. He has often told us about the little gold scales he used. The scales were set upon a square of velvet, the miners paid for their meals in dust which they shook from buckskin bags onto the scales. Frequently some of the dust was spilled and settled into the velvet, so that after a busy day the shaking out of the velvet netted from three to four dollars. Hence the term "velvet."

After about three years at Virginia City, my father left there and in 1867 was stock tender for the Wells Fargo Stage Company at Twenty-eight Mile Springs, that place being on the Helena-Benton road southwest of Benton. The Wells Fargo built roadhouses at various places where the stage passengers took their meals. Large barns were erected at these stops and the stage horses were cared for by a stock tender, father being in charge, as I have said, at Twenty-eight Mile Springs.

The stage coaches were drawn by six horses, changed at relay stations and the distance between stations was determined entirely by the topography of the country. Father and Fred Wachter—better known in those parts as "Dutch Fred, the Roadhouse Keeper," were the only white men between Fort Benton and Sun River and the country was fairly besieged by Blackfeet, Pegans and Blood Indians, all very hostile to the whites. So these two white men were always heavily armed and ready to protect themselves and the stage horses from raids and ravages of the sneaky red men. How little avail would have been the efforts at protection by these two lone white men had they had other than Indians to deal with; and although they frequently descended in bands of a hundred or more, the early pioneer well knew the timid nature of

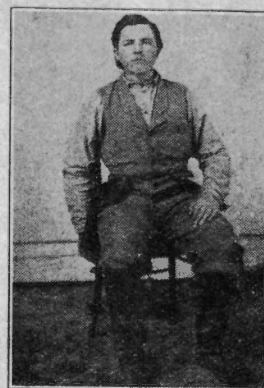
the redskins, so that with a steady nerve and a lot of bluff he usually was able to put his enemies to flight, though they outnumbered him manifold.

It was under such conditions as these that father and Dutch Fred tended the stock and kept the roadhouse at Twenty-eight Mile Springs.

The stage coaches going from Helena to Fort Benton, and those headed in the opposite direction stopped at the roadhouse at noon each day and the passengers were given their dinner. The tired horses were left at the barn and six others put in their places to continue the journey, leaving the two white men the sole inhabitants of the Springs until the next day.

The Indians rarely made their appearance until after the stage coaches were well out of sight. The tribes were at war with each other and the great ambition of every Indian was to add more scalps to his war belt; but their motive in going to the roadhouses was always to steal whatever they could get their slippery fingers on, rather than to kill. They stole hundreds of horses from the Wells Fargo Company, took them over into Canada and sold them. Ropes or harness were never overlooked in their maraudings, and if they already had more than they could carry, they cut the harness to pieces and left it in the barn—probably as a token of their good-will. Groceries were seized and packed to the top of a nearby hill where camp fires were built and the stolen goods devoured. Even the firewood at the roadhouse was often carried away by the Indians, who truly believed in not working for or bargaining for any single thing if it could be gotten by theft.

One afternoon in May, 1867, while Father was at the barn feeding the horses, he noted a band of about ninety Indians going toward the house. He knew they were on the warpath for



John F. Wegner at 16 Years of Age



The Graves of Road Agents Executed at Virginia City by The Vigilantes

they had their faces and bodies painted in red, green, brown and yellow stripes. They wore brightly colored blankets, buckskin leggings, moccasins and had feathers in their hair—their war bonnet. Father bolted the barn door and went to the house. He made his way through the Indians, who were helping themselves to the sugar, crackers and other eatables in the store room. He went to the kitchen where Dutch Fred was busy chopping meat for hash and had not heard the Indians about the house. Father told Dutch Fred it was up to them to put the Indians out or lose all they had, and maybe their scalps, too. Dutch Fred bolted the back door and he and Father went to the store room, which by that time was crowded with Indians. Both men knew some of the commonly used Indian terms, and both could speak German, a great advantage at a time like this. The door was opened guardedly by Dutch Fred and both men stood in the doorway with drawn six-shooters. They both hollered "mastipote," an Indian word meaning "move on." The Indians scuttled out like frightened animals, and when all but five of them were out, Father said "Mach die thuer zu," German for "close the door." The five Indians were then made to surrender their arms and sit on the floor. The purpose of keeping those Indians in the house was safety for themselves, for while some of their number were inside, the other savages would not fire upon the house or attempt to burn the building; so all of those on the outside tramped up and down and around the house, keeping up a fire of talk all the time. Along toward morning a team drove up, with five men in a wagon, looking for lodging. They knocked at the roadhouse door, told who they were and asked to get in. Father opened the door and told the strangers about the Indian trouble and of the five Indians they had inside the house. The men agreed to guard the place, and as they were heavily armed and had a good supply of ammunition, their help was welcomed. The guns of the white men were a decided contrast to the Indians' bows and arrows and old style guns which they had secured from traders.

The white men finally agreed it was time for a showdown and decided to let the five Indians out. The door was opened wide and they were told to "mastipote," which they did without ceremony. They dashed out and fled to the nearest hill where the rest of the band were camped. In the first rays of daybreak the savages were seen winding their way across the mountains in the direction of the Missouri River valley, and the roadhouse was left for the time being in peace and quiet.

I have among the papers which my father left, the following letter which he wrote to his brother about coming out to join him in Montana, and which, I think, adds much to the picture of early days out here in the mountains. He writes:

(Continued on page 13)

ACCIDENT SAFETY FIRST PREVENTION

Accidents to Yard and Train Employees Their Cause and Remedy

(Address delivered by Mr. E. A. Meyer, Manager Safety Department, before the 13th Annual Meeting of the Safety Section, American Railway Association, at Chicago, October 4th.)

WHEN I heard that the National Safety Council was to be held in Chicago and I learned of the many splendid things on the program, I was indeed glad that I would have an opportunity to attend the meetings and learn something of the wonderful good that this organization is accomplishing. But when I was informed that I was to take a part on the program I felt very much like Pat. Pat's mother-in-law lived with them, but she and Pat did not get along at all. Pat's wife was taken very sick and was continually falling. One day she called Pat to her bedside and said: "Pat, I'm a very sick woman and I think I'm going to die, but before I die I want you to promise me one thing—will you do it?" Pat replied, "Shure I will, Maggie—what is it?" Maggie said, "I want you to promise me that you will ride in the same carriage with mother at the funeral—will you do it?" Pat scratched his head, paused, and finally said, "Well, Maggie, I've given you my promise and I'll do it, but it'll spoil the whole day for me." It is my hope that my contribution will not spoil the whole day for you.

Railroad Safety is my work and I have been given an important phase of railroad safety as my subject, "Accidents to Yard and Train Employees—Their Cause and Remedies."

Years ago it was considered very hazardous indeed to enter into yard or train service. Little was known or said about safety. The young man who went into this work was adventurous in spirit, agile in body and nimble of foot. His friends and family held their breath as if he might be going to war. Whenever they saw him, they looked him over as if it might be the last time that they would see him "all together." Since that time conditions have greatly changed—railroad equipment has changed, it has been and is still being perfected, there has been increased power and increased speed. It would indeed by this time have been a hazardous occupation to work for a railroad if in the meantime that great movement, SAFETY FIRST, had not been born.

The railroad companies have thrown around their men every known safety device. Experienced men have worked

out safety rules which fit any problem that confronts the men. Railroad men must still be able-bodied and nimble-footed. In doing railroad work there are hazards, these are what we might call "necessary hazards"—but care, alertness, observance of rules and safety education will counteract all of these.

Let us take a few accidents to yardmen. In looking over the list of accidents to switchmen on the Milwaukee System, which comprises 11,207 miles of main line, I find we had 20 switchmen injured during the past 12-month period; 7 of these were injured by falling, either while getting off of cars, not being prepared when couplings were being made, and falling off of cars, or not having a good hand or foot hold on ladders on the side of the cars—3 of these 20 had their hands injured or fingers crushed while making couplings, 5 of these accidents resulted fatally, 3 of these 5 victims went between moving cars to adjust couplers which is in direct violation of rules, 1 stepped in front of moving cars. The fifth fatal injury was to a man who crossed in front of moving cars to reach a platform and when he saw that he did not have time to reach the incline to go onto the platform, he braced himself against the platform expecting the car would clear him, but the side door post did not and his body was rolled between the car and platform; his injuries were very severe and he died two hours later.

During this same one-year period we had 19 trainmen injured. Five of these were conductors and 14 were brakemen. No conductors were killed, although these 5 were seriously injured. Four of these accidents to conductors could have been avoided; one scratched his hand on a train order hoop and neglected the injury until infection set in; one was injured in opening a stockyard gate; the wind blew the gate against him, throwing him against the loading chute. Another was hurt while kicking a wood block out from under a derailed car on a bridge, when the jack gave way he fell backward off the bridge. The fifth accident was one for which the conductor was not to blame. He was assisting passengers to alight from the

train when a lady missed the top step and fell. He caught her and in so doing severely injured his knee joint. He was not prepared for such a cordial reception.

Fourteen brakemen were injured; one of these was killed when a train was derailed. He was not to blame, simply a victim of the mistakes of his fellow employees. The majority of these accidents to brakemen were falls from cars or injuries received while the men were getting on or off from moving trains. They were not particular about getting a good hand hold and foot hold and were not sure of the nature of the ground surface where they alighted. It requires practice, good judgment and dexterity to get on or off of moving cars; the clumsy, awkward and inexperienced should not attempt it. One brakeman was injured while standing alongside of an engine when the engineman opened the blow-off cock. The engineman should have looked to see if anyone was near before opening the valve. This is another example of an injury to a fellow employee.

In reviewing the cases I have cited, I find that some of them were caused by following unsafe habits. Speaking of habits, some old-timers have accidents because in their earlier days they did certain things wrong, formed a habit of doing them wrong. They got by for a while but eventually something serious happens. It is just as easy to form a good habit as it is to form a bad habit and this is a lesson we try to instill in the minds of our men. I also find that some of the accidents were caused through carelessness. When a person goes up on a ladder to pick cherries, he can reach out and take chances, for he knows if he falls it will be on a nice grassy spot. His chances of getting hurt are small. But when a man goes up on a ladder on the side of a car or engine he knows that if he falls his landing place will not be soft or grassy—at best it will be rocky and uneven. There are ties and rails and moving wheels. An accident here will mean sprains, broken bones, severed limbs or death. How important it is, then, for the men to be sure of hand holds, foot holds and to use the utmost care. Railroaders and carelessness do not make a good team; they certainly do not pull together.

Among the causes of these accidents were improper signals, poor judgment and an utter disregard of consequences to themselves and others. Lack of experience and lack of team work contributed to the cause of accidents. Ignorance and disobedience of the rules played their part in these injuries. For instance—we have a rule

(Continued on page 13)



THE MILWAUKEE MAGAZINE

UNION STATION BUILDING, CHICAGO

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CARPENTER KENDALL, Editor

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

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Retires from Milwaukee Road

C. H. Dietrich Accepts Office of Executive Vice Chairman of American Railway Association

EFFECTIVE January 1st, Mr. Charles H. Dietrich, Freight Claim Agent of this company, retired from our service to accept the office of Executive Vice Chairman, Freight Claim Division of the American Railway Association, a position which Mr. Dietrich is especially fitted to fill; and he is receiving the congratulations of his associates and many friends.

It is a newly created position made necessary by the constantly expanding activities of the Freight Claim Division; and will provide not only a permanent executive office for the handling of the Freight Claim Division's affairs between member carriers' freight claim departments, but in addition, will furnish a

point of contact between the Freight Claim Division and shippers and receivers of freight throughout the United States and Canada.

Mr. Dietrich is retiring from the Milwaukee Railroad after having served in various capacities for forty-two years; and as freight claim agent since September 1st, 1917. Throughout his long years of service he has always enjoyed the confidence and respect of all Milwaukee Road officials and the love and admiration of his associates who, while they rejoice at his advancement, bid him farewell with regret.

Mr. Dietrich's new office is located in Chicago, at the American Railways headquarters here.

Frank J. Lawlor

WE are very sorry to announce the sudden death of Mr. Frank J. Lawlor, Paymaster, which occurred at his home November 19, 1933. Funeral services were held at St. Catherine's Church, Oak Park, November 22, interment Calvary Cemetery.

He is survived by his widow and two sons, George and Harold, to whom all of his many friends extend their deepest sympathy.

Mr. Lawlor entered the employ of the C. & E. I. in 1886 at the age of 14. After serving in various capacities in the General Auditor's office he was advanced to Chief Clerk. During May, 1918, he resigned to enter the service of the C. T. H. & S. E., where he became Treasurer. In July, 1921, the Milwaukee gained control of the Terre Haute and Mr. Lawlor was transferred to this railroad as Paymaster, in which capacity he served until his death.

Survey of Motor Vehicle Transportation

THE Bureau of Railway Economics after months of study has just completed and made public an "Economic Survey of Motor Vehicle Transportation in the United States."

"The motor truck," says the Bulletin, "is the most important competitive commercial agency which the railroad industry confronts at the present time, although competition of the motor bus is not to be disregarded."

"Very large sums have been lost by the railways through the diversion of freight traffic to the motor truck and passenger traffic to the private passenger car and motor bus. While the railways derive considerable traffic and revenues from the automotive industry, such revenues are now a comparatively small proportion of the amount annually lost to the motor vehicle as a competitive agency of transport."

"The unequal regulation of railway and highway transportation, together with the competition between motor transport agencies themselves has led to a considerable degree of market demoralization."

The Interstate Commerce Commission has referred to the "unrestrained and destructive competition between motor carriers, between water carriers, and of both with rail carriers," as having not only "an unduly depressing effect upon the revenues of the rail carriers," but also "a disorganizing influence on business in general and tending to prevent the maintenance of a stable and nondiscriminatory rate adjustment by the rail carriers." These conditions, in the opinion of the Commission, will continue to exist, "so

long as interstate motor and water carriers are exempt from requirements that their rates be published and maintained on a reasonable stable and nondiscriminatory basis."

"With the development of the heavier motor truck and motor bus for commercial purposes, it has been necessary to build wider, thicker, and costlier highways, to withstand the physical strain of carrying the heavier loads imposed on them. While engineering details are not available to supply an exact formula by which to ascertain such additional costs, they add considerably to modern street and highway costs. The problem is to determine whether commercial motor vehicles meet the additional highway costs they create."

"A formula is outlined in this survey to indicate a method of approach to this question. In relation to highway costs the formula shows that the surfacing and grading cost of a highway adequate for the largest and heaviest group of motor vehicles (5-ton trucks and over, and passenger buses of over 33 seats) would be more than twice as great (210.4 per cent) as the cost of a highway ample for the base group of vehicles, here taken as including all passenger cars and all motor trucks of less than 1½ tons capacity."

"Application of the formula to available data for the United States as a whole indicates that the base group of vehicles, 91 per cent of the total number of motor vehicles of all classes, would pay 45 per cent of the total road budget, while the remaining 9 per cent of the vehicles would pay 55 per cent of the budget."

"The formula further develops that a 5-ton truck, or buses of over 33 seats,

should properly contribute 107 times as much to the highway budget as the average vehicle in the base group."

In respect to motor vehicle taxation the Bulletin said:

"In considering taxation of the motor vehicle, distinction should be made between taxes and fees levied on motor vehicle owners as highway users, taxes and fees levied on commercial motor vehicle operators as users of streets and highways for business purposes, and taxes intended for the general purposes of government which are levied against the motor vehicle."

"Motor vehicle registration and license fees collected in the United States in 1931 amounted to \$344,000,000. Total gasoline tax receipts in the same year amounted to \$536,000,000. State gasoline taxes are levied in every state and the District of Columbia, ranging from a minimum of two cents per gallon to a maximum of seven cents per gallon."

"In comparing motor vehicle taxation with railway taxation, certain contrasts between the two should be kept in mind. It is frequently asserted that motor vehicles pay relatively higher or lower taxes than railways. The fact is that the total taxes paid by these industries cannot be directly compared one with the other. The important question with respect to any transportation agency is whether it in fact pays its own way, and whether in addition it pays its proper share of taxes for the support of government."

"The railways clearly pay their way. They own their roadway and maintain it. In addition, they pay heavy taxes, which help to meet the general cost of government, such as for schools, police and administration. They also contribute substantial sums toward the cost of constructing and maintaining streets and highways."

Reuben A. Johnson

WE regret to announce the death of Mr. Reuben A. Johnson at his home on December 17th. Interment was at Chicago.

He is survived by his widow to whom, in this time of sorrow, is extended the deep sympathy of his many friends.

Mr. Johnson had been an employee of this company for the past thirty-four years, all but one year of which have been spent in the Treasury Department.

His was a character which endeared him to all, and his passing will be felt by his many friends and associates with deep regret.

Sioux City Chapter

Lucy E. Carney, Historian

AT our regular meeting in November we had as our guest, Miss Lindskog. The ladies served pot-luck luncheon at one o'clock. Miss Lindskog presented many helpful suggestions, both social and financial. Sioux City bids you welcome. We enjoyed your visit; come again. At our annual membership drive, Mmes. R. Doud, and R. Robson, chairmen, added one hundred and twenty dollars to our treasury. A very successful party, Mrs. E. Murphy, chairman, was held at our depot December 9th. The admission fee was something for our Christmas baskets. About fifteen dollars in groceries were left.

Sioux City wishes to express its appreciation to the men in the car department. Under the leadership of Mr. Paul Faltinsky, fifteen dollars was given toward Christmas baskets. It will make many hearts happy. Thanks, boys.

Our annual Christmas tree will be held the evening of December 21st at the depot.

"Commercial motor vehicles pay property and income taxes. Their right-of-way—the highways—is supplied by the public, and they pay certain special taxes intended to contribute toward their share of the cost of highway construction and maintenance."

"Total funds made available for all highway purposes," the Bulletin continued, "1923 to 1931, a nine-year period, aggregated \$13,060,000,000, of which only 36.2 per cent was contributed by all highway users in the form of fees and gasoline taxes. The corresponding total for 1931 alone was \$1,836,000,000, of which 43.6 per cent was contributed by highway users. Throughout this study 'highway users' are credited with some payments of gasoline taxes that are contributed by non-users of highways, such as railways, motorboats, aircraft, stationary engines, etc."

"Total disbursements for highway purposes during the same nine years, including payments on principal of bonds and other obligations, aggregated \$13,037,000,000. Corresponding disbursements for the year 1931 alone amounted to \$1,857,000,000."

"These statistics do not cover city streets, which form an important part of the street and highway network of the nation. A comprehensive survey of motor vehicle transportation must include consideration of city streets and their costs."

"The total of funds made available for highways, and expenditures for city streets, in the nine years 1923 to 1931, amounted to \$19,813,000,000, of which only 25.4 per cent was contributed by highway users. Corresponding statistics for highways and streets in 1931 were \$2,579,000,000, the highway users' contribution to which was 33.3 per cent."

"Outstanding state, county and city bonds for street and highway improvement at the end of 1931 totaled \$4,728,000,000, with an annual interest charge averaging 4.6 per cent."

His Twenty-fifth Anniversary

ON November 12th, Herman Grehl, an upholsterer helper working under Ed Luedcke, celebrated his twenty-fifth anniversary as a member of "The Milwaukee Family." Since that day back in 1908 when Herman started work in upholstering shop under Mr. Guschl he has made a record for himself by never being absent or tardy. He is very well known and well liked, too, and when he was asked about those twenty-five years spent here he remarked: "Those were twenty-five happy years of my life and I hope that in 1958 I will celebrate my fiftieth anniversary with the road."

Herman Grehl

M. J. Hildreth

M. J. HILDRETH came from the I. & D. Division, where he entered service as a fireman in 1882 and was promoted to be an engineer Oct. 20, 1887, and as an engineer he was transferred to the Iowa Division and worked out of Perry. He went to Marion about 1915 and worked there until the fall of 1928, when he became so badly disabled from an auto injury that he was unable to work as an engineer and was given an indefinite leave of absence January 8, 1929. Soon after this he entered the Railroad Men's Home at Highland Park, Ill., where he died November 6th, 1933.

Veteran Station Agent Passes Away

JAMES SCANLON, station agent and operator, passed away at his home in Elko, Minn., Thanksgiving morning at the age of 67 after completing 52 years of continuous service. Death was due to pneumonia, from which he was ill only one day.

He was born in Montreal, Canada, August 23rd, 1866, and came to the United States and to Adams, Minn., as a youth, where he attended school and while assisting the agent, A. D. Harris, he learned telegraphy. At the age of 15 he began his career as telegraph operator at Chester, Iowa.

When the line was extended from Farmington to Mankato in 1902 he was appointed agent at Elko, where he remained until the time of his death.

Mrs. Scanlon passed away in 1925 and his death now leaves their son, Francis J., four granddaughters and one grandson. A brother, John L., resides in Seattle, Wash., and another brother and one sister live at Adams, Minn.

Fifty-four Years on One Job

ON NOVEMBER 28th Agent C. J. Cawley of Pipestone, Minn., celebrated his fifty-fourth year as agent at Pipestone. He commenced service on that job November 28th, 1879, and has been there steadily ever since. Incidentally, the first train into Pipestone arrived there only the day before Mr. Cawley's arrival.

Mr. Cawley is the only living employee of the company with a similar record; and in addition to his years spent as agent at Pipestone, Mr. Cawley worked in Wisconsin for a railroad which has since become a part of the Milwaukee system.

Mr. Cawley received the congratulations of his many friends on the railroad and the friends of long standing in the town in which he has made his home. His record is certainly one to be proud of.

Milwaukee Employees' Pension Association Members Entered on Pension Roll, October and November, 1933

The following members of the Milwaukee Employees' Pension Association have been placed on the pension roll during the months of October and November, 1933:

Name	Occupation	Division or Department
Henry P. Anderson	Engineer	Kansas City Division
William Gussman	Machinist helper	Dubuque & Illinois Div.
Harry M. Hatch	Conductor	LaCrosse & River Div.
Theo. H. Huinker	Train baggageman	La. & So. Minn. Division
Albert G. Keymar	Tank hose man	Milwaukee Shops
Richard C. Krause	Roofing	Milwaukee Terminals
John O'Connor	Brakeman	Kansas City Division
Rurik L. Taylor	Asst. chief operator	Telegraph Department
Robert Brooks	Roundhouse laborer	Kansas City Division
James Dawson	Machinist	Minneapolis Shops
Aaron Fredrickson	Trucker	Twin City Terminal
Henry Meyer	Section laborer	Iowa & Dakota Div.

M. J. LARSON, Secretary-Treasurer.

The Agricultural and Colonization Department

Vocational Agriculture Trips, 4-H Club Congress

NOT unlike years in the past, we are again receiving "thank you" letters from boys, girls and their chaperons who made trips to the annual meetings of Vocational Agriculture Students and 4-H Club Congress. Through contributions, 44 made the trip by our Road to the Kansas City Royal Livestock Show and the National Future Farmers of America Convention. Also, 183 made trips to the International Livestock Exposition and 4-H Club Congress.

The selected delegates from each of the eleven states served by our Road were the highest honor winners in Vocational Agriculture pursuits and 4-H Club Work. Each one of the youngsters was selected from many thousands enrolled in this agricultural work so must have been the pick of his or her home community and in turn the pick of all of the communities in the State.

At the two National Conventions, these selected trip winners again competed for national honors with similarly selected candidates from all the other states of the Union. And, a final counting showed that the youngsters from Milwaukee served areas were high winners in the nation-wide contests.

Someone wisely said, "The first duty of an enduring democracy is developing noble men and women, then molding those men and women into citizens of the first rank." If that is true, then the assembling of the picked youth of our rural communities from all sections of the country should help to make this nation an enduring democracy. No one can properly appraise the value of these trips. But, those who supervise the boys and girls through their period of development probably are in the best position of all who attempt the appraisal.

Mr. J. A. Guitteau, State Supervisor of Agriculture in Washington, writes:

"The boys who make this trip to the American Royal all return with a broader view and are able, through the Future Farmer organization, to present at least a part of the value of their trip to their fellow members. It may be of interest to you to know that 83 per cent of the boys who left high school, either through graduation or other causes a year ago, and who had one year

or more of training in Vocational Agriculture, are now actually engaged in some phase of farming."

That these trips do broaden one's viewpoint and are wonderfully educational is best illustrated in this Iowa boy's letter:

"I wish very much to thank you and the Milwaukee Railroad Company for making my trip to Kansas City and the American Royal Livestock Show possible.

"I certainly appreciate your kindness as this was the first time I ever rode on a train, my first time out of the state, first time I was ever in a large city, first time I ever stayed at a hotel, and the first time I ever attended so large a stock show."

A recount of the accomplishments of these young people from Milwaukee-served counties would make a long list. But to give the reader an idea of how thoroughly these young Club members are trained in the basic fundamentals, these three Montana girls well portray the breadth and scope of 4-H Club work.

Removed from large cities, thickly settled communities, or the Michigan Avenue shops, Dorothy Haverfield, Rosebud County, won first place on complete costume exhibit. That means that Dorothy made from her own selected material her gown, hat and accessories and secured hose, shoes and gloves to match. To win, she had to have the best work-

manship, most becoming style, and proper colors to match complexion. And she did it coming from the so-called "wide open spaces."

Two of her sister Club members also from Montana won first place in the home furnishing judging contest. In other words, they received the highest score for properly selecting and arranging every item of furnishings in a given room.

And we might go on. But why? Other feats and accomplishments would be much like the foregoing only varied enough to fit personal desires and requisites.

Our Road is thankful that it could have a small part in building these "noble" men and women and in helping to mold them into "citizens of the first rank."

Kittitas—Upper Wisconsin—Michigan

TWO popular folders issued by this Department have recently been revised and re-issued. This was done when the old folders were about used up and when it became necessary to bring the text matter up to date because of the progressive development of the two described areas.

One of these describes the Kittitas Valley in Washington and is entitled "Facts About Kittitas Valley—Washington." The other one is "An Invitation—Make Your Farm Home in Upper Wisconsin—Michigan."

Both report the very latest information pertaining to the opportunities for farm settlement in the respective areas. Each may be had for the asking and may be depended upon for accuracy in describing the types of farm opportunities best adapted to the two territories.

A copy awaits you and your friends.

Room for More **An Invitation**
FARMS LIKE THIS **MAKE YOUR FARM HOME**
in
Made from **UPPER WISCONSIN**
CUT-OVER LANDS IN **OR MICHIGAN**
HEALTHFUL CLIMATE



Cover of the new Agricultural Department folder, "Make Your Farm Home in Upper Wisconsin—Michigan."



SAID TO BE HUMOROUS



Manager: "Vot? You come into zees famous restaurant, drink ze glass of water, an' zen walk calmly out!"
Foot: "Hoot, mon! Did you expect me to stagger oot?"

A chorus man out of a job was given a small part in a play. He merely had to walk on, seat himself and say, "Well, here I am." At rehearsal he did not give satisfaction.
"No," bellowed the director. "Try it again. Now come on like a man."
"My goodness," simpered the chorus man, "for \$15 a week he wants me to do character parts."

Beautiful Weather

Lige: "Is yo' wearin' black for someone what's dead, Rastus?"
Rastus: "Yes. Mah cousin died yistiddy."
Lige: "He had a fine day fo' it, Rastus."

Briefly Told

(Pennsylvania Punch Bowl)
Dizzie Lizzie rocked the boat;
Dizzie Lizzie couldn't float.
Exit Lizzie—
Funeral note.

Arthur was being drilled in arithmetic by his primary teacher. "If I put eleven nuts in your hands, and you eat four, how many will you have?" she asked Arthur.
"Eleven," said Arthur.
"But can that be true if you've eaten four? Think again."
"Yes," insisted Arthur. "I'll have eleven. Four inside and seven outside."

Porter: "Where's your trunks, sir?"
Salesman: "I use no trunks."
Porter: "But I thought you wuz one of those traveling salesmen."
Salesman: "I am, but I sell brains, understand? I sell brains."
Porter: "Excuse me, boss, but you is the first fella that's been here who ain't carryin' no samples."

Small Girl (to seven-year-old boy friend): "Oh, I think you're lots better looking than your daddy."
Boy (true child of the motor era): "Well, I oughta be—I'm a later model."

An Invariable Practice

Howell: "I hear they're using all kinds of materials for manufacturing illuminating gas."
Powell: "Yes. They even made light of the consumer's complaints."

Half and Half

"Since Howard lost all his money half his friends don't know him anymore."
"What about the other half?"
"They haven't found out that he lost it."

What About the Dumbness?

Dear Doc: "When I was a freshman in college I was hit on the head with a paddle and have been deaf and dumb ever since. What shall I do?"
Answer: "Consult a physician; he may be able to help your deafness."

Liking and Having

College Man: "What would you like, dear?"
Co-ed: "Well, I'd like some fruit cocktail, some caviar, an order of frogs' legs, some fruit salad, a sirloin steak smothered in mushrooms, a large lobster, some demi-tasse and some pie a la mode."
College Man: "That is all very well. But, now, what will you have?"

Light Burden

Judd: "You seem to make light of all your financial troubles."
Budd: "Yep, I burn all my bills."

Teacher—"Really, Johnny, your handwriting is terrible. You must learn to write better."
Johnny—"Well, if I did, you'd be finding fault with my spelling."

Proud Suburban Lady—"You know my husband plays the organ."
Deprest Acquaintance—"Well, if things don't improve, my husband will have to get one, too."

Heard in a General Office

John: "Well, Mike, did you take any wooden nickels while I was away?"
Mike: "I did not. There was no one here to pass them."

Blazing

Her husband being slightly indisposed the young wife tried to take the patient's temperature, and in a state of great excitement scribbled this note to the doctor:
"Dear Doctor: Please come at once. My husband's temperature is at 136 degrees."
The Physician replied:
"Dear Madam: The case is beyond my skill. Send for the fire-engine."

"How could you be so heartless!" cried Mrs. Robinson, as she flourished a slip of paper at her husband.
"Now what's the matter?" asked that long-suffering man.
"Dr. Peters has just shown me the telegram you sent him when mother was ill. Listen! You said: 'Mother-in-law at death's door. Come and pull her through.'"

He: "I had to come clear across the room to see you, so now I wanna kiss you."
She: "Gosh, I'm glad you weren't in the next block."—Iowa Frivol.

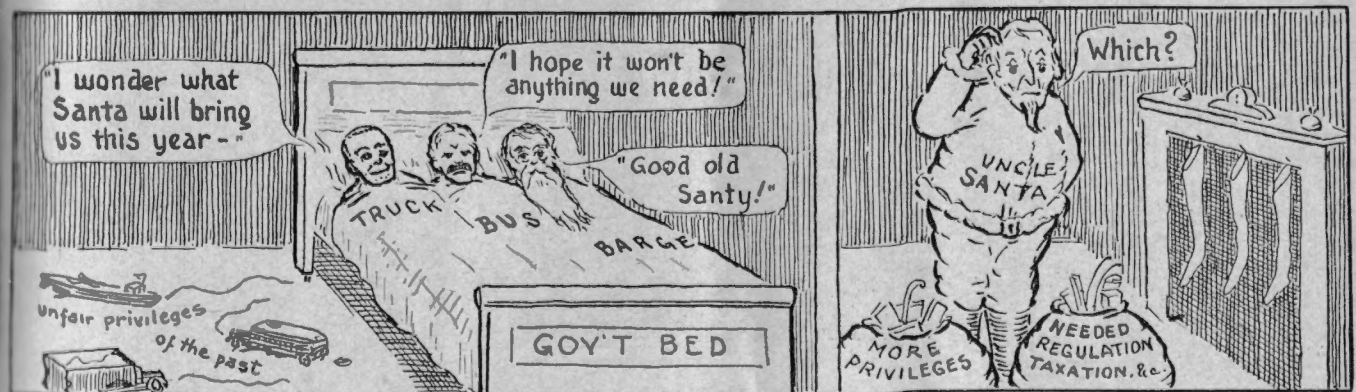
Too Inquisitive

Junior came home from his first day at school. "Well, son," greeted his father, "how did you like it?"
"Aw, they asked me too many questions," replied the younger edition. "First they asked me my name, and I told them. Then they asked me your name, and I told them. Then they asked me where I was born. I didn't want to be a sissy and say it was in a maternity ward, so I just told 'em Yankee Stadium."—Aia. Rammer Jammer.

"I hear that dear old Fred has married his former wife's sister. I thought he was keener on Jennie."
"He was, but he didn't want to go to the trouble of getting used to another mother-in-law."

Tactful Daughter

Mother: "And now tell me what you meant by introducing me to Mr. Brown as your aunt?"
Daughter: "Forgive me, mother, but Mr. Brown appears to be on the point of proposing, and it would not do to run any risks. He has a strong prejudice against mothers-in-law."—Tit-Bits.



"The American Ranch"

A Story of Wheatland County, Montana, Cattle

By LON COOK

THE American Ranch, a domain presided over by Lieutenant Colonel Wallis Huidekoper and his estimable wife, is "thirty thousand acres of creek bottom, bench land and second-bench land, surrounded by Montana and topped out with the Crazy Mountains." Stretching for miles along either side of the American Fork Creek, half way up the sides of the Crazy Range and Rocky Mountains, it is the ideal ranch location. All under fence, with the American Fork as the main stream flowing through the ranch, supplemented by springs and creeks which remain open for the year through, with abundant growth of timber for winter shelter, this ranch has produced one of the finest herds of Hereford cattle in the world.

It is probably one of the most completely developed and systematically equipped ranch properties of like or approximately like size in the whole country. It is the aim of Mr. Huidekoper to maintain the American as a purely ranch proposition with no attempt at farming. They put up tons of hay, however, to provide ample feed for their cattle during the winter.

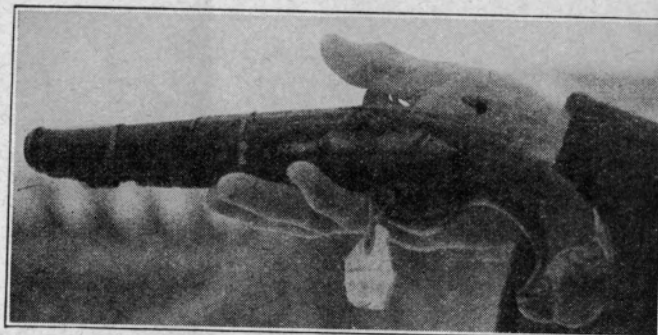
Everything on the ranch is run with military precision. Everything is spick and span. The ranch buildings are grouped in a few acres and resemble a small town of white buildings with red roofs. The appointments of these buildings are one of the wonders of this ranch. Order and cleanliness from the gate bearing the legend, "American Ranch," clear through the dairy barn and the outbuildings. A beautiful snow-white bungalow is the home of the Huidekopers, its exterior suggesting a fine residence in a large town with furnishings modern to the last degree.

In this house is what they call a "Medicine room," where Mr. and Mrs. Huidekoper retire to think over and to discuss things that have seemed to go wrong and need to be corrected; where they study the problems of the ranch and plan and blueprint their ranch campaign. This den is finished to suggest the log cabin of the frontier, cedar logs for beams and posts, sawed red-wood for walls and ceilings, but the walls are almost hidden in the decorations, which are all suggestive of out where the west once was. The interior of this den is heavily hung with trappings and trophies of the old west and of the Indian tribes who occupied the country, nearly if not quite all of these Indian relics having historic association. Here is the original of the cow-boy artist, Charlie Russell's "The Last of Five Thousand," and here also is a gun that once rested on the shoulders of the historic Daniel Boone, handed down

by descendants, to Lieutenant Colonel Huidekoper.

Not only has the Colonel adorned the walls of his "medicine room" with souvenirs of the days when things were wild up the American Fork valley and on the slopes of the Crazy Range, but he has preserved, in pastures set apart for them, some of the wild life of the plains and the mountain slopes. In one huge pasture he has a herd of buffalo, former monarch of the prairies, no longer forced to thunder along the trail, pursued by hunters and frightened by encroaching civilization. These animals have been pensioned off by Mr. Huidekoper and not one of them will ever be killed for meat or to furnish a buffalo robe.

Discipline and work are two main characteristics of the American Ranch. There is not a machine, or a wagon, an automobile, or any implement or machine of ranch use seen sitting out in the weather. Only men of high type, who conform to his standards of personal conduct, are employed by Mr. Huidekoper and these men live in a commodious bunk house, provided with lounging room and bath, eat in a mess house with inner appointments no less modern than are found in the house



Flintlock Pistol Owned and Used by Daniel Boone

wherein dwell the master and mistress of the domain—and the same kind of food that is served on the table presided over by Mrs. Huidekoper is provided for the men in the mess.

Mr. Huidekoper's cattle are known in all the stock markets for their high quality, he is an authority on the upbuilding and breeding of first

class herds and his animals are well known in show rings. In a recent interview with the writer, after reminiscing of the old days when stock raisers and cattle rustlers fought their battles, when hard winters wiped out the small stockman, before the markets were established at railroad terminals, Mr. Huidekoper talked at length on the reason why ranchers in his district could produce superior beef cattle and why he has such confidence in the future of Montana.

We will let the Colonel tell his own story: "The country now known as Wheatland County has always been and is a wonderful grazing area, as is shown by the quality of cattle and sheep produced there. In the early days the lordly bison had full sway and thousands of these heavy grazers spent their summers in the rolling country of the upper Musselshell Valley and foothills of the Crazy Mountains, while the bulk of the herd wandered further north through the narrow pass of Judith Gate which, in those early days, was one long series of deep worn trails. The grasses of these regions seemed to contain the best of finishing nourishment, and the fatness of the buffalo brought many Indian tribes journeying long miles to hunt and kill and, indirectly, war among themselves for the right of killing. Following the buffalo came the big range outfits and the time when cattle shipped by the thousands from the country north of the Yellowstone River, south of the Snowy Mountains and east of the Crazy Range gained fame on the

eastern markets as high dressing animals, which reputation still exists. It will further be of interest to the readers of this article to know that the highest price ever paid for range steer calves was obtained a few years ago at weaning time by one of our Wheatland



Beaded Dress Worn by Squaw of the Sioux Chief Red Cloud. Now Owned by Col. Huidekoper

County cattle ranchers. This, in a few words, tells its own cattle story. There is an old saying that 'good grass makes good cattle,' which is undoubtedly true in our case.

"And what is the reason for all this? Just one answer: quality of feed and water and general cattle conditions, for nowhere can beef cattle do better than in this immediate country. There seems to be something in the soil that produces the forage to bring about these results. There is another reason for the high price of Wheatland County Cattle and that is their quality. Our ranchmen have paid special attention to the care and upbreeding of their herds and it is now showing to full advantage, for no matter how good conditions may be, you can do nothing with a scrub. Our winters are such that cattle can winter in the open and there are very few days when a cow can not get her daily grazing, but most successful ranchmen are now considering it best and most profitable to feed their hay to the cattle during the latter months of the winter in order to keep their herds in the best of condition.

"We are now running cattle and producing a most salable product, be it finished beef, calf or yearling, under ideal conditions and on a profitable basis (if the present prices will just get somewhat better) by dividing the ranch into summer and winter grazing sections. During the spring, summer and fall, cattle are run on cheap back lands, generally the outlying, rolling, hilly pastures of the ranches, being handled at a minimum of cost, but at the same

ACCIDENTS TO TRAIN AND YARD EMPLOYEES

(Continued from page 7)

which forbids employees to go between moving cars, yet 3 of 6 who were killed and several who were injured went in between moving cars to adjust couplers. Most people in all walks of life work on comparatively safe jobs, but men in train and yard service are surrounded by what I have called necessary hazards—ties, rails and uneven ground, then there is the movement of cars and engines which may be fast or slow, forward or backward, starting or stopping, coupling or uncoupling. It is indeed necessary for the men to have all of their faculties and to use the utmost care and proper judgment in performing their duties. It is for their protection that the railroad company has strict rules in regard to drink. The men are also required to pass strict physical examinations, for their eyesight and hearing must be good; they must be agile in body as well as in mind.

I have given you a resume of the accidents to train and yardmen for a period of a year. What are the remedies?

First. Safety Education.—By meetings, talks and letters we are trying to have our men become safety-minded. We also try to instill a competitive spirit in the men by issuing statements showing the list of accidents in their



Prize Buffalo Bull From the Herd at American Ranch

time putting on fat and finish from the succulent grasses of these regions. During the winter these animals have access to the rich bottom lands and cut-over hay fields nearer the ranches, where they can be looked after and fed hay when required and otherwise generally cared for. Water and natural brush shelter are also a big factor in the well wintering of livestock, and we are indeed fortunate to have an abundance of both of these.

"Freedom from disease is another cause for thankfulness in our business and there is something in the climate and the atmosphere that seems to promote healthy and robust animals. Tuberculosis among our beef breeds is unknown and the professional eye has only to glance among the quietly grazing herds to see they are in perfect bovine condition."

departments in comparison with the same department on other divisions. We also compile comparative standings of divisions. This creates a desire to have the record of their craft or department excel. It also generates loyalty to and pride in the safety record of the entire railroad.

A second remedy is stricter discipline. Whenever an accident happens, whether there is an injury or not, an investigation is held. The cause of the accident is determined and the responsibility placed. Very often several persons are to blame. The punishment varies, depending upon the seriousness of the mistake and also on the man's past record. Sometimes a reprimand or mark against his record is all that is given. He is sometimes taken out of service for a certain period of time. Often it results in his dismissal from the service.

Speaking of responsibility: We are placing more and more stress upon supervision. The man at the head of a department should be held responsible. Even though a foreman does not personally disobey a rule, if he allows anyone to follow an unsafe practice or if an accident happens through the lack of his supervision, he is the one who should receive the punishment. For instance, if the conductor is responsible for the brakemen, and if he allows his brakeman to do something contrary to rule, the conductor is the one to be held responsible and to be disciplined as well as the brakeman.

Right here I would like to speak of re-

porting unsafe practices. We have quite a time to get our men to report unsafe practices of their fellow employees—they hate to "tattle" even though their own safety and the safety of others is involved. They cannot get over the old idea we had at school about tattling. They do not realize that at school we told on folks to get them into trouble and that in railroad work we tell on them to keep them out of trouble. Another important remedy is the requirement of a thorough knowledge and the strict observance of the rules. There is a right way to do every task that the railroad man has to perform and if every rule was obeyed there would be no accidents.

A switchman's wife said to me the other day: "Mr. Meyer, it seems queer to me that when a railroad man has an accident, they most always make out that he is to blame." I replied: "That may be queer, but queerer still is the fact that he most always is to blame." *Accidents do not just happen.* Some one is to blame. There may be a few for which no one is to blame—I will call these acts of Providence, but I have found these to be rare. For instance, a man might drop dead from heart failure. Injuries are the result of accidents and accidents happen because through carelessness, ignorance or disobedience some one has the stage all set for the accident to happen. I do not expect to see the time when we will live in a Safety Utopia and there will be no accidents, but in the last 10 years we have made great strides in universal safety. Each year the railroad Safety banner is raised a little nearer the top. In fact our safety record has reached the point where statistics show, that, next to being in your own bed at home, the safest place on earth to be is on a railroad train.

The ultimate goal of our railroad is to give service. One of the things we try to instill in our employees is the spirit of that quotation—

"Courtesy is to Do and Say

The Kindest Thing in the Kindest Way." And we are now adding to this the lines—

"Safety is to Do Each Day
Your Every Task in the Safest Way."

ADVENTURES OF A PIONEER

(Continued from page 6)

Virginia City, Feb. 17, 1865.

Dear Brother:

I received your letter from the 19th of December and answered it but got no answer from you. I have written Father several letters but no answer. I received one of Father's letters last week from the 7th of Oct. which came by San Francisco on account of the Indian trouble. The mail will not be regular until next June between here and the States on account of the Indians. There are several new gulches discovered here, namely Silver Bow and Last Chance, which pay from 50c to \$5.00 a pan, which makes great excitement here. They are 75 to 100 miles from here. I will go in about two months and take up some claims for you & me.

If you come out here next spring and you know your trade, bring out some of your tools,—you will need them and

If not, you will make more money here at anything than in the states.

Now if you come fit yourself out better than I did, because I haven't a thing now but what I bought here and had to pay a high price in gold for it. Take all your clothes along, a good pistol and knife; one pair of overshoes, 2 pairs of heavy boots with nails in them besides your fine boots; 3 pairs of buckskin gloves, 1 buffalo robe, 3 pair of blankets and a good overcoat; 6 woolen shirts; 6 pairs of socks, 4 pairs of pants—good ones—and other little things which you know you'll need.

Times are dull here, but will be better in a short time. Use your own judgment if you want to come or not. For my part I like it bully.

I will advise you about some things on the road. Never go as a cook because they have the hardest time of all. I was glad that I did not have to cook—I sooner drive a mule team. I will close my letter and wish you a happy trip. Be careful about driving mules.

Write as soon as you can.

Your brother

Frank Wegner

I send you a dollar. I wish you would buy me post stamps and send them in your next letter. We have to pay 25c in dust here for one stamp, and they are scarce at that.

The Patterns

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

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

8066. Ladies' Dress.

Designed in Sizes: 36, 38, 40, 42, 44, 46, 48, 50 and 52. Size 46 requires 5½ yards of 39 inch material. Price 12c.

7908. Ladies' House Frock.

Designed in Sizes: 36, 38, 40, 42, 44, 46, 48, 50 and 52. Size 46 requires 4½ yards of 32 inch material, together with ¼ yard of 35 inch material if made as in the large view. If made without contrast and with long sleeves, 4½ yards are required. Price 12c.

8079. Girls' Dress.

Designed in Sizes: 4, 6, 8, 10 and 12 years. Size 10 requires 2¾ yards of 35 inch material, together with ¼ yard of contrasting material. Price 12c.

8061. Ladies' Dress.

Designed in sizes: 34, 36, 38, 40 and 42. Size 38 requires 2¾ yards of 54 inch material, together with ¼ yard of 39 inch contrasting material. Price 12c.

8070. A Distinctive Frock.

Designed in 6 Sizes: 14, 16, 18, 20 (with corresponding bust measure 33½, 35, 36½, 38) also 40 and 42. Size 18 requires 3½ yards of 54 inch material. Price 12c.

7756. Girls' Dress.

Designed in Sizes: 2, 4, and 6 years. Size 4 requires 1½ yard of 32 inch material. Price 12c.

8085. A Smart Blouse.

Designed in 6 sizes: 14, 16, 18, 20 (with corresponding bust measure, 33½, 35, 36½, 38) also 40 and 42. Size 18 requires 2½ yards of 39 inch material, together with ½ yard of contrasting material. Price 12c.

7758. Toy Goose.

Designed in One Size: 15 inches in length. It requires ¾ yard of material 35 inches wide for the Goose and a piece ½ yard long and seven inches wide for the Bonnet. Tie strings of ribbon ½ yard. Price 12c.

8067. Comfortable Chemise.

Designed in 4 sizes: Small 34-36, Medium 38-40, Large 42-44, Extra Large 46-48 bust measure. Size Medium requires 1½ yard of 35 inch material. To trim as illustrated requires 4½ yards of edging. Shoulder straps require 1½ yard of ribbon. Price 12c.

Favorite Recipes

To Make Croquettes. A nicely made and daintily served croquette is a very tasty

and satisfying luncheon dish when two or three or five or six friends are coming informally; but making croquettes is a real culinary art, because they must be shapely, must be delicately browned and must not soak the grease in which they are fried. Therefore, before suggesting some varieties of croquettes, let's consider the proper way to prepare and fry them.

After preparing and mixing the ingredients the croquette is shaped in the hand, and gently rolled to its right length and thickness. Dried bread is best for the "crumbing," the bread rolled and sifted. There is a little machine on the market called "The Bread Crumber" that is a handy tool for kitchen use. With the crumbs prepared and ready in a shallow pan or pie plate, break an egg into a deep plate and whip with a fork until yolk and white are blended. Dilute each egg with two tablespoons of water. Roll each croquette in the crumbs, dip in the egg mixture being careful to cover all parts of the croquette, then back in the crumbs, handling gently so as not to break, but shaking off some of the outer crust so it may not be too thick. Place in a frying basket which has been well greased. Have the fat hot and test by dropping a small piece of bread into the fat when it smokes and if it browns while you count forty, the fat is of the right temperature for any cooked mixture.

Rice and Beef Croquettes. One cup of chopped beef, from roast or left-over steak, or from freshly cooked top of round, one-third cup cooked rice, one-half teaspoon salt, one-fourth teaspoon pepper, dash of cayenne. Mix the meat, rice and dry ingredients. Add one half a green pepper, chopped, then shape, roll in crumbs, egg and crumbs and fry. This is nice served with tomato sauce or tomato catsup.

Veal or Chicken Croquettes. Two cups cold chopped veal or chicken, one-half teaspoon salt, one-eighth teaspoon pepper, dash of cayenne, yolk of one egg and one cup of thick white sauce. Mix in the order given, cool, shape and proceed as with directions above. These are nice arranged around a mound of green peas and served with a delicate jelly.

Banana Croquettes. Remove skins from bananas and scrape with silver knife to remove the bitter layer that lies close under the skin. Cut in halves crosswise, and cut off a slice at each end. Dip in crumbs, eggs and crumbs and fry. These should be served with a fruit or sweet sauce.

Wasn't it the polite cannibal king who remarked to the recently captured missionary, "We would like very much to have you for dinner tomorrow?"

And then there was the poor old man who worried so much about his bills that the hair began to fall out of his wig.



THE MILWAUKEE RAILROAD WOMEN'S CLUB

Austin Chapter

Mrs. H. J. Keck, Historian

AUSTIN Chapter is just concluding a very successful and pleasant year. Our December meeting was held the 12th, with our regular picnic supper, which was attended by about 100 members. The rooms had been very beautifully decorated with evergreens and small trees and the tables were decorated with red candles and small artificial trees and presented a very attractive appearance. Santa Claus appeared on the scene and presented small gifts. Cards concluded a very delightful evening, high scores in bridge being won by Mrs. C. L. Sheedy, Mrs. Mary Taylor and O. C. Reed. The 500 high scores went to Mrs. Martin Anderson, Mrs. August Damm and Melvin Doering.

This date also marked the golden wedding of Mr. and Mrs. E. W. Rudolf who, with their daughter Daisy, were guests of honor of the club. Mr. Van Dyke extended congratulations, in which the entire club joins. At the table with the honored guests were also those members whose birthdays occur in December. Mrs. Fred Eversoff baked the December birthday cake and Mrs. M. J. Lieb the one for November. These birthday parties are an interesting feature of our club meetings. Hats off to Mrs. Lieb for the idea.

Election of officers was held at this meeting and the following were elected to serve the ensuing year:

President, Mrs. E. J. Blomily, Sr.
First vice president, Mrs. Geo. Hasseltine.
Second vice president, Mrs. G. A. Van Dyke.

Recording secretary, Mrs. O. C. Peed.
Corresponding secretary, Mrs. W. R. Smith.

Treasurer, Mrs. Lem Corneau.
Historian, Mrs. A. C. Anderson.
Following are the chairmen:
Constitution and by-laws, Mrs. F. J. Holmes.

Welfare, Mrs. F. M. Valentine.
Ways and means, Mrs. T. P. Bowler.
Good cheer, Mrs. Carl Voelker.
Membership, Mrs. H. J. Keck.
House and purchasing, Mrs. E. H. Brown.
Program, Mrs. W. J. Lieb.
Social, Mrs. Walter Whiteside.
Auditing, Mrs. H. B. Hinkley.
Safety first, Mrs. Guy Williams.
Sewing, Mrs. J. D. Williams.
Telephone, Mrs. Oscar McGee.

A brief resume of some of the high lights of the year might be in order. Perhaps the outstanding feature was the acquisition of some new club rooms. These have been much enjoyed and enable us to do many things impossible in the former small room.

Sixteen members attended the district meeting in Minneapolis. A great deal of sewing for the Red Cross has been done this year and several quilts made. Several electric sewing machines were used and each Thursday the entire day spent at the club rooms with a picnic lunch being served. All this work has been done under the direction of Mrs. E. H. Brown.

We have raised money this year by a card party each month, quilt raffles, turkey raffles, candy machines, rummage sales and two ice cream socials. In order to raise money for our Christmas party and baskets we will raffle a turkey, a goose and two chickens.

Up to Nov. 30th we have spent \$384.89 for welfare work, reaching 14 families. Seven baskets were distributed for Thanksgiving and baskets will again be given Christmas. Cards and letters of condolence have been sent to those ill and in sorrow, and many calls made.

A Christmas party for the children will be held Dec. 23rd and that, no doubt, will be the last club activity for this year.

Black Hills Chapter

Mrs. Herman Major, Historian

BLACK HILLS CHAPTER gave a Halloween party in the women's waiting room of the Milwaukee passenger station October 31st. The room was suitably decorated in Halloween colors, pumpkins and shock corn.

A bounteous lunch was served after which games were indulged in by the younger set and chalk talks given by the elders.

Engineer E. E. Smith (retired) gave an interesting history of early day railroad-ing 6th the Milwaukee, bringing out in sharp contrast the practices of 50 years ago as compared with the present day.

Engineer A. M. Saxer, whose early ambition was to become one of the world's great bankers (this was before the advent of the gangster) finally decided he would be of far greater service to humanity by piloting a locomotive, safely, in the van of a mile of good looking freight cars, helping to feed the world.

Roadmaster Stanley Core was unable to be present as he had an urgent call to duty and left immediately on his "hooten-anahny," using pumpkin jack o' lanterns as head lights. Mr. Core, however, wrote an article that was read before the gathering giving in detail the operation of the board of trade and his reaction towards brokers in general.

Engineer Fred Diehl gave an enlightening demonstration of casting with rod and line, on the depot platform and explaining how best to trap the wily trout.

Engineer Jim Johnson entered the arena with a deck of "Milwaukee Road" cards in his hand and in accents wild, wanted to know "where is she froze?"

Carl Zickrick, a live wire amongst the younger engineers, told of his boyhood ambition to be the champion broncho buster in the Valley of the Bad Lands, which calling he followed until overtaken by weight when he transferred to the locomotive.

Thos. Hickson of the round house force gave an interesting talk on handling the home board and the proper method of handling the "tie up." He has had a rather impressive experience in handling such matters and has reached the point where he is ready to attack any problem or (person).

The ladies present after listening to the burst of oratory decided to be silent and silently folded up their goods and departed.

Union Station Chapter

B. Morrison, Historian

DECEMBER 5th was a big evening in club affairs. Like all big evenings should, it started with a delicious supper served in the club room (for which a vote of appreciation is due those Graves girls).

The business of the evening finished, we had a visit from the fairies (sure, I think they were fairies, though 'twas said they were the little misses from the Morgan Sisters' Dancing School out on Jeffrey avenue). And how they scampered over the floor, with gorgeous colors and nimble feet—tap and toe, there they go—dances to suit all tastes from the demure "Alice Blue Gown" to the jazziest of jazz (by little Agnes Murphy); from little Paddy with her Irish jig to the "Stars and Stripes Forever," drums and all.

Many thanks to the Misses Morgan and their little dancing maids for a most enjoyable hour or so.

The principal business of the evening was the election of officers for the coming year—under a new rule, our club year is to begin with the new year—and we have the

pleasure of presenting to you as our newly elected officers:

Mrs. W. R. Dolan—President.
Grace Doyle—First Vice.
Mrs. Carson L. Taylor—Second Vice.
Mary von Colln—Treasurer.
Antoinette Welling—Recording Secretary.
Fern Olson—Asst. Recording Secretary.
Mrs. J. N. Davis—Corr. Secretary.
Kathleen O'Neil—Historian.

We are wishing the incoming officers a happy and successful year, and thanking our outgoing officers for the pleasure and help they have given us in the past year.

Terre Haute Chapter

Mrs. R. M. Blackwell, Historian

THE regular meeting on November 16th was preceded by a "pot-luck supper." About forty people were present to enjoy this.

Reports of the district meeting at Chicago were given, and of the fourteen ladies who attended, all reported a good time and an interesting meeting.

Report of a card party given in November showed that the club realized \$26.00. Both table and free for all prizes were donated by merchants of the city. Plans were made for another card party, to be given at the club house, on December 15th. Our own members are to donate prizes for this party. Mrs. H. Powell being chairman.

A new feature of our program, since the Fall meetings, is our safety first work. Mrs. C. W. Pearce is chairman and all members contribute to the discussion.

A committee was appointed for the December meeting but plans were not completed.

Portage Chapter

Mrs. E. C. Moran, Historian

PORTAGE chapter held a well-attended meeting at the club rooms on Monday, November 6. Mrs. Hodge, the president, called the meeting to order, and at roll call all officers were present. At the October meeting plans were made to attend the district convention at Milwaukee, November 2nd. Twenty-six of our members attended and reported an enjoyable day. They were very enthusiastic in regard to district conventions.

Since our October meeting our membership chairman, Mrs. Ralph Jorns, reported an increase in membership from 163 to 202. Mrs. E. M. Shoemaker, ways and means chairman, reported \$40.36 received from the three bake sales. Sunshine chairman, Mrs. L. Mullenbach, reported for October and November, 135 cards sent, two sympathy cards, 6 good cheer cards, 77 phone calls, flowers for deceased members, \$2.00; and 51 house calls.

A very interesting and instructive talk on "Safety First" was given by the chairman, Mrs. Lizzie Maloney.

During the month of October the club rooms were newly decorated; the kitchen has been enlarged and decorated; and a new cloak room and storeroom added. Much credit is due to a number of unemployed railroad men who gave their services gratis to the building and decorating of the rooms. One of the activities of the chapter during the winter months is to furnish coal to needy railway families who have been on the pay roll only part time each month.

At a recent board meeting plans were made for Santa Claus to hold open house at the club rooms for children of members of the club on Wednesday, December 20, from two to five o'clock. At the conclusion of the business meeting a program was enjoyed consisting of: Piano solo, Miss Beth Taylor; tap dancing, Linette Garrity and Anna Mae Snyder, accompanied by Mrs. David Bogue; piano solo, Bruce Taylor; duet, Beth and Bruce Taylor, brother and sister; after which luncheon was served by the November committee, Mrs. L. Mullenbach, Mrs. D. MacFarland, Mrs. A. Flanders.

Ottumwa Chapter

K. M. Gohmann, Historian

A PROGRESSIVE Halloween party on October 27 at the homes of Mrs. Klahn, Givens and Munson was called "A Trip Through Spookville." It included the usual Halloween fun and games, after which refreshments were served. A dance by Nancy Tuomey, accompanied by Mrs. Martin, and a reading by Mary Belle Tuomey, were special features on the program. The entertainment committee included: Mrs. Oscar Mattson, Mrs. W. Wilson, Mrs. J. Davis and Miss Imogene Bottenfield. The refreshment committee: Mrs. Fred Orvis, Mrs. Bert Hart and Mrs. H. M. Clark.

A "Then and Now Luncheon" on November 10 aroused the curiosity of members of the M. W. Club who were asked to bring something very old or very new to exhibit. The luncheon was in charge of Mrs. W. C. Givens, assisted by Mrs. M. Reynolds, Mrs. J. Davis and Mrs. Fred Paul. The social hour consisted of a costume reading by Mrs. Will Lowry, accompanied by Mrs. Frank Daggett, and a play entitled "A Railroad Trip to the World's Fair in 1893 and 1933." Characters were: Mrs. Harker, Mrs. Frank Ebbert, Mrs. Wheeler Gage and Mrs. H. C. Munson. A business meeting followed the social hour.

LaCrosse Chapter

Mrs. C. W. Whiting, Historian

THE November meeting of LaCrosse Chapter was held at the club rooms on the 1st, with a good attendance, Mrs. Ed Merrill, president, presiding. All were happy over the good time at the district meeting at Minneapolis. LaCrosse had twenty members there and how they did enjoy it. Many thanks to those in charge of the meeting for the success of the day.

The annual pound party of the Chapter was held on the 24th of November; and a card social for the benefit of the Thanksgiving baskets, and both were a success, as usual. Everyone was so kind.

The committee in charge were: Mrs. Mary Hurley, chairman and Mrs. Charles Withe. For cards, Mmes. John Rogowski, G. F. Morelli and Alois Swinford, Jr.

We have annual election in December. Wishing you all the Season's Greetings.

Avery Chapter

Mrs. E. H. Shook, Historian

THE regular meeting of Avery Chapter was held on the evening of October 25th with a large attendance. Roll call was answered with Etiquette of the Flag. Reports were read and approved. The ways and means chairman reported \$6.75 netted at a card party and a bill for silverware reported by the house and purchasing chairman was allowed.

Safety first chairman, Mrs. Frank, gave an interesting talk about the care of fire arms during the hunting season.

Mrs. Hungen was appointed social chairman. Membership was reported, there being thirty voting members in our chapter. Our president, Mrs. Saunders told us about the district meeting in Seattle.

A very successful food and higgly-piggly sale was held in the club rooms on November 27th, after which cards were played and a light luncheon served at a cost of 15 cents. Mrs. E. H. Shook won high honors, the prize being ten pounds of sugar; and Mrs. Harn won consolation, her prize being a package of loaf sugar. Mrs. Saunders was chairman of the affair and it went off with flying colors, netting the chapter \$13.00.

The November meeting was held on the 22nd. Roll call was responded to with Thanksgiving thoughts. Committee reports and other business was transacted.

Mrs. Kohler gave an interesting talk on the care of the teeth as a safety first measure.

A motion was made and approved that we give "eats" as prizes at our card parties.

After the meeting, cards were played and refreshments served.

Miles City Chapter

Lois C. Webb, Historian

MILES CITY Chapter met November 5th with thirty members present.

Reports of the chairman revealed a very active club. One of our members made and donated a quilt to the mutual benefit chairman. This is not her first worth-while gift.

The mutual benefit chairman reported aiding four families, eighteen members in all.

The Sunshine committee called on fourteen families, fifty-six members.

The Ways and Means are responsible for a successful month financially.

The Membership committee is still active with fifty-one new members in November. They are to be congratulated.

Mrs. Morgan, the Safety-first chairman, gave an instructive report on practical safety-first help in the home.

Social events of the month were a bridge afternoon under the leadership of Mrs. A. W. Herwin and a young people's dance with Mrs. Wm. Kelly chairman.

A report on the Minneapolis district meeting was presented by Mmes. Pitner, Herwin, Wickersham, Farr and Garvey. Mrs. Clifford joined the Miles City delegates in Minneapolis.

A reading by Gerald Storms preceded the serving of refreshments by Mmes. A. A. Bughy, W. M. Anderson and G. R. Janner. Cards and a social time followed.

The first week in December was a busy one for us.

The card party of seventeen tables given December 4th with Mrs. J. E. Feeley in charge was a decided success.

The Young People's Dancing Club had a party December 2nd. It was very well attended and the music excellent.

On December 4th the regular meeting was held.

Mrs. Nee invited the ladies to the traffic meeting to be held in the clubhouse the following evening.

Reports of the various chairmen showed that even at the busiest season of the year they are as active as ever and doing a great deal to bring good cheer and aid to all who need it.

Plans for the Christmas activities were discussed. As in previous years Christmas baskets will be distributed to the members out of work. At the Christmas party with Mrs. J. V. Anderson in charge, a program, decorated tree, Santa Claus and candy boxes will give the children a happy evening.

Election of officers for the ensuing year resulted in the following:

Mrs. H. L. Pitner, president; Mrs. J. P. Leahy, first vice president; Mrs. P. H. Nee, second vice president; Mrs. Earl Earl, recording secretary; Mrs. F. W. Spear, corresponding secretary; Mrs. Garvey, treasurer; Mrs. R. G. Webb, historian.

The program consisted of two vocal solos by Miss June Dominy, accompanied by Miss Bessie Kittinger. Miss Dominy also sang two numbers and the Ham Trio, consisting of Thomas, Bert and Colin, played two selections on violins and piano.



Frances, 3, and Frank, 5, Children of Frank Skola, S. C. D. Office, Milwaukee

At the close of the meeting refreshments were served by Mmes. J. P. Leahy, W. F. Kelly and R. G. Webb.

Montevideo Chapter

Mrs. W. L. Schmitt, Historian

MONTVIDEO chapter met in regular session November 27, in their newly decorated club house. There was a large attendance and a very enthusiastic meeting was held, followed by election of officers. The new officers are as follows: President (re-elected), Mrs. F. L. Burdick; 1st vice president, Mrs. B. Bishop; 2nd vice president (re-elected), Mrs. J. J. Brown; recording secretary, Mrs. E. H. Crooker, corresponding secretary, Mrs. E. J. Ruehmer; assistant corresponding secretary (re-elected), Mrs. E. E. Young; treasurer, Mrs. J. Murphy; historian, Mrs. W. L. Schmitt. The committees are all appointed and will be ready for work at the beginning of the New Year.

The club has a fine membership this year and we are looking forward to a useful and prosperous New Year among our railroad people.

There will be a covered dish luncheon and get-together Sunday evening, December 10, in the club rooms. A fine program and entertainment has been provided for all.

A board meeting was held at the home of Mrs. F. L. Burdick, president of the chapter, Monday evening, November 26, discussing several important matters, and a motion was made to allow funds for new draperies for the club room. These were purchased and made by the president and the committee. They are lovely and help make a cheery place to meet.

The retiring officers are to be commended for their efficient and faithful service during the time of holding office.

We wish you all a very Merry Christmas and prosperous and Happy New Year.

Twin City Chapter

Mrs. L. W. Scovill, Historian

THE regular monthly meeting was held Monday evening, December 4th, in the club rooms. Following the regular reports, election of officers for the coming year was held as follows to serve during the coming year:

President—Mrs. E. J. Sainsbury. First V. P.—Mrs. C. F. Holbrook. Second V. P.—Mrs. D. T. Bagnell. Recording Secy.—Mrs. P. H. Bornkamp. Treasurer—Mrs. Eric Gehrke. Corresponding Secretary—Mrs. P. A. Nickey.

Historian—Mrs. L. W. Scovill. After the election cards were played and a lunch served by Mrs. Wadley, social chairman.

A card party was held in the club rooms the afternoon of November 21st, which was well attended. Committee in charge reports over twelve dollars made.

Green Bay Chapter

Mrs. Thos. McLean, Historian

THE regular meeting of Green Bay Chapter held October 4th was preceded by a pot-luck supper, with Mrs. F. T. Buechler presiding.

Mrs. Cheaney, welfare chairman, reported 16 personal calls made and 21 telephone calls. Mrs. Keyes, sunshine chairman, reported 4 personal calls and 9 telephone calls and seven families reached with good cheer.

Mrs. Buechler asked all members to attend the district meeting at Milwaukee November 2. Many of our members worked on the NRA drive with our president, Mrs. Hastings, as lieutenant.

Our next regular meeting, November 9th, was also preceded by a pot-luck supper, with a very good attendance. The meeting was presided over by our president, Mrs. M. E. Hastings, who gave a very interesting report on the district meeting at Milwaukee. Favorable reports were made by the different chairmen.

Mrs. Herman Hunt, our safety first chairman, started a discussion on this subject which was greatly enjoyed by all.

Next regular meeting was held November 9th. Due to the illness of the president, Mrs. Hastings, the meeting was called to order by Katherine Browning, second vice-president. The regular order of business was taken up. December 12th was set for a pound party to help fill the Christmas baskets and December 21st for the annual Christmas party. The election of officers followed.

Mrs. Henry Martyn—President. Mrs. F. T. Buechler—1st Vice President. Miss Katherine Browning, 2nd Vice President.

Mrs. A. J. Maloney—Treasurer. Mrs. E. A. Palmer—Recording Secretary. Mrs. H. C. Ballard, Corresponding Secretary.

Mrs. Thos. McLean, Historian. Social hour followed; cards were played and refreshments served.

Fullerton Avenue Chapter

Mary J. Maney, Historian

A HAPPY NEW YEAR TO YOU ALL

FROM all reports, a very enjoyable evening was spent at the dance and card party given at the beautiful Steuben club, December 8th. Thirty tables of cards and approximately two hundred enjoyed themselves in dancing. Music was superb, played by the well-known Milwaukee boys, the "Lill-Hawks" orchestra, who always please. The large attendance was gratifying to our president, Mrs. H. M. Borgerson, and our ways and means chairman, Miss Harriet Kennedy, who put forth every effort to make the evening a happy one.

Thanks are extended to all who helped in any way to make this affair successful and also honors go to the Car Accountant's office for the largest number of any one office present, to bring a little happiness to "Milwaukee" families who will receive a Christmas Cheer basket.

Following a lovely three-course dinner served in our cafeteria lunch room to one hundred twenty members, the December meeting was called at 6:30 p. m. in the club rooms. We were honored to have a talk on "Safety First" by Mrs. E. A. Meyer. Mrs. Keogh, chairman of the nominating committee for election of officers, submitted the following report:

Mrs. Geo. F. Baker, president; Mrs. E. A. Meyer, 1st vice president, in charge of program; Mrs. A. J. Frandsen, 2nd vice president in charge of membership, Mrs. J. J. Buechler, treasurer; Miss Harriet Kennedy, ass't treasurer; Miss M. Eilleen Colling, recording secretary; Miss Theresa Hanke, ass't recording secretary, Miss Alice Church corresponding secretary; Mrs. Flo Hurlless, historian.

Business over, the festivities started. We are sure NOW the depression is over. Two Santa Claus came tripping in with large sacks of goodies for all. Members joined in the tripping around a large tree singing Christmas jingles. Games were played, and thus ended another happy Christmas party for another year.

The next meeting will be on Saturday, January 13th, 1934. It is the sincere wish of your historian that you all enjoy a Happy and Healthy New Year.

Marion Chapter

Maudie Holsinger, Historian

THE November meeting of the chapter was held in Memorial hall. A picnic supper was served to about fifty, including members and their families.

A business meeting followed the supper, and the following program was then given: readings, Janet Elder; vocal solo, Martha Ann Young; readings, Marilyn Fontaine; piano solos, Bertha Mae Golden, and readings, Freda Young.

Bridge was enjoyed by the group with high scores held by Mrs. Sherman Fontaine and Fred Holsinger.

December

The regular business meeting was held Thursday afternoon in Memorial hall. Margaret Leming, president, presiding. Election of officers was held with the following results:

President, Mrs. O. Fohey; first vice pres-

ident, Mrs. Margaret Leming; 2nd vice president, Mrs. Gladys Schenken; secretary, Mrs. Ralph Seager; treasurer, Mrs. Robert Cessford; historian, Mrs. W. J. Hotchkiss; corresponding secretary, Mrs. C. Lothian. Committees were appointed and plans made for the annual Christmas party for the children which will be held December 21st in the hall instead of at the station as it has been for several previous years.

Mason City Chapter

Luda H. Nelson, Historian

THE October 31 meeting of Mason City chapter was held at 7:30 p. m. in the club rooms. Meeting called to order by President Mrs. W. J. Johnston. Club motto was repeated in unison. The committee reports were given; and it was announced about the district meeting to be held in Sioux Falls. About twelve expected to attend.

The meeting time was changed to 7:45 p. m.

Meeting then turned over to Mrs. Ingraham for the program.

Miss Ann White sang two solos; she was accompanied by Mrs. Laird.

Mrs. Guy Davis, safety chairman, then introduced Chief Dan Shire of our fire department, who gave a very interesting and instructive talk on fire hazards in the home.

Social hour.—Refreshments.

The November 28th meeting was called to order at 7:45 p. m. by our president, Mrs. W. J. Johnston. The club motto was repeated in unison.

The following committee reports were given: Treasurer, Mrs. John Balfanz, \$240.20 to date. Welfare: Mrs. H. H. Green: 3 families received aid; 13 personal and 24 telephone calls. Ways and Means: Mrs. Mathers reported: Dance, \$35.55; card party, \$17.75. Membership: Mrs. L. R. Men-wissen: 147 contributing, 30 being new members and 58 voting; total, 205. Sunshine: Mrs. R. L. Goltz: Families reached, 18; personal calls, 45.

Mrs. Johnston announced the children's party for some time in December: Mrs. S. V. German, chairman; Mrs. J. A. Nelson, co-chairman.

Mrs. Green asked for donations for fruits, jams, vegetables, etc., for the Christmas baskets. December 7th was set as the day the club rooms would be open to bring donations. Also at this time a group of women will meet to tie comforters and a pot-luck lunch will be served at noon. Mrs. O. A. Beerman announced that \$1.70 had been raised from the flower seeds and bulbs furnished by Mrs. Reese Vaughn last fall. A pitcher, strainer and serving spoons were purchased for the kitchen with the money.

Mrs. Johnston announced a change in the fiscal year and announced her nominating committee chairman and asked for her report. Mrs. L. R. Neuwissen gave the report, which was voted to be accepted, as follows:

President—Mrs. John Balfanz. First Vice President—Mrs. Henry Smith. Second Vice President—Mrs. W. F. Ingraham.

Recording Secretary—Mrs. J. A. Nelson. Corresponding Secretary—Mrs. Grace Moran.

Historian—Mrs. Robert McClintock. Mrs. Johnston gave a brief report of the district meeting in Sioux Falls. Sixteen attended from our local chapter.

Mrs. Roy Harman announced a public meeting of the Social Welfare League to be held in the Y. M. C. A. Friday evening, December 1st, at 7:30.

Meeting turned over to program chairman, Mrs. Ingraham, who introduced Miss Nina Young who sang, accompanied by Miss Julia Staeger.

A comedy skit was also given, "Sometimes You'll Find Them Dumber."

Mrs. Guy Davis, safety chairman, asked each one to tell at the next meeting what they especially gleaned from these safety talks. She introduced Mr. Thomas Connor who gave a talk on first aid and presented some interesting demonstrations.

Social hour followed and refreshments served by the committee in charge.

Black Hills Chapter

Mrs. Herman Major, Historian

BLACK Hills Chapter held its regular monthly meeting November 19th at the home of Mrs. James Johnson.

The meeting was opened by our president, Mrs. A. M. Saxer. After a brief business meeting bridge was played at five tables, 24 members being present. Mr. and Mrs. Matt Anderson and Mrs. Harnocker were visiting members from Murdo Chapter and Mrs. Marurlete Kurt from Rapid City.

The December meeting was held at the home of Mrs. J. C. Fallbeck. Routine business was taken care of and the annual election of officers was held. The officers elected for the coming year are as follows:

President, Mrs. C. I. Smith. First vice president, Mrs. Thos. Hickson. Second vice president, Mrs. J. S. Johnson.

Secretary, Mrs. J. L. Fuerhelm. Treasurer, Mrs. S. L. Core. Historian, Mrs. M. J. Anderson.

It was announced a club birthday party would be held for all Milwaukee people and their families in the Modern Woodman Hall at 5:30 p. m. December 17th.

Refreshments were served by the hostess, Mrs. Fallbeck, assisted by Mrs. C. I. Smith and Mrs. Gail Harnocker.

Kansas City Chapter

Mrs. W. B. Cozad, Historian

THE October meeting of the Kansas City Chapter was held at the home of Mrs. D. R. Davis. Seventeen members were present. Mrs. Parker reported a total of \$9.50 profit on the Mile of Pennies project. Mrs. Woodward reported a total of 101 members. Reports were given concerning the work done during the summer months. Meeting adjourned.

A luncheon and bridge party was held late in October for the members at the home of Mrs. Ralph Parker.

The November meeting was held at the home of Mrs. E. G. Woodward. A luncheon was served after which the business meeting was held. Plans were discussed for a carnival to be held at Gladstone Hall. Several new memberships were reported by Mrs. Woodward. The meeting adjourned and some of the members remained for bridge.

The December meeting was held at the home of Mrs. William Black. As a quorum was not present, it was decided that the election of officers be postponed until the January meeting. A nominating committee consisting of Mrs. Morrison, Mrs. Parker and Mrs. Cozad was appointed. Mrs. Morrison reported upon the number of families to whom assistance had been given. It was decided that a benefit bridge party be given on Monday, December 11th. Meeting adjourned.

Madison, S. D., Chapter

Mrs. R. E. Wood, Historian

THE chapter met in the club rooms November 15th, for the regular business meeting. A very interesting report of the district meeting which was held in Sioux Falls, was given by our president, Mrs. Dan Lawler. About twelve of our members attended the meeting and the luncheon which was held in the Carpenter Hotel. Everyone thought the district meeting a great success and hope that it can be held yearly. A nominating committee was appointed to report at the next regular business meeting December 12th.

Plans also were made for a Thanksgiving party which was held in the depot waiting rooms November 23. Dancing was the main feature of the program with cards for those who did not care to dance.

A lunch was served by the following committee: Mmes. G. Winesburg, H. Sheldon, J. McGee, Al Meinecke and R. Wood.

The Ways and Means committee was in charge of arrangements for the party, the proceeds to be used for relief.

SPECIAL COMMENDATION

Name and Division	Citation and Date	Cited by
F. D. Chapman, brakeman, Iowa Div.	While inspecting train, found broken bolster, and car was set out. Nov. 1st.	A. J. Elder, superintendent
Geo. Price, brakeman, Iowa Div.	Discovered broken arch bar in train, Sept. 6th.	A. J. Elder, superintendent
Bruce Nichols, brakeman, Iowa Div.	Discovered broken arch bar in train, Nov. 2nd.	A. J. Elder, superintendent
George Lemer, brakeman, H. & D. Div.	Discovered defective equipment on passing train, Oct 11th	H. M. Gillick, superintendent
S. W. Brown, switchman, Minneapolis.	Found broken rail in T. C. terminals, Nov. 13th, and gave immediate notice	D. T. Bagnell, superintendent
Frank Johnson, brakeman, Iowa Div.	Found broken arch bar in train No. 63, Nov. 10th.	D. T. Bagnell, superintendent
W. J. Gardner, switch tender, Galewood Yd.	Saw refrigerator door wide open in passing train and took action to stop train and also signal an approaching passenger train, Nov. 7th	C. L. Whiting, superintendent
Geo. F. Cobb, conductor, T. M. Div.	Detected unusual sound under a coach in train. Applied air and discovered a broken truck equalizer. Coach set out. Nov. 4th.	P. H. Nee, superintendent
R. E. Lewis, K. C. Div.	Discovered broken arch bar in train, Sept. 13th.	W. C. Givens, superintendent
Mike Butler, train bgmn., Milwaukee Div.	Found broken rail near Darien, Wis., and took action to protect an approaching train, Nov. 21st.	N. P. Thurber, ass't superintendent
M. E. Voght, conductor, Milwaukee Div.	Discovered broken arch bar in train at Freeport, Nov. 17th	N. P. Thurber, ass't superintendent
Frank Cox, K. C. Div.	Discovered broken arch bar in train, Nov. 10th.	W. C. Givens, superintendent
John D. Green, K. C. Div.	Discovered broken arch bar in train, Nov. 20th.	W. C. Givens, superintendent
Walton Carpenter, K. C. Div.	Discovered broken arch bar in train, Nov. 13th.	W. C. Givens, superintendent
E. Noel, section foreman, Reno, Minn., and Peter Richards, sec. laborer.	Discovered bent axle while inspecting train at Reno, Nov. 28th	L. F. Donald, superintendent
Terrence Kinney, conductor, Milwaukee Div.	Found broken rail while passing over in train and immediately protected other approaching trains, Dec. 7th	N. P. Thurber, ass't superintendent

Mobridge Chapter

Mrs. Geo. B. Gallagher, Historian

MOBRIDGE chapter met on Monday evening, October 23rd, with about fifty members in attendance. The meeting opened with the singing of "Auld Lang Syne," followed by the regular routine of business. A change of meeting night was voted upon and the second Wednesday of the month chosen as the most convenient night for all. At the close of the business meeting the second of a series of talks on Safety First was given by Mrs. O. Haanes, being ably assisted by Mrs. J. Hopper. The talks by both ladies were very interesting and instructive.

The evening was then turned over to Mrs. F. C. Williams, our program chairman, who had charge of a special Halloween party in which all members were asked to take part.

A "kitchen burlesque band" consisting of the following members, furnished the music throughout the entire evening. Mrs. F. C. Williams, Mrs. L. H. Rabun, Mrs. W. F. Rose, Mrs. B. K. Doud, Mrs. A. F. Manley, Mrs. C. W. Preston, Mrs. V. C. Cotton and Mrs. G. B. Gallagher. An outstanding feature of the evening was fortune telling from the Witch's cauldron to the weird chanting of "Double, double, toll and trouble, kettle boil and cauldron bubble" and many a member was quite surprised at his "Fate" which was mysteriously drawn from the witch's kettle.

The program was climaxed by a corn-stalk dance and novelty caps and prizes were presented to all members by our chapter president Mrs. I. L. Dickey. At the close of their delightful evening of fun and merrymaking refreshments were served by Mmes. Harry Worix, Albert Staff and Frank Schneider.

The November meeting was held on the 8th with a very large attendance. The meeting was opened by our president, Mrs. I. L. Dickey with all members giving the pledge to our Flag, followed by the singing of "America the Beautiful" and repeating in unison our club motto. The regular business session followed with reports from

Eighteen

the various committees which in all, were very satisfactory, and in spite of a marked decrease in our membership this year, all committees have been exerting much effort in their departments to make the work of our chapter a success.

Mrs. Dickey gave a very thorough report from the district meeting in Minneapolis and gave to the members in a most interesting way a complete outline of the proceedings.

Mrs. Haanes in her series of "Safety First" talks this time dealt with the topic "Care of Accidents in the Home," and was assisted by Mrs. A. F. Manley. Both ladies gave instructive and timely suggestions on this subject.

Mrs. Dickey announced the change of the beginning of the fiscal year from April 1st to January 1st, and appointed a nominating committee of three past presidents for election of officers to be held at our next meeting.

At the conclusion of the business session our program chairman, Mrs. F. C. Williams, presented Prof. J. C. Thompson and his H. S. male quartette who entertained us royally in a half-hour concert.

Sanborn Chapter

Mrs. Ellis Miller, Historian

SANBORN chapter met in the club rooms on October 20th, fourteen members present. The president, Mrs. Wiley, presided.

Our welfare chairman reported an amount spent for food for a dinner to a mother of one of our members.

A letter was read by the secretary about the district meeting to be held in Sioux Falls. The president asked that all who could possibly do so should attend.

It was decided to continue the practice of committees from our club meeting with the business men of the town.

There being no further business, the meeting adjourned for a social hour and refreshments.

The November meeting was held on the

17th, Mrs. Wiley presiding. Only seven members were present.

Fifty-three dollars was reported taken in membership dues, and at present we have an enrollment of 137 members.

Communications from the General Governing Board in regard to the distribution of coal, and about the change of date of the fiscal year.

Report of the district meeting at Sioux Falls was given by the secretary, Mrs. Merriam, which was very interesting and made some of us who did not attend, feel as if we had missed out on a great treat. Those who attended reported having had a wonderful time.

Discussion of Christmas activities took place.

The December meeting was held on the 8th, in the club rooms, with nineteen members present. Routine business was transacted. The books of the treasurer showed a balance of \$159.28.

Mrs. Burns, chairman of the nominating committee had her list of officers for the coming year, as follows:

Mrs. McGuire, president.
Mrs. Dale Dick, 1st vice president.
Mrs. Riley, 2nd vice president.
Miss Emma Julia, secretary.
Mrs. Liemkind, treasurer.
Mrs. Eva Stevens, historian.

There being no other nominations, these were duly elected.

Mrs. Burns reported on plans for Christmas cheer, and that the music instructor in the public school would be willing to train one hundred voices for singing Christmas carols, which was much appreciated. She wanted to help make a wholesome Christmas spirit. Mrs. Wiley reported she had ordered the Christmas tree from Mitchell.

Motion was made and carried that we cooperate with the merchants in any way possible in order to assist in making this a real Merry Christmas for all.

Report of expenditure of \$1.50 for food for a dinner provided at time of the death of a member of a Milwaukee employee's family.

Meeting adjourned for a social hour.

ON THE STEEL TRAIL

THE DIVISION NEWS-GATHERERS

Guy E. Sampson.....	Train Director, Bensenville	E. Stevens.....	Care of Superintendent, Savanna, Ill
A. M. Dreyer.....	Fullerton Avenue, Chicago	A. E. Jerde.....	Care of Chief Dispatcher, Montevideo, Minn.
John T. Raymond.....	Dispatcher, Marion, Iowa	Leda Mars.....	Care of Local Agent, Minneapolis, Minn.
Ruby M. Eckman.....	Care of Assistant Supt., Perry, Iowa	N. A. Hiddleston.....	Care of Mechanical Dept., Minneapolis, Minn.
E. L. Sacks.....	Care of Trainmaster, Dubuque, Iowa	V. J. Williams.....	Care of Superintendent, Austin, Minn.
M. G. Braheny.....	Care of Superintendent, Mason City, Iowa	Lillian Atkinson.....	Care of Superintendent, Wausau, Wis.
C. M. Gohman.....	Care of Superintendent, Ottumwa, Iowa	Wm. Lagan.....	Care of Superintendent, Sioux City, Iowa
Myrl M. Clifford.....	Care of Asst. Supt., Kansas City	Harriet Shuster.....	Care of Refrigerator Dept., Fullerton Ave., Chicago
C. M. Browning.....	Care of Superintendent, Green Bay, Wis.	Dora M. Anderson.....	Care of Local Agent, Mobridge, S. D.
Elleen Story.....	Care of Superintendent, La Crosse, Wis.	Nora B. Decco.....	Telegrapher, Three Forks, Mont.
H. J. Montgomery.....	Drafting Room, Milwaukee Shops	A. M. Maxeiner.....	Agent, Lewiston, Mont.
Mrs. Edna Bintliffe.....	Care of Trainmaster, Mitchell, S. D.	R. R. Thiele.....	Spokane, Wash.
W. J. Kane.....	Care of Superintendent, H. & D. Division, Aberdeen, S. D.	Gertrude Alden.....	Care Superintendent Coast Division, Tacoma, Wash.

West End T. M. Division

R. K. B.

CHRISTMAS has come and gone for another year, and all of us would be looking forward enjoyably to the New Year if it weren't for Ann Anderson's loud walls about how much weight she gains over the holidays. It appears that a slice of bread or a potato or the smell of mince pie causes her to gain pounds and pounds, and if she worries about it she gains another pound. All this makes us very sad.

The fears aroused by our report in the last issue that Wire Chief W. J. Dougherty was in Chicago, have been allayed by his return, looking no different. His little rest seems to have done him worlds of good, even adding another point to an already pronounced embonpoint, but he assures us that this is being taken care of by diet. The soda cracker and toothpick business ought to be picking up.

On Nov. 26th at Butte, Mont., occurred the marriage of Miss Christie Farr, daughter of Dispatcher E. A. Farr, to O. M. Childers of Helena, Mont. The many friends of the former Miss Farr in Miles City extend sincere wishes for a happy and prosperous married life.

Friends of George Hilton and Irving Hilton, who were formerly employed on this division in the capacity of clerks, were saddened at the news of their father's death, which occurred on November 27th. Funeral services were conducted in St. Paul, where the remains were laid to rest.

The serious illness of young Earl Mueller, son of Engineer W. F. Mueller, which was reported in the last issue, resulted in the young man's death on November 27th. Heartfelt sympathy is extended to the bereaved family.

The recent C. W. A. activities in this county have resulted in the employment of many former associates of ours in various capacities. The office force of the local C. W. A. uptown includes such familiar faces as Edith Petterson, James Brady, Gerald Lester, Helen Bugby and Dunc Ritchie. Bob Tallman is working in the capacity of time checker and Glen Ramsey has been working for some time in the N. R. A. employment office.

Miss Patricia Gallagher, daughter of Boiler-maker P. J. Gallagher, has secured a position in the office of the county treasurer at Miles City.

Chief Clerk H. J. McMahon spent the Thanksgiving vacation period with the wife's folks in Deer Lodge.

Boiler-maker Rod Janes and family are all set to go on a holiday trip to Minneapolis and points in Missouri, returning after the first of the year.

Miss Sylvia Jeffers, daughter of Engineer Charles Jeffers, has accepted a position as stenographer in the office of the U. S. Weather Bureau Station in Miles City.

On the night of November 27th at her home in Miles City occurred the death of Mrs. Margaret Dougherty, mother-in-law of

Dispatcher P. G. Kearney. Sympathy is extended to the members of her family in their loss.

Saddening also was the news of the passing of the mother of Engineer A. J. Frawley and Fireman Ed Frawley in Milwaukee, Wis., where she had made her home for many years, and where she was at the end laid to rest.

The articles in the last issue of the magazine on the grottos at West Bend, Ia., and Dickeyville, Wis., proved very interesting to many of the people in this territory who had had occasion to visit them, and remind us that at New England, N. D., the sisters have constructed in the grounds of their convent a very beautiful grotto; and though their space there is limited, they have taken the opportunity to erect other small grottos in other parts of the city. As a monument in celebration of fifty years' service in Miles City, the Ursuline Sisters are also constructing in the grounds of their convent a grotto, which at this writing is nearing completion. It will be entirely constructed of rocks and rock formations native to this part of the country.

The New Hub of the I. & D.

Wm. Lagan

EVERY employe at the Sioux City freight station has joined the Milwaukee Women's Club and each and every one has subscribed to the Sioux City community chest. Mr. Snow and his forces are to be congratulated on such a fine record.

Mr. F. R. Doud and Mr. H. C. Snow and their families spent Thanksgiving day with friends at Yankton.

Mr. Jack Ebersole, superintendent of the National Carloading Corp. at Sioux City, was married on November 2nd to Miss Angelina Ryan of Sioux City. His many Milwaukee friends wish the young couple much happiness and every success.

Elwyn Hopkinson, son of Engineer Hopkinson of Sioux City was very active in promoting the running of a special train from Sioux City to Sioux Falls when the two football teams met at Sioux Falls recently.

We regret to report the passing of Mrs. H. Berke, mother of Mrs. D. E. Sullivan of Vermillion, S. D. Mrs. Berke passed away November 7th at Montrose, S. D.

Mr. Neil Weepir, sectionman at Ethan, Ia., recently visited relatives at Independence, Ia., recently.

Miss Joy Burris, daughter of Claude Burris of Akron, Ia., was elected "Miss Akron" by the student body of Akron high school. Miss Burris led the parade at the school home-coming day when the Akron football team defeated their old-time rivals from the Hawarden, Ia., high school.

On December 22nd Santa Claus arrived via the Milwaukee Road at Sioux Falls with the usual good things for the kiddies. The Women's Club as usual provided plenty of good things for the children and are to be congratulated on the success of their party.

Mr. H. J. McLaughlin, claim adjuster, Sioux City, Ia., and family spent Christmas with relatives in the Twin Cities.

Miss Laura Sievert of Sioux Falls, S. D., spent the holidays with her parents at Mountain Lake, Minn.

The writer of this column wishes to extend his best wishes for a happy and prosperous New Year to all its readers and to thank the many employes who have contributed news items for the magazine.

Kansas City Division

K. M. G.

G. W. Vandergriff, check clerk, and wife, Ottumwa, were called to Swedeburg on November 25 on account of the death of a brother of Mrs. Vandergriff.

Roadmaster P. J. Welland and wife spent ten days' vacation with relatives in Bridge-water, S. D., the latter part of November.

John W. Hunter, conductor, was a recent patient in an Omaha hospital on account of having a tonsil operation. He is still on sick leave and we hope will soon be able to resume his duties.

One of our former K. C. division officials paid a visit to the office of the superintendent on December 1. W. H. Vosburg, division engineers, La Crosse, and family were in Ottumwa for several days following Thanksgiving visiting with friends. We were all pleased to see Mr. Vosburg.

Roadmaster A. C. Tubaugh, Chillicothe, was on a vacation in the early part of December.

Mrs. W. C. Givens and Mrs. Herbert Cogswell were in Chicago November 4 to attend the district meeting of the Milwaukee Women's Club, held at the Sherman Hotel.

Mrs. T. H. Tuomey of Parnell spent the week-end of December 9 with relatives in Mt. Vernon, Iowa.

R. O. Clapp, dispatcher, is making plans to go to Minneapolis to spend the Christmas holidays in the home of his granddaughter, Mrs. Geo. O'Gar.

One's thoughts would not dwell on hard times when listening in at the "Hard Time" party sponsored by the Milwaukee Women's Club on Saturday evening, November 25, in the club house. Judging from the merriment, gaiety and laughter among those present, it was a real "good time" party. The table covers of newspapers, the tin cans filled with weeds, and the dim light afforded by the old-fashioned lanterns gave an atmosphere of "way back when" and the pioneer days when times were really hard. One indication of "good times" was the appetizing food taken from the well-filled baskets brought by the guests from their homes; however, the costumes donned by some of the guests showed signs of many years' wear and better times, and were the fashions of long ago. The main feature of the entertainment was the trip on the "Hard Time" special conducted by Jesse Miller, Mrs. Miller and their son, Jesse Earl, assisted by Bob Gallagher and Bill Ramsell. Mrs. W. C. Givens was chosen "The Hard Time

Nineteen

Belle" of the party, Trainmaster H. C. Munson was selected as "Hard Time Bill" among the husbands present, and Little Jack Sanford was given the children's prize. Mrs. H. C. Munson, chairman of the social committee in charge of the affair, assisted by Mesdames Wm. Wendell, Harry Vaughan, Ed Peters and Clyde Dornsife.

Engineer Tony Genochio secured four round-trip tickets to Chicago via the Milwaukee.

Station Agent J. L. Pogue secured two passengers from Ottumwa to Chicago via the Milwaukee.

Wisconsin Valley Division Notes

Lillian

A HAPPY, healthy and prosperous new year to all.

A baby boy, Kenneth Lee, was born to Mr. and Mrs. Clarence Chagnon on November 12th.

Joan Marie was born to Mr. and Mrs. Lawrence Nowitzke on October 24th.

A spirit of good fellowship and congeniality permeated the "mixer" given Saturday evening, December 2, at the Milwaukee Railroad women's clubhouse for members of the railway club and their husbands. Sixty were present. Cards provided the evening's diversion and lunch was served. W. W. Essels, Mrs. Patrick Brown and Mrs. Herman Redlich won the prizes at bridge; Mrs. B. H. Picken, Mrs. William McCarthy, B. F. Hoehn and R. H. Cunningham the prizes at five hundred, and at Schafskop Mrs. Philip Lennert, Mrs. Bert Nelson and Frank Duvie were prize winners.

Mr. C. H. Conklin, who has been on the sick list for about three weeks, has recovered and is able to attend to his duties. Everyone was glad to see Charlie back on the job.

Mrs. Louis Wilcox has returned from the Memorial Hospital, where she received treatment, and is getting along nicely.

Herman H. Redlich, former roadmaster on the Wisconsin Valley division, passed away at the Wisconsin General Hospital at Madison December 10th. He entered the hospital on December 7th. He was roadmaster for the Milwaukee road for thirty years, and retired about ten years ago. He was born on March 7th, 1874, at New Lisbon. Funeral services were held on Wednesday afternoon, December 13th, at Wausau, Wis. Sympathy is extended to Mrs. Redlich and family.

Mr. and Mrs. T. L. Speed and daughter Francis, Mrs. G. W. Laws and Mrs. W. Laws spent part of Sunday at Wausau recently while en route to Wisconsin Rapids, where they vacationed for a few days.

Mr. A. I. Lathrop, who has been absent from the office for about six weeks on account of illness, has returned and is able to attend to his regular duties.

Mrs. Dan Callahan and son Pat visited with relatives at Chicago the forepart of the month.

Mr. and Mrs. Tom Burek visited with their son at Madison the latter part of November.

Dubuque-Illinois Division (First District)

E. S.

TO ALL employes of the D&I Division we extend greetings for the New Year and hope that 1934 will be a far happier and a more prosperous year for everyone.

Engineer O. A. Landrum, Savanna, is recuperating at his home following a second operation in Washington Boulevard Hospital, Chicago. Hope the effects of this operation will be such that Orrie will be back on his run soon.

Merrit D. Bertholf, switch tender in Savanna yard, died at his home in Savanna, December 6th, following a stroke. Mr. Bertholf had been in the service of the Milwaukee for many years and at one time was yardmaster at Savanna. Funeral services were held December 8th with interment in the cemetery at Savanna. Sympathy is extended to the Bertholf family.

Sympathy is extended to Engineer A. R. Mills and daughter account the death of Mrs. Mills, which occurred at Savanna, December 11th, following a lengthy illness.

About 80 attended the pot-luck supper and dance given by the Milwaukee Women's club at Savanna, December 11th, with the Operating department in charge. The next get-together meeting will be held in February with the Yard department arranging the program. These meetings have proved quite popular and everyone enjoys the supper and social time. Election of officers for the year 1934 was held in conjunction with the social meeting and Mrs. O. S. Kline, wife of Operator Kline, Savanna dispatcher's office, was elected to fill the chair as president, Mrs. L. V. Schwartz, 1st vice, Mrs. B. Latham, 2nd vice, Mrs. H. P. Buswell, recording sec., Mrs. G. R. Humphrey, treasurer, Miss Marie Clifford, corresponding sec., and Mrs. R. Schreiner, historian.

If any of the employes out on the line have any news items they would like to have printed in the Magazine, wish they would please send them to Superintendent Donald, and we will see that they get in.



Bobbie, 9, and Beverly, 7, Children of Herman Klatt, S. C. D. Office, Milwaukee



Carroll, 7, and Doris, 5, Children of Carl Jaeger, S. C. D. Office, Milwaukee

S. C. D. Office

J. B.

THE new bowling league consisting of eight teams comprising all departments of the Milwaukee shops—Locomotive department, Car department, Stores department, Mechanical Engineering department, Accounting department, Testing department, etc., etc., had its opening games at Harmeyer's Alleys on North Avenue Monday evening, December 11th. It resulted in a good fellowship-get-together affair, at which all had a most enjoyable time. The results of the games showed the teams to be evenly matched, and the Car department team especially showed remarkable strength. Some of the antics—graceful, awkward, and grotesque, featured, but it is expected that these will be all ironed out through practice.

Scouts from the National Bowling League of America were on hand scouting for talent for the major leagues, and there is no doubt but what many will be drafted at the close of the season.

The above was respectfully submitted by the "star" bowler of the evening, J. B. Mehan.

Ask Bill Tschantz about the time a black cat spoiled his Sunday afternoon ride, and ask Al Barndt about fishing in a cuspider. When Mrs. Gregory was ill the Sunshine club sent her a cyclamen plant. When Mrs. Gregory returned to work she told us that the cyclamen had always been her favorite flower and that in her girlhood days in Europe she used to pick them daily.

Did everyone see the picture and notes of Herman? Pictures of Herman's, Frank's and Carl's children? Look for them now.

The old year is coming to a close and a new year is just beginning; may I wish that each and everyone of you may enjoy this coming New Year?

SURELY Dan Cupid and St. Nicholas worked hand in hand for the day after Christmas, Miss Julia Barrows, who has been a faithful member of the S. C. D. office for 10 years said the "I Do's" with Amos Petit in the Marquette University chapel. After a wedding breakfast, the bride and groom left immediately for the East where they will reside. All of their friends wish them the best of luck and happiness.

MOTORING ON THE MILWAUKEE

Up and Down Hill on the Rocky Mountain Division

Nora B. Decco

HOPE everyone had a Merry Christmas and that the New Year will be a happier one for many who have not had such happy ones for the past two or three years.

Miss Bertha Chollar, daughter of Fireman Chollar, who has been in business college in Spokane, is visiting home folks over the holidays.

James Campbell, section foreman at Deer Lodge for many years, has taken a lay-off and gone on a real vacation, making a visit to England, Ireland and Scotland and France. He sailed from New York Dec. 7th.

Friends of Dr. H. L. Koehler of the Milwaukee Hospital here will be glad to hear that he is improving from an operation for mastoid in the Seattle Hospital. Dr. Larson, who was at one time with the local hospital at Three Forks and has since that time been all over the world, is taking his place while he is away.

Paul Pogreba, son of Conrad Pogreba, who has been in the navy training school at San Diego, Calif., for the past few months, is home for a ten-day visit. He is still good looking and we don't know what will happen the next time he returns home after sailing around over the Pacific for awhile, as "they always fall for a sailor," and Paul has a way with him, anyway.

Engineer John Smeltzer has gone to the Northern Motnana division to work for a while and Engineer Chambers has returned to the Rocky Mountain and is back firing again.

Engineer George Brentnall and Mrs. Brentnall have gone to Portland, where they will spend the winter.

We wish to congratulate Conductor John Rice and Brakeman Kemp for the fast work they did in getting business for the company in securing two tickets for Portland out of Butte over our line. The passengers were en route to Portland and had been told they would have to change at Butte, but Mr. Rice and Mr. Kemp are good talkers and the passengers stayed right on the train.

One of the saddest accidents ever occurring on this division, and which ended in the death of Brakeman John Jenkins of Deer Lodge November 18th, in the St. James Hospital at Butte, was an accident at Silver Bow while Mr. Jenkins was switching in the yard there west bound on train No. 263. Mr. Jenkins was a brother of Brakeman Homer Jenkins of Three Forks and was one of the best known men working on the division. He leaves besides

his wife, three sons and two daughters, and his mother. We offer our most sincere sympathy to this family in this great loss.

The death of Asst. Supt. A. J. Busch of the Gallatin Valley Branch line at Bozeman occurred November 21st. Mr. Busch had been ill only a short time and his death was a surprise to all. One of the most popular of division officials, he has been for many years known by everyone in Bozeman and surrounding towns, having lived in Bozeman for the past 20 years. He leaves a wife, three daughters and a son, and he will be greatly missed by all and the division offers deepest sympathy to his family.

Hastings and Dakota Division

W. J. Kane

THE Christmas season of 1933 is now history, and I hope it has been a joyous one for all. The New Year is with us; the annual period of reflection and resolution. What resolutions were made last New Year's? Were they kept? We all must answer that question for ourselves. This year I am sure we all look for a return of prosperity, and I sincerely hope it will come to everyone. For us to prosper means the Milwaukee Railroad must prosper. To insure that prosperity, we must be loyal and conscientious employes; we must eliminate waste and costly leaks; we must suggest improvements in methods which to our minds make for greater efficiency; we must solicit freight and passenger business at every opportunity, and above all, we must respect and obey our superiors. Let's all make this our New Year's resolution, and keep it.

Last year from time to time considerable was said about our safety record, but we had eight reportable accidents, and were near the bottom of the list. These accidents were all avoidable, and it looks as though the resolutions of some of us to make last year the safest year on the H. & D. Division, for our own welfare, as well as the welfare of our families and our railroad, were forgotten. Let's have a different year this year; make our goal a "clean slate"; no reportable accidents. THINK, PREACH AND PRACTICE SAFETY.

The South Dakota Shop by Rail Association is still going strong. Mr. Milo Barber, State Enforcement Officer, spoke at the last meeting, outlining the application of the new South Dakota truck laws, and the methods that will be used in bringing about a compliance with the law, and suggesting just how the association could assist in the enforcement. There appears to be a mistaken idea that all members are required to pay dues, and a great many railroad employes have failed to become members because of this. Our expenses at this time are not heavy, and there is no necessity for the payment of dues right now. What we need is a membership backing that will make our legislators, shippers and the firms we patronize "sit up and take notice" and line up with us to bring all forms of transportation to an equal competitive basis. We now have a good membership, but there is no reason why all railroad men should not become affiliated with the organization, and especially those who are not working at the present time. We have plenty of application blanks. Just call on Chairman W. F. Lucas, at Aberdeen, and he will see that you get them.

Since our last notes in the magazine we have lost a number of our fellow employes. Those who have passed on are Veteran Conductors Clay R. Zimmerman and Oscar Norman, Signal Maintainer James Sheehan, Agent J. H. Degnan, Brakeman O. B. Hood, Section Foreman John Werner, and Engineers A. A. Grove and C. P. Miller. Our heartfelt sympathy goes to the bereaved families.

Engineer and Mrs. Joshua Hall recently celebrated their fiftieth, or golden wedding anniversary, at their home in Minneapolis. A large group of relatives and friends attended. We all wish them many more anniversaries.

The hunting season in the territory is

Now LAVA SOAP helps Fritz Walsky get cleaned up fast

... helps him guard against hand infections

A LAVA SOAP MOVIE WITH REAL PEOPLE

Actors: Fritz Walsky, Engineer, C. M. St. P. & P.; Elmer Kvevli, Fireman, same road; Mrs. Walsky.



ELMER, HOW IN THE WORLD DO YOU GET CLEANED UP SO FAST?

EASY, FRITZ. LAVA GETS THE GRIME AND GREASE IN NO TIME. WANT TO TRY IT?

Fritz, who has been using ordinary soap, has a surprise in store when he tries Elmer's Lava. Lava contains fine, powdery pumice which teams together with soapy lather to get the grime, grease, and dirt off your hands in less than a minute.

SAY, LAVA WORKS LIKE MAGIC. WHY, THERE'S NOT EVEN A SPOT LEFT ON YOUR KNUCKLES.

NOPE, NO CHANCE OF DIRT INFECTING OPEN CUTS WHEN YOU USE LAVA SOAP.

Most hand infections begin when dirt is left in little nicks and scratches. Lava helps prevent infections because it gets even ground-in dirt. And Lava kills germs. Against most types of deadly germs, Lava is 5 to 10 times as effective as carbolic acid.

A FEW MINUTES LATER

WHY, FRITZ, YOU'RE HOME EARLY TONIGHT! WHAT HAPPENED?

I WASHED UP WITH LAVA SOAP, MARCIA. IT GETS THE GRIME IN NO TIME, AND, BOY, IT'S EASY ON THE HANDS.

Because Lava contains glycerine—used in most expensive hand lotions—it actually soothes the skin. Lava protects your hands against chapping and helps heal up any nicks or raw spots on your hands.

Lava saves your time. It saves your skin. And it saves your money because it outlasts ordinary soaps 3 to 1. Works well in any water—hot or cold, hard or soft. Get Lava from your grocer today.

GETS THE DIRT... PROTECTS THE SKIN



A Procter & Gamble Product

now over and the guns cleaned and put away for another year. The late season was not without what one might call its burlesque. Some of the boys, I'm not mentioning any names, certainly demonstrated that whoever originated the statement "he couldn't hit the side of a barn" didn't go far enough; the barn was too insignificant. This, of course, didn't apply to Jimmy Keenan. He came in with a large Canadian honker weighing about 12 pounds, and first indicated its wing spread was seven feet, but like the fish, before Jimmy left us its weight had increased to about 15 pounds and its wing spread to ten to twelve feet. It was some bird, and we thought Jimmy had bagged it. It's too bad Van asked how you enjoyed it, Jimmy.

Jerry Beck, operator at Ortonville, I have just learned had an addition to his family recently. Hope all are doing well.

Special Officer Billy Kramer is now located at Montevideo, and believe me, he's been active.

Roadmaster Winfrey has moved to Cedar Rapids, Ia., being succeeded by Roadmaster W. H. Armstrong.

Chicago Terminals

Guy E. Sampson

ANOTHER year has passed and gone down in history. We are now entering on another; regardless of what mistakes we might have made during the year just passed it is our privilege to profit by them and thus make the coming year a more profitable one. As we look back to one year ago we can think of a number of our co-workers who with us all entered 1933 determined that they were among those enlisted to make that a more successful year in history and who were among those since called to the Great Beyond before the year drew to a close. But they passed on while striving to make a success of the opportunities granted them. Within another year more will have finished their work also and answered the summons. May we all handle our opportunities so that when the Great Ruler calls us we may be able to give an excellent account of the work assigned us here and pass on with a feeling that the world was better for our having lived in it. Safety to ourselves and our fellow workers is one of the many things we can all prove 100 per cent efficient in, if we give it the proper thought and attention.

Yard Master Walter Christianson took a few days' vacation and spent Thanksgiving with relatives in Pennsylvania (Way Down East).

Mr. and Mrs. Arthur Bissell of Pittsburgh spent a few days with the Geo. Shaw family of Bensenville, the fore part of December. Mr. Bissell is an engineer on the B. & O. Ry.

Train Director James Burke and wife spent Thanksgiving in St. Paul. They returned home the following day as James is not used to being away from home more than a day or so at a time.

The sympathy of every employe is extended to the family of switchman Wm. Irwin. Mr. Irwin passed away the latter part of November after a couple of weeks illness. Within a few weeks he would have passed his 70th birthday. He had spent many years in the service and was well known and respected by officials and co-workers alike.

At this writing Mrs. Jennings, wife of engineer Archie Jennings, is recuperating in a local hospital after undergoing a very serious operation. All wish her a speedy recovery.

Switchman Wm. Sartwell and Engineer Roy Lange enjoyed a weeks' hunting in the Dakotas last month. Wm. was right back on his old stamping ground and enjoyed meeting many old pals.

Dave Rands took a little drive one evening last month, driving from Bensenville to Sioux City, Iowa, with his cousin. After a day's visit with old friends and relatives he returned home, via train.

Asst. Supt. A. T. Berg was at home a week during December with an acute attack of stomach trouble. However, we all

believe him when he says that the repeal had nothing to do with the case.

John Baker says if there is anything he likes better than to see a football game it is to see another football game. He doesn't miss many of the big ones.

Our veteran switchman, Wm. Zimmermann, better known as "Pal," has again embarked on the stormy sea of matrimony. December 13th "Old Pal" was quietly married to Mrs. Mazie Krautstein and they plan on spending the winter under the breezy palms of Florida. We wish him all the luck in the world.

Well, in closing, we hope you all had a Merry Christmas and have now started on a more Prosperous and Happier New Year.

Splinters from the Wooden Shoe

Browning

AFTER many months of absence we are going to try and get back in the Magazine.

The car department has just finished their seventh successful year of having no reportable injuries or fatalities on the Superior division. This is a record to be very proud of and they are to be congratulated on their wonderful work in safety first.

We have a couple of hunting stories this month. A. B. Worthing took a few days vacation and went deer hunting. We understand that he spied the footsteps of what he thought was the deer and after trailing same for two miles finally caught up to the game and found it to be a Jersey calf. That is as close as Worthing got to getting a deer this year.

We also have a report that Ed Christian and A. R. Giesler were going hunting one fine morning and asked Frank O'Malley to go along to carry the game home and also to assist in carrying the guns. O'Malley, being a very obliging young man, consented to do that and on their way out, while carrying the guns, a rabbit ran across his path and he shot the rabbit. Went a little farther and a partridge crossed his path so he shot that. Christian and Giesler carried the game home and O'Malley had the laurels. They haven't asked him to go along since.

F. T. Buechler has returned from a two weeks' vacation, having gone to California to visit his mother.

The ore season is now closed after a very successful year.

R. L. Whitney was in the office the other day. It always seems good to see Mr. Whitney as it brings back memories of when he would come up when we had a full house.

Engineer James Reilly who has been on the Menominee line run for a good many years has been displaced.

We are glad to know that Mrs. Geo. Riley has recovered sufficiently to return to her home in Channing, after being confined to the hospital at Green Bay.

Edw. Grade, dispatcher, is moving to Green Bay having been assigned to the duties of relief dispatcher at Green Bay account the sudden death of dispatcher R. W. Held.

H. S. Miller has taken up the duties of Perishable Freight Inspector at Green Bay. He replaces W. F. Nicholson who was instantly killed in an automobile accident some time ago.

Busy days are sure here for our genial roundhouse clerk, Red Ryan. In addition to his duties as roundhouse clerk he has now been drafted into the service of putting ex-service men to work on the Civic Works Administration program.

Iowa (East) Division News

John T. Raymond

MR and Mrs. A. J. Elder of Marion entertained Thanksgiving day, Mr. and Mrs. G. W. Dahl and sons Keith and Max and Mrs. H. P. Carmichael of Savanna, Ill.

Agent G. E. Madsen passed away at the Masonic Sanitarium at Bettendorf, Iowa, Friday, November 24th, where he had been taking treatment for several months. His

remains were taken to Council Bluffs, Iowa, and funeral services held there Sunday, November 26th.

Mr. Madsen began service with the Milwaukee railroad March 20th, 1918, and served as agent and operator at several points on the Iowa division, the past few years taking service as extra agent when his health permitted. Mr. Madsen was quite well known on the division and made many friends by his kindly, sociable manner. His death is deeply regretted and the Employees Magazine extends sympathy to the bereaved family.

Mrs. Roscoe Stevens of Marion returned home the middle part of November after visiting her daughter, Mrs. William Erwin and family at Milford, N. J.

Lawton Burrows (82), a retired Milwaukee machinist, passed away Saturday, November 18th, at the home of his daughter, Mrs. Harry Oakley, Marion. He began work as a machinist about forty years ago. When the road was extended to Montana he went west and was machinist foreman in the shops at Harlowtown, Mont., returning to Marion about 3 years ago. Mr. Burrows is survived by four sons and two daughters, two of the sons, locomotive engineer Leonard Burrows, and conductor Bert Burrows, reside at Marion.

Mr. Burrows was affiliated with the Masonic lodge at Harlowtown, Mont., and was also a member of the Machinists' order.

Funeral services were held Monday, November 20th, Masonic lodges of Marion being in charge.

Friends on the division join in expressing their sympathy to the surviving members of the family in their bereavement.

Many friends on the division deeply regret to learn of the death of engineer Morgan Hildreth, November 7th, whose death was noted in the Iowa (West) Division items and whose remains were laid away at Perry.

Agent M. E. Burns of Green Island was absent several days the middle of December. E. F. Clausen relieving.

Friends on the division were very much shocked and deeply regretted to hear of the sudden death of conductor A. J. Fuller, who resided at Perry. He had been on a through freight run between Perry and Savanna and was quite widely known and will be greatly missed from the ranks.

Mr. and Mrs. George Engstrom and their daughter Helen, and son John, of Deerfield, Ill., were guests over Thanksgiving in the home of John Engstrom, and his daughter, Miss Ruth, at Marion.

Mr. and Mrs. J. F. Anderson of Kansas City, Mo., came to Marion, Friday, December 8th, to attend the funeral of R. Lee Taylor.

Mr. and Mrs. L. J. Miller of Springfield attended the Taylor funeral at Marion.

Agent Frank Emerson of Martelle was off duty for about one week the latter part of November account of illness. T. J. Allen acted as relief agent.

On Wednesday, December 6th, R. Lee Taylor passed away at his home in Marion after an illness of more than a year. During his illness and up to very near the time of his death, he was able to be up and out riding. Mr. Taylor had served the Milwaukee railroad faithfully for the past 29 years, most of the time as second track operator in "MA" office, Marion. He was a member of the Order of Railway Telegraphers.

Funeral services were held Friday, December 9th, at 3:30 p. m. Rev. H. O. Allen of the Congregational church in charge.

The heartfelt sympathy of many friends on the Milwaukee system are extended to the surviving members of the family in the great loss they have sustained.

Mrs. Ora Miller of Marion went to Wheatland, Wyoming, the latter part of November for a visit with her sister, Mrs. Clara Wagner.

Jennings Hotchkiss, a student at Iowa State college spent the Thanksgiving vacation with his parents, Mr. and Mrs. W. J. Hotchkiss, at Marion.

Miss Geraldine Gordon and her brother, Lawrence, students at Iowa State Teach-

ers' college spent the Thanksgiving vacation with their parents, Mr. and Mrs. Gerald Gordon, Marion.

Mr. and Mrs. N. J. Edwards, of Toronto, Iowa, were the guests of their son, Earle E. Edwards and family, at Marion, Thanksgiving day.

Passenger brakeman R. J. Kendall and Mrs. Kendall have gone to St. Petersburg, Florida, for a visit with Mrs. Kendall's father who is ill. Brakeman Keickhafer relieving on 3 and 4 between Marion and Omaha.

Agent A. J. Gibson of Dixon is taking a few days vacation, C. E. Bell relieving.

Rocky Mountain Division, Northern Montana

Max

THE Northern Montana did a very nice turkey business for the holiday season to eastern points. Geraldine had one car, Denton two, Danvers one, Grass Range two and Lewistown, all cars going to Elizabeth, New Jersey, and New York City.

The Milwaukee Women's club has made arrangements for a big Christmas party. There will be a dinner for all employes and families and a big tree for the kiddies.

Assistant Superintendent Fuller was called to Helena for the special session of the Montana legislature. He was joined there by Mrs. Fuller for Thanksgiving which was spent with friends.

The Milwaukee Magazine correspondent and wife are off for New York where they will spend several days in the city and then go to Johnson City, New York, and enjoy the holidays with Mr. and Mrs. John B. Denton and family.

Business on the Northern Montana has held up wonderfully well. The wheat movement continues, the cattle shipments held up to the middle of December and owing to the mild weather the shipping from the refineries has been good.

Mrs. C. J. Mondlock and children left for Salinas, California.

Dan B. Noble has resumed his position as Agricultural Agent with headquarters at Lewistown. During his absence he had employment with the government.

A. L. McGrath left for Mechanicsville, N. Y., where he will spend Christmas with his mother.

James Mitchell, of Danvers, left for Bismarck, N. D.

Mrs. G. D. Richards left for Tacoma, Wash., where she will visit with her daughter for some time.

John and Norman Rabben, of Highwood, Mont., are returning home for the holidays from San Francisco, Calif., where they have been attending school.

E. J. Smith and daughters, of Great Falls, Minn., are leaving for Dawson, Minn.

Marvin Berglund, of Choteau, Mont., left for St. Paul, Minn.

Leola Fulp, who has been attending college at Seattle, Wash., is coming to Lewistown to spend the holidays with her parents, Mr. and Mrs. Otto J. Blotter.

Harold Dwyer, who has been attending the agricultural college at Bozeman, is

Greater Protection
For Car and Cargo

CARDWELL AND WEST-
INGHOUSE DRAFT GEARS

Cardwell Westinghouse
Company
332 S. Michigan Ave., Chicago, Ill.

spending Christmas week with his parents at Moore.

Mrs. William Farmer and family, of Highwood, are visiting with friends at Belt, Mont.

Mrs. Harry Graham returned from Lysite, Wyo., where she spent a month with her parents.

Albert Henry and family, of Highwood, left for Frederick, South Dak.

Mrs. Albert Jackson and family, of Square Butte, are visiting with relatives at Roundup, Mont.

Mr. and Mrs. Noel Kennett will go to Newton, Ill., to spend Christmas with Mr. Kennett's parents.

Olaus Sothor and daughters, of Montagu, are visiting with friends at Everett, Wash.

Fullerton Avenue Building

A. M. D.

A. BATCHELLER of the Freight Auditor's office celebrated his fifty-sixth wedding anniversary on October 18. In these days of marital ups and downs he is certainly to be congratulated.

Edna Guelzow of the Freight Auditor's office was married to Walter Thomas of Park Ridge on Thanksgiving day, November 30. Her fellow employes presented her with a beautiful lamp to remember them by.

Bernice O'Connell of the same office received a diamond solitaire on November 6. Who is the lucky man, Bernice?

Here is the quota of babies, with the Freight Auditor's office way out in front:

Ed Haldys, Freight Auditor's office, and wife, formerly Francis Mezydlou of the same office, are the parents of a seven pound baby girl born October 28. The youngster's name will be Marjorie.

Geo. LaVelle, also of the Freight Auditor's office, is the proud father of an eight pound baby girl, born December 5th. This little one's name will be Rita.

Harry Baldicinni of the same office is the daddy of a seven pound baby boy. Evidently Harry wished to get a little Scotch in the family so he, or most likely she, named the baby Donald Harry.

LaVerne Hall, also of the same office, is the daddy of a seven pound baby girl born November 22nd. The baby's name will be LaVerne Marise.

Virginia Frandzen Behn, formerly of the

Central Typing bureau, is the mother of an eight pound baby girl born December 15th, 1933, which makes Adolph Julius Frandzen a grandpapa. Anyone watching Adolph that particular day was in doubt as to whether it was his baby or his daughter's.

Anthony Naatz, ex-sailor and at present head clerk of the Abstracting and Assorting bureau, was the recipient of a beautiful diamond ring presented in recognition of his many services while serving as Master of the Avondale Masonic lodge. Wearing this ring gave Tony a good excuse to have the girls hold his hand.

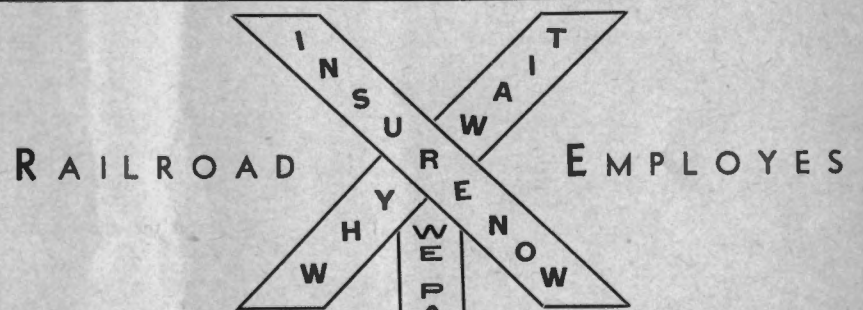
Here is good news of another veteran, although you probably all know about it by this time. Harold Fletcher was appointed paymaster of the Milwaukee R.R. on November 24, 1933. He has successfully served in various capacities in the Accounting department and has now been rewarded by being made an official of the road. He has only one blot on his past record and that is—he was a marine. We all wish him the best on luck.

M. Blumberg of the Ticket Auditor's office was fortunate to escape injury in an auto accident at Western and Chicago avenues. A tow car hurrying to another accident crashed into the car in which he was riding and practically demolished it. The other passengers in the car were not as fortunate as M. B.—one sustaining a fractured pelvis and collar bone, another, seven fractured ribs and punctured lung, and another a fractured skull. L. Marino of the federal district attorney's office, also a passenger, was badly cut about the neck.

On October 20, Wilma Nelson, better known as Wilma Stegman, gave a miscellaneous shower in honor of Jean Campbell of the Freight Auditor's office who was married November 4th. It was attended by a number of her many friends. Jean, how do you like the waterless cooker? Congratulations from your friends of the Freight Auditor's office.

A delightful luncheon at the Blue Parrot in Oak Park followed by "bridge" Saturday, November 25, was enjoyed by Dale Zing, Marie Strelber, Hattie McMurray, Rose Parker, Mary Kellen, Madeline Koehler, Verna Sheerin and Margaret McCarthy of the Car Accountant's office. The report is that it was "just lovely."

We have heard it said that automobiles



When you are sick

When you are hurt

CONTINENTAL
CASUALTY
COMPANY

"The railroad man's company"

CHICAGO — SAN FRANCISCO — TORONTO

might be operated with less wheels, thus saving upkeep and tires, and we believe this is possible since Dora Bucholz of the Car Accountant's office can be seen almost any morning driving her sedan around the corner on two wheels.

Kansas City Terminals

S. M. C.

THE sympathies of the Milwaukee family are extended to John Ostrander, whose wife died November 17th, 1933.

The little daughter of Brakeman Jas. Hufstutter was severely injured while playing in the yard of her home by a rifle bullet shot from a gun in the hands of some boys quite a distance from her. The bullet entered her head near the left eye. We are glad to report that she is improving and will soon be entirely recovered.

We understand that Guy Rhodus has a wonderful hunting dog. When the dog got hungry the other day he hunted up a ham which happened to be the property of Dignan, and then proceeded to have a feast. A little more training and that dog should be able to "bring home the bacon."

Almost Christmas and still no alcohol in the radiators of a great many cars. Some say the balmy weather is not healthy but for the golf fans it has been ideal. Alex Schutte has had lots of practice this fall.

Willie Webber and James Talbot drove down to the Ozark Lake early in December and both agree that it is an ideal spot for a vacation. We didn't hear about any fish caught, but about the fine boats for fishing, old-fashioned log houses equipped with up-to-date lights and water and last but not least, the reasonable price. Wait until they catch one of those big fish and the vacation will be every week-end.

Ansel Dignan must have been born under a lucky star. Almost every year he wins a turkey during the holiday season. This year was no exception, but when he started home with the live bird it got away from him. However, his luck still held, because he recaptured it after chasing it around Coburg yard.

M. K. Darnell, demurrage inspector from Chicago, was in Kansas City in November and, of course, was asked to buy some chances on the various punch boards. He bought four chances and won two card tables, one box of cakes and a turkey. We don't know what his reputation is in Chicago, but he must be living right to be so lucky. The boys are firm in the belief that the only reason he didn't drive an auto back to Chicago was because they didn't raffle one.

West I. and D. Division

Edna Bintliff

A MEETING of the Pension Association was held in the Women's Club room on the evening of December 2nd. Officers were elected for the coming year.

Mrs. F. R. Hansen is spending a few days with her parents in Kankakee, Ill.

Mrs. F. H. Clark and Hazel, wife and daughter of the agent at Beldere, were Mitchell shoppers recently.

Miss Phyllis Higgins, daughter of Dispatcher Higgins, was solo dancer in the minstrel show which the Kiwanis Club recently sponsored. In our opinion, Miss Higgins is in the artist class, and we shall expect to hear more of her later on.

Due to the change in terminal, several families have moved to Rapid City from Murdo recently, among them being Conductor L. B. Hughes and family, Conductor Pat Gallagher and family, and Fireman Matt Anderson and family.

Mrs. John Oulman of Rapid City is on the sick list. We hope she may make a speedy recovery.

Roadmaster S. L. Core was a Mitchell visitor recently. He tells us that Rapid City is all dressed up for Christmas, with trees and decorations up. Wish we all lived in the Christmas tree district. Rustling thistles are not so good for decorating.

Mr. E. J. Rummel of Minneapolis and

Twenty-four

representative of the URT company, was in Mitchell recently on business.

W. J. Johnston, E. H. Platt and P. McMahon rode over the West I. & D. in inspection car recently, going as far as Presho. A fine dinner was served at Presho by Mrs. Burke, wife of Agent Burke.

Several new machinists have been added to the force at the Mitchell roundhouse during the past month.

Mrs. Jack O'Neil is visiting friends and relatives in Chicago.

Roadmaster McMahon is to be thanked for his work in decorating the trees in the yard for Christmas. Cecil Lynn did the wiring for this work.

Jack West, storekeeper, Mitchell, made a recent trip to Rapid City, inspecting grain doors.

869 Sneezes

Ray

NO MATTER how, when or where we do anything, there is a beginning and an end. At this time Miss Casey has ended one mighty big job, and that is working, but Abby has started on another big task in life, and that she is done got herself married. Contrary to the above, we hope there will be no end to Abby's married life.

Isn't it great? They always come back for more. Welcome back home, Harriet, the work is all yours; by that we mean we're glad you are with us again.

Mr. Wheeler's son was painfully hurt in an auto smash-up. We hear he is doing nicely at this time, thanks be. (I wouldn't own an auto, says Mr. Buchanan.)

Boy, was I sick, says Bob; and we all agree he was a pretty sick boy. But he's back knocking them out again; good luck! "I don't see why we have teeth, anyway," Don mumbles after the dentist took two molars out of service.

Seeing as how Millie's always taking murder stories home to Charlie, there is something wrong some place. Bawl him out more, Millie; he'll get over reading those stories.

How things do change: "Turn Off the Heat" was the theme song a few weeks ago; now it is "Turn on the Heat." That's all right, boy, put on a little more weight and we'll talk things over.

The biggest thing in life is to get the most out of life; we might be near or we might be far, but don't you think Rosie is near the altar? Your big moment will have a lot in life when he gets you, won't he, Rose?

Some day we are all going to see a big headline in the News saying "Man sleeps one week." Tony, how's about it?

We all get confused about different things at different times. The other day Mary got Galewood confused with Glenview. Can you imagine that!



Roundhouse Foreman, H. F. Bellitz, Minneapolis, Back From a Hunting Trip.

Twin City Terminals—Mechanical and Stores Depts.

N. A. H.

CHARLES DVORAK of Minneapolis roundhouse was taken suddenly with an attack of appendicitis and rushed to the hospital where he underwent an operation. "Chuck" is doing exceptionally well and it won't be long before he will be back on the job if he continues his progress of recovery.

Messrs. Bodeberg, Dersch, Kempf and

Buettell were recent callers at Minneapolis in their line of duties.

Mrs. Mayer, wife of Foreman H. C. Mayer, is visiting in Los Angeles for a few weeks.

Mr. Paul Hauser, son of Roundhouse Foreman H. M. Hauser, Minneapolis, is still shooting for better rifle marksmanship, he being among the notable of the present crop of riflemen at the University of Minnesota. Hauser has been turning in some high scores this season and gives promise of being a factor in keeping the Big Ten pennant waving over the Gopher citadel.

Iowa (Middle and West) Division

Ruby Eckman

MRS. Amanda Shaw, mother of Harry Shaw, agent at Gillett Grove, died in the Perry hospital, the fore part of December. Funeral services were held at Murray, Iowa, and interment took place there. Harry Calhoun, relief agent, was in charge of Gillett Grove station during Mr. Shaw's absence.

Conductor O. R. Taylor, who has been seriously sick with inflammatory rheumatism for several months, is showing slight improvement.

Mrs. S. A. Trine, and engineer George Balsbaugh, two of the Perry entrants in a recent contract bridge tournament held in Des Moines, were among the high scorers and came home with the top prizes.

There were two weddings in the railroad family recently. November 22nd Donald Hall, son of switchman Henry Hall, was married to Miss Alice Jackson at Leon, Iowa. The other wedding took place in October, but was not announced until the fore part of December and united the lives of Miss Dorothy Springer, daughter of Alonzo Springer of the B. and B. department and Loren Marker who is employed by the Montgomery Ward company in Perry. Both couples will live in Perry.

Friends on the Middle and West Iowa division were sorry to hear of the death of R. L. Taylor which occurred at Marion the fore part of December.

Meiba Ruth Wagner, four year old daughter of machinist John Wagner and Patty Ann and Billie Lones, children of brakeman Lee Lones, took part in a radio broadcast program at the Des Moines theater November 25th. It was the first appearance the youngsters had made. They all presented dance numbers.

Section foreman Arthur Natzel came near having a serious accident during the hunting season. Arthur's boy had used his gun and when it was put back into the case the boy left the ramrod in the barrel. When Arthur took the gun out a few days later he failed to notice the rod being in the barrel and the gun was quite badly damaged when it was used. Fortunately no one was near to be within range of the flying steel. Arthur practices safety first while on the section and is now going to include it in his hunting trips.

Section foreman Bayliss has resumed work at Persia after a vacation following his work with the extra gang during the last season.

Conductor La Verne Roland was called to Brandon, Iowa, the latter part of November, on account of the death of his father.

Chester Martin, son of Floyd Martin of the Perry roundhouse force was married the latter part of November to Miss Edith Reals of Newton. They will reside in Perry.

November 25th, conductor A. J. Fuller of Perry, died at Bancroft, Iowa, while on a hunting trip with his son-in-law, Clarence Cooper and his grandsons Richard and Edward Fuller. The men had gone north to enjoy the last day of the pheasant season and Mr. Fuller was seized with a heart attack about three o'clock in the afternoon. He passed away before he could be taken to a doctor. Funeral services were held in Perry. Mr. Fuller was one of the senior conductors on the middle division and had been in passenger service for a number of years. He is sur-

vived by his wife and two sons, conductor W. H. and conductor H. J. Fuller, also a daughter who lives in Minneapolis. Mr. Fuller had worked for the Milwaukee continuously since 1890.

Engineer and Mrs. Wesley Leonard have just completed the remodeling of a home they recently purchased. They were the victims of a surprise party December 12th when some of their friends gathered for a house warming.

Richard Roddan, of the Perry shops force, was married December 11th to Miss Mary Rhoades at Des Moines. They will live in Perry.

Thomas Beatty of the Perry shops force, took Mrs. Beatty and went to St. Joseph, Mo., recently for a visit. They arrived in the Missouri city just after a lynching had taken place and Tom was sorry that they had missed all the excitement.

Joanne, the infant daughter of W. E. Falor, clerk at Perry, fell from a davenport in the home recently and bent the bone in her forearm. The injury was not discovered until several days after it had happened.

Machinist W. G. Buck of the Cedar Rapids shop force and Mrs. Buck came to Perry to attend the funeral services of conductor A. J. Fuller. Mrs. W. J. Fuller is their daughter.

Duane, the three year old son of W. W. Neel, died at the family home in Perry the latter part of November. Mr. Neel is employed on the west division as a track laborer.

Engineer Joe Kirkwood's son Robert was married November 20th at Long Beach, California, where he has been making his home the last few months. His bride was Marjorie Jurgens, a Perry girl, who has also been in the west for some time.

Master John Cline, eldest son of engineer Bert Cline had some bad luck at the start of the basket ball season. John was playing with some companions on the school ground when he was thrown and his collar bone broken.

Dave Jackson, an old time Iowa division engineer, died at a hospital in Minneapolis the latter part of November. Mr. Jackson worked for the Milwaukee a long time, giving up his railroad work when his eye sight failed. He has made his home in Minneapolis for many years.

Funeral services were held in Council Bluffs, November 26th, for operator George E. Madsen, who died a few days before at the Masonic hospital in Bettendorf. George worked for a number of years on the West Iowa division.

Notes from Spokane and the Coast Division (East)

R. R. T.

WE DEEPLY regret having to report the death of Conductor Ray Murphy, well known to all Milwaukee employees around these parts, who recently passed away at the Deaconess Hospital at Spokane after a prolonged illness. He had made his home at Malden for years. Numerous friends extend their heartfelt sympathy to his wife and relatives.

Speaking of illness, we regret to note that Pat Costello, section foreman in Spokane yard, is at this writing at Sacred Heart Hospital, Spokane, with double pneumonia. He had been away from work for some time because of illness but was improving when he suddenly had a relapse, and had to be rushed to the hospital. We join his many friends in wishing him an early recovery. Richard Dick is acting as foreman for the time being.

Telegraph Operator C. E. Potter, second trick at Spokane union depot, has been confined to his home for several weeks by a severe cold but is now on the mend and is expected to be able to resume work in the near future; we shall be glad to hear the friendly voice of "The Old Man of the Mountains" on the telephone again. During his absence A. R. Cook functioned in his place very acceptably—a very pleasant change for him, as he had not been at work for quite a while past. He will be remembered by many as formerly agent at Malden.

Mr. J. P. Downey, conductor on the Spokane-Marengo turn-around, was off for a few days recently while he and Mrs. Downey visited relatives at Toppenish, near Yakima. Some months ago Mr. Downey generously gave up a considerable portion of his blood in a transfusion to a young girl, the daughter of friends of his, who was suffering from very serious anemia. The young lady was improving in health very much during the summer, but recently suffered a relapse of the same insidious sickness which made another transfusion of blood imperative, and our good friend Downey very generously again furnished the necessary blood.

Telegraph Operator M. C. Helmer of Coeur d'Alene is on leave of absence for sixty days, during which time he is assisting relief authorities at Coeur d'Alene in the handling of relief material and work. During his absence A. A. Blond is working on his old trick, he having held the same position formerly.

Our genial friend J. J. Murphy is back on his regular run as conductor on the Spokane-Coeur d'Alene freight run after having been on helper service for several months.

Don Hays, who worked as extra clerk at the Spokane freight office for some weeks, drew an assignment to the yard office at Elliott Bay.

Some of our local hunters heard the call of the wild during the late hunting season and fared forth into the wilderness with varying success. For instance, here is Jess Jones of the second trick switch crew at Spokane who owns a hunting lodge on Lake Sullivan near Metline Falls; he was gone for more than a week but did not bag a deer; however, he was fortunate enough to bag a bear, so that he lived well on bear meat during his vacation. Then there is Henry McGinnis, car inspector at Spokane, who has a cabin in the wilds of Northern Montana, and was there for a week but never even saw a deer because the fog was so heavy in the valleys that it was impossible to venture away from the clearing. Likewise did John Stiltz of the afternoon switch crew at Spokane go out after deer, but had about as much success as he did with that grouse on which we reported a few months ago, except that he didn't even have a chance to fire his usual nine shots at a deer. However, A. J. White, agent at Ione, who was off for a hunting vacation early in November, had better luck and bagged a 265-pound deer; in redemption of a long-standing promise he sent a juicy haunch of venison to P. L. Hays, chief dispatcher for the branch lines at Spokane, who desires to make grateful acknowledgment of the splendid feast it furnished him and the Hays family.

Fireman Charlie Rausch of Nos. 293 and 294 on the Pend d'Oreille branch is off duty due to sickness and may be away for some time. His many friends wish him an early restoration to health.

Engineer Jimmy Marré has now been restored to his full rights, but is at present working as fireman; let us hope that he will soon be back to the other side of the cab again to make up for lost time.

W. T. Farnsworth, who has been train baggageman between Spokane and Deer Lodge, has been displaced on that run by C. C. Mason and has moved back to Seattle.

We hear that there is a very brisk business on the recently established passenger run between St. Maries and Avery, serving the numerous CCC camps along the St. Joe River. Engineer "Joe" Morrisette and Fireman Robert Nelson handle the motive power.

John Qualey of the Spokane roundhouse force is still in the east, where he had gone to visit the Chicago Fair. His friends are beginning to wonder what is keeping him so long after the fair has been closed.

The cement plant at Metline Falls has reopened with a full force and is doing a good business, both shipping out cement for various public works and receiving heavy supplies of coal. The renewed mining activities coupled with the prospects of congressional action to rehabilitate sil-

HOW TO BECOME A LION TAMER IN 3 SHORT PUFFS



LESSON 1. Never clean your pipe.

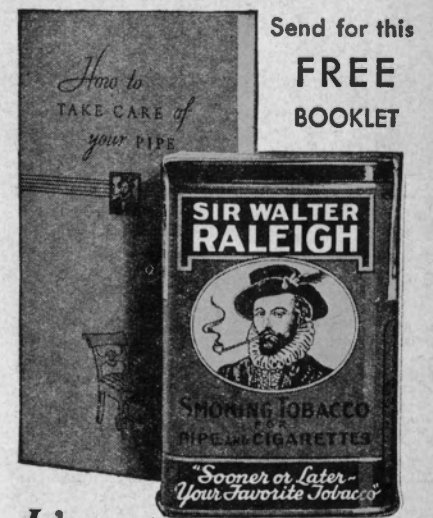
LESSON 2. Smoke a ropy tobacco.

LESSON 3. Enter cage puffing.

Phone for veterinarian.

LESS dramatic—but equally certain—way of turning lions (and lionesses) into playful lambs is to pack Sir Walter Raleigh into a well-kept pipe. Grouches turn to grins. Glares become glad-hands. Sir Walter Raleigh is an unusually soothing combination of mild Kentucky Burleys that has become a national favorite in no time at all. Kept fresh in gold foil. Try it! You've been looking for it longer than you realize.

Brown & Williamson Tobacco Corporation
Louisville, Kentucky, Dept. K-41



It's 15¢—AND IT'S Milder

ver coinage are reflected in that entire district and the mines at Metaline Falls are shipping out considerable concentrates, much of them as far as St. Louis via our Terre Haute line, a good long haul.

Fred Brothie, Lieutenant of Police at Spokane, recently received a nice little Christmas present in advance, in the shape of a substantial federal check as reward for his instrumentality in locating and convicting a criminal implicated in several post office robberies. Congratulations!

Joe James, foreman of the afternoon switch crew at Spokane, recently visited Mrs. James' parents out in the country and there sampled some very good home-made cider. Filled with ambition to produce some himself, he brought home several bags of apples from the farm and one fine morning started out to make cider. He requisitioned his wife's food chopper (Mrs. James not being home) and began to grind the apples through the apparatus. Soon there was apple juice all over Joe's clothes, in his eyes and ears and hair and all over the basement floor; there were so many of the ground apples that Joe used all the dishpans, pots and kettles in the house. When Joe put the mess into bags to squeeze out the juice, it naturally squirted all over him and the entire basement; several times one or other of the bags fell into the ashes from the furnace and had to be washed off. When everything was done, Joe could proudly gaze upon about a gallon of cider; it tasted fine, but measured in dollars and cents, it cost at least five dollars worth of work and wear and tear, so that there will be no more home-made cider at the James mansion; at least not until next year.

La Crosse and River Division

Elleen

A'hunting, a'hunting, we will go—Carl Schroeder spent a few days during the Thanksgiving holiday hunting near his old home town of Lyndon. Blackie started out with his trusty gun but had to return for some moccasins. Never thought he would develop cold feet. By the by, had you noticed that he is wearing a hat now, too? Buns Larkin spent some time hunting around Black River Falls. Never did hear how successful he was, nor did we hear of any rabbit dinners.

Mrs. Elmer Buffmire is recovering nicely from a broken left arm, sustained when she fell down the basement stairs at her home in Watertown.

Pat Larkain is again a proud grandfather.

Herbert Graf has accepted the agency at Oakdale. Mr. L. C. Tackaberry has been appointed agent at Cannon Falls, and Mr. J. E. Schroeder recently moved to Astico, where he is now agent.

Scotty has a terrible cold—since repeal, too.

A fine meeting was held in Union Hall, La Crosse, night of December 15th, at which there were representatives of all departments. There was a discussion of work in the line of safety, claim, fuel conservation and fire prevention, as well as the soliciting of business for the past year and for the coming year.

Art Johnson, so we hear, had some trouble starting his Essex the other day and finally had to clean the ice from the carburetor. They just won't run on water.

Another of our veterans has left us to assume his position of supervising the air brake equipment on the Diamond Special. Long time car man and air brake inspector Wm. Steerck passed away at his home in La Crosse November 27th after a lingering illness. Surviving are his wife, two daughters, Martha and Marie, and two nephews. Funeral services were held at the home and the Brotherhood of Carmen attended in a body. Interment made in Woodlawn Cemetery at La Crosse.

Mr. Chas. Rossow, fireman, is in line for special commendation on account of stopping engine and notifying the yard employees of a fire in caboose 0874 at La

Crosse, November 23. No doubt a heavy loss was prevented by his prompt action.

Announcement is made of the marriage of Miss Florence Marion Andre to Raphael A. Smith at Holy Trinity Church, La Crosse. Mr. Smith is the son of Night Yardmaster Geo. E. Smith, and was formerly a brakeman on the La Crosse Division. The best wishes of their friends go with them for many years of happiness.

On November 10th Bill Colgan, Frank Linscott and Art Levens hied themselves to Chicago for a little visit to the World's Fair. Everybody had a good time, even Bill, who became lost in the Hall of Science. Even that was not so bad. But imagine his embarrassment when he got back to the hotel and asked the amount of his taxi fare, when it was—!

Mr. Wright, operator at Oconomowoc, is in line for special commendation for discovering brakes sticking on car WLE 25419 in No. 264 December 15th. When the train was stopped it was discovered the car had flat wheels.

Northern District Car Dept.

O. M. S.

IT IS nice to receive when you least expect. That is what happened to Mr. Swanson, who was presented with a "Nifty" Gladstone Traveling Bag by the Northwest Carmen's Association at their regular meeting December 4th. Mr. Swanson was president of the Association for the past two years.

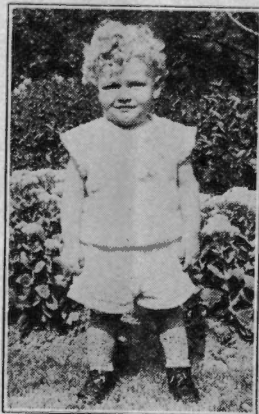
The Minneapolis Car Department received meritorious mention by the Minneapolis Community Fund for their 100 per cent co-operation and subscriptions. Favorable comments were made by community officials at their daily pep luncheons attended by influential traffic men of the city—"That, if the Milwaukee employees are so willing to co-operate, it should also be a good road to travel over."

Someone said: "Cheer Up," Minneapolis 1934 outlook is good—Shrine convention—always a big affair; the Minnesota Gophers, undefeated in 1933 football, with a still better team coming up in '34; Mr. Roosevelt claims, "We're on our way"; prohibition is dead, so you all better "Come Up Some Time."

Asst. foreman Weatherell must have listened to Everett Elmer Yess, the premiere Plymouth salesman, for he understood—there would be no expense for a year. However, no allowance was made for frozen and cracked cylinder blocks. How well we all know! The original purchase is only the beginning.

Mr. J. A. Deppe from Milwaukee visited our Light Yard November 8th. Mr. J. E. Mehan, ARA expert and Mr. C. H. Macky from comptroller's office, checked ARA billing repair cards and repair track book records at Minneapolis shops and St. Paul repair track. Mr. George Kemp from Milwaukee, was checking air brake work at Minneapolis shops on December 6th.

Ole Stenseth and wife were called to



Jim, Little Son of M. A. Gaertner, Refrigerator Service

Wabasha by the serious illness of their daughter.

Ole Peterson who has been confined at home due to illness, has now returned to work. We expect John Sharp, who has recovered from serious illness, to return to work soon.

George VanEtten, carman at St. Paul coach yard, passed away at his home on November 27th, due to injury sustained from a fall off a ladder at home. Mr. Van Etten has been in the service of the company since September 5, 1911.

Mr. Frank Tschohl, Jr., son of car foreman, F. J. Tschohl, St. Paul repair track, who recently was married, will reside in New Mexico.

Ole Hanson, Pete Larson and Henry Witte, decided to quit the Hunter's Stove league, ventured out and returned with the limit of pheasants, but failed to explain what happened to the rabbits they shot. On December 2nd, they went fishing at St. Croix beach. When asked what they got, replied: "We got back."

Mrs. Mike Metrick attended funeral services for her father in Chicago. We extend our sympathy.

Joseph Sereda, who has been off sick recently, will be back to work soon.

Joseph Nowan gave a party for St. Paul carmen and their families on November 11th. Everyone reported a splendid evening.

A. Hendricks, and family, Winona, will leave on January 1st for a visit at their daughter's home in California.

Mr. K. F. Nystrom and Mr. F. J. Swanson visited Mason City repair track November 14th.

Mr. Charles Colloton, carman, Mason City, visited relatives at Rockford, Ill., Thanksgiving day.

Mr. F. J. Swanson and H. Laird, from Minneapolis, called at Montevideo on November 27th.

Iowa and S. M.

V. J. W.

THE Austin Daily Herald announces that the cradle-bassinet prize offered by the Paramount Theatre was won by the infant son of Mr. and Mrs. Victor Hedegard of Austin. Mr. Hedegard is employed in the track department in Austin yard. The prize was offered in connection with the picture "Cradle Song" and contains the autographs of a large number of film stars. The youngster arrived at 4:45 a. m., December 9th, and was the first baby born in the city after the contest opened at 2:30 p. m., December 6th.

Ronald Evenson of the District Accountant's office in Minneapolis and formerly of the I. & S. M. division supt.'s office, announces that on December 14th he will take unto himself a bride, Mrs. Gladys Fretty, of Minneapolis. They will leave on a wedding trip to Washington, D. C., and New York. Congratulations.

We also want to extend our best wishes to Mr. and Mrs. F. D. Bacon, who were married in Austin December 1st. Mr. Bacon is a popular switchman in Austin yard and the bride was Miss Mercedes Marvelet, daughter of switchman and Mrs. James Marvelet.

Congratulations are also in order for two veteran employees of the I. & S. M. division who are celebrating anniversaries of long years of service with the company. Engineer Ed Brook is completing 54 years of service. March 17th, 1880, is his service date, but Mr. Brook does not attach any significance to the date other than his date of service.

Agent C. J. Cawley is also celebrating completion of 54 years of service as agent at Pipestone. Mr. Cawley was identified with the railroad at Pipestone before the completion of the railroad to that point.

While on the subject of service it is interesting to know that engineer Pat Burns of the I. & S. M. division has the unique distinction of being the youngest veteran ever admitted to the organization. Pat now has 42 years of service to his credit but became a veteran at the age of 38. We are sorry to hear that Wm. Bogges

to the roundhouse force is very ill at his home in Austin.

We hope for the early recovery of engineer Charley Whitting who is confined at his home in LaCrosse with pneumonia. Mr. Whitting is the oldest engineer on the S. M.

Sympathy is extended to the family of Angus Frazier who died very suddenly at his home in Austin, November 14th. Mr. Frazier had worked at the roundhouse as usual the night of the 13th and was attending some work around his home when he was stricken with a heart attack. Mr. Frazier was 62 years of age and had been employed at the roundhouse for the past 12 years.

Death also claimed another I. & S. M. employe. Agent James Scanlon of Elko passed away very suddenly at his home in Elko, November 30. Mr. Scanlon was 67 years of age and had been agent at Elko since 1903. Prior to that time he had about 20 years' service on the old S. M. division.

Citizens of Spring Valley welcome a new firm, Kerberger Hardware Co. Mr. Kerberger, a former Milwaukee employe at Mobridge and Marmarth has purchased the hardware firm formerly known as the John Bowden Hardware Co. and is restocking with a full line of first class merchandise. We sincerely hope for his success in the new field.

Mrs. R. C. McCoy returned from Long Beach, Calif., December 9th, where she has been visiting her son Curtis.

We are sorry to hear that agent Chas. Olson of Whalen is off sick.

Engineer and Mrs. Harry Tuftee have returned from Chicago where Mr. Tuftee was on committee work in connection with the annual meeting of the engineers.

Machinist "Billy" Williams says that after seeing Sally Rand he agrees with the theory that the hand (or fan) is quicker than the eye.

Engineers John Ober and John Ryel are preparing for their annual trip to California.

Operator Pete Berg spent Thanksgiving day in Rushford helping out on the overproduction in the turkey market.

At the last social meeting of the Women's club two out of town visitors walked off with the prizes, so our society aid reports. Our report has it that master mechanic Turney got a ton of coal as first prize at contract while storekeeper Smola got two gallons of anti-freeze as first prize at 500.

Milwaukee Terminals

G. W. E.

OPERATOR Albert Loye died November 8th after a brief illness. He was 56 years of age and had been a Milwaukee employe for 35 years. For nearly 25 years he was operator at Grand avenue tower. He was a member of the Order of Railroad Telegraphers and of the Veteran Employees Association and a finer man never belonged to either of these organizations. Surviving are a wife and three daughters to whom the Milwaukee family extend their sympathy. Funeral services were held at the Feerick funeral home November 11th. Interment at Graceland cemetery.

Engineer Frank N. Kaiser returned to work December 5th after four weeks of much needed rest.

Some days ago we say Yardman James (Guy) Callahan down at the yard office and he was looking just fine.

Machinist Inspector Edward Havey at the Chateau returned to work December 6th after an illness of four weeks. Everyone is glad to see him back on the job.

Some time ago Lodge No. 942, Brotherhood of Railroad Trainmen, received a button from their grand office for Yardman Fred Doelger as a reward for twenty-five years continuous membership in the order. It seems that Yardman Doelger did not have a chance to attend the meeting and Yardman Stanley (Loud Speaker) Kujawski was delegated to present the button to Doelger. Yardman Kujawski has carried the button around in his pocket until Mr.

Doelger is entitled to a button for thirty years' membership and he intends to be at the meeting when the button comes so that Yardman Kujawski will not deliver it.

The sympathy of the Milwaukee family is extended to Engineer John W. Gleason, whose wife died December 4th after a short illness. One son and two daughters are left motherless by the death of Mrs. Gleason. Funeral services were held from St. Aloysius Church at West Allis, of which Mrs. Gleason was a member, on December 7th. Interment at Holy Cross cemetery.

Former Yardmaster Wm. H. Schultz of Chestnut street yards, now a very successful fruit grower at Orondo, Wash., remembered one of our local engineers with a box of the finest apples that grew in the state of Washington this year.

All of the members of the Veteran Employees Association are pleased with the action taken and reported in our last magazine at Chicago, October 27th, by the executive committee, and especially with the election of Mr. J. T. Gillick as president.

We know of two engineers' families who are very thankful to the Milwaukee Chapter of the Milwaukee Railroad Women's Club for being remembered at Thanksgiving time.

In the November issue of the B. of L. E. Journal we saw a picture and write-up of our former district master mechanic, M. F. Smith. He has been in the employ of the Milwaukee road for 52 years and has the respect and good will of every employe who ever knew him.

Dispatcher Robert M. Nelson expects to leave for California on or about January 5th to visit until March 31st.

Fireman William Reitmeyer is with the reserve army again and we understand is lieutenant and quarter master at Great Lakes.

Agent Charles Klinger of North avenue station has slipped one over on Agent E. E. Ross of Chestnut street station by getting a distillery to locate on our lines near North avenue. Mr. Klinger says: "Mr. Ross can have his old beer train, but we are going to have a WHISKY TRAIN out of North avenue to the yards."

It is reported that Police Officer W. A. Scholl and Weighmaster Fred Butz of Chestnut street station will do some deep sea fishing in January in the Gulf of Mexico from Fort Myers, where they will pass the winter months.

Don't forget your dues to the Veteran Employees Association for 1934. Chief Dispatcher Roy Daly will take care of you at any time.

Eczema is only skin deep and may be instantly relieved and quickly healed by the use of Cranolene, the cranberry treatment for stubborn skin diseases. You pay only if you can say you are cured. Write today. CRANOLENE, Dept. 50, GIRARD, KANS.

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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.

FOR SALE OR EXCHANGE—Six-room house on 50x120 lot, paved street, at 337 N. Ashland Ave., Green Bay, Wis. Will exchange for acreage near Tacoma, Wash. Address Jno. Cathersal, 1703 N. Pine St., Tacoma, Wash.

ROOMS FOR RENT—Two large sleeping rooms, one has twin beds; private home; men or ladies. Mrs. N. J. Van Schoeyk, 4717 N. Campbell Ave., Chicago, Ill. Tel. Ravenswood 2129.

RESIDENCE FOR SALE—At Roselle, Ill., 3 blocks from Milwaukee Station. Good suburban service. Modern 2-car garage; nice lot; 12 miles from Elgin. Five rooms and bath down stairs, 3 rooms and bath upstairs (completely furnished), which can be rented, thus making it an income as well as a residence property. Will be sold on good terms and at a very reasonable price. E. E. Brewer, P. O. Box 274, Roselle, Ill.

FOR SALE—SCOTTISH TERRIERS pedigree eligible for registration; champion bloodline. Paul A. Larson, 356 Vincent Place, Elgin, Ill.

FOR SALE—One Evinrude "Fleetwin" motor. Used twice, guaranteed to be good as new. Price \$70.00. Gerhard K. P. Dorn, 2124 N. 57th Street, Milwaukee, Wis.

TO TRADE—Eastman 3A Kodak, RR lens, with combination back for plates, also regular back, one portrait lens, one copying lens, two plate holders. Want No. 1 plate or film camera, size 2 1/4 x 3 1/4. What have you? Address: L. A. Carter, Agent, Darien, Wis.

FOR SALE—Modern five-room frame bungalow, on 50x137 foot lot. Paved street, beautifully landscaped. Two-car garage. For sale at depression price. Located in Villa Park, Illinois, fifteen miles west of Chicago and three miles south of Bensenville on the "Milwaukee." Write Thomas C. Taylor, 2223 N. Kilpatrick Ave.

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.

Eleanor Moran recently had her name on the list of "Business Getters." Good work, Eleanor, keep it up.

Two gentlemen in the office, Carl H. and Ray H. recently started wearing glasses. Wonder what that's a sign of.

The Bowling fraternity of the Accounting office is at it again. Watch the scores mount as the season trundles on.

We wish to express our sympathy to Leo Montgomery whose grandfather passed away the latter part of November.

Mr. Henry Walworth, of the local freight, and wife left December 16th for Washington, D. C., to spend some time with their daughter.

I. & D. Items

M. G. B.

MRS. FRANK WENIG, wife of the State Labor commissioner, was honored at her home in Des Moines Monday, November 13th, with a party given by members of the Blanche Phelps past presidents parley of the American Legion Post at Spencer, Ia., who came to Des Moines November 13th to celebrate her birthday with her. The members of the parley call themselves "the lucky 13." There are 13 members and the organization was formed on November 13th in the thirteenth year of the Spencer legion unit.

Mr. Wenig is an engineer on the I&D division on leave of absence.

Sympathy is extended to the family of Cliff Johnson who passed away at Monona, November 27th. Mr. Johnson was formerly employed as section laborer and was retired on a pension.

Mr. John Tittle from Mr. Ellington's office, Chicago, was a visitor in the division offices at Mason City December 11th.

Mr. G. A. Van Dyke, superintendent from Austin and trainmaster J. Lieb of Austin, traveling inspector O. E. Bradford and chief carpenter W. E. Tritchler from Austin were in the Mason City offices on December 12th.

Mr. G. W. Bryan, conductor, and Ed Clark, baggageman, are the flaming youths who are working hard to get their miles in, and then head west, as directed by Horace Greeley, and it is reported their destination is wherever Sally Rand happens to be.

Miss Ruby Potter, chief clerk in the master mechanic's office, Mason City, spent the Christmas holiday visiting her sister, Mrs. E. J. Sullivan, at Milwaukee.

Mr. Frank Croxton, machinist helper at Mason City, spent Christmas with his parents at Steuben, Wis.

Mr. C. R. Peters, machinist at Mason City, visited relatives at Elgin, Minn., Christmas.

Mr. John Tobin, machinist, celebrated his (23d?) birthday at Mason City, December 11th. We understand the boys gave him quite a celebration. Call the roundhouse for particulars as to water guns, etc.

We understand Julius Wiele is on a milk diet and is looking for a good cow, preferably one who can also do office work.

Mr. R. H. Richardson, representative for the Brotherhood of Railway Trainmen, was in Des Moines the middle part of December, attending the special session.

In last month's magazine there appeared an item under the I & D division notes that Superintendent Ingraham and Division Engineer Wuerth had a couple of hunting dogs. We understand now that they have changed ownership and the reason for this we do not know but we can imagine all kinds of things. We do know that the one that stayed at Mr. Ingraham's house was an Irish setter. An advertisement appeared in one of the recent issues of the Mason City "Globe Gazette" reading as follows:

Wanted to exchange—An Irish setter for a copper boiler.

Now what in the world would WFI do with a copper boiler? He denies all responsibility in connection with the want ad. The dog that Mr. Wuerth had is of somewhat doubtful nationality and has been turned over to Roadmaster Bahr. The training of the dog has already been turned over to Mr. German of the division engineer's office, who says that he is not a hard dog to train, but requires following up.

Extra!

Mr. Dickhoff resents slur on his reputation as a truthful fisher and hunter! It seems he is going to fight a duel with the fellow who contributed the item appearing in last month's magazine but the contributor is like Gracie Allen's brother and cannot be located.

If we have said anything to hurt the tender feelings of any of our fellow slaves, we are very sorry indeed.