

The
MILWAUKEE
MAGAZINE

DECEMBER

1934



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CHICAGO

A Christmas Message



Once more the bells at Christmas time
Ring out their merry, joyous chime;
Once more our thoughts are turned afar
To where the bright and shining star
Shone out to wise men on their way
To where the Child in manger lay;
Once more we celebrate His birth
Who brought the message,—“Peace on earth”.

Too long we've looked with outward sight
To see the heavenly shining light;
Too long we've sought the Christ without;
Too long we've tried to bring about
The message that the shepherds heard,
But failed to get the blessed word—
That Christ within each soul has birth
And, knowing this, have “peace on earth”.

So, while the bells at Christmas time
Ring out their merry, happy chime,
While friend greets friend this joyous day,
And tribute to the Christ we pay,
May each one know the Christ within,
Whose perfect love keeps all from sin;
Then in each thought, and deed, and word
Will “Peace on earth, good will” be heard.

—Florence Irving Fields

In Unity Magazine



Grade Separation at Milwaukee

The Extensive Project Completed

THE extensive grade separation in Milwaukee, involving the depression of 2.45 miles of track, the elevation of an additional 2.55 miles and the construction of thirteen structures at street intersections is completed this year, the entire project constituting one of the most important of its kind in the annals of The Milwaukee Road.

The five miles of line involved is laid with four or more tracks and the reconstruction has encountered many complications arising from restricted right-of-way, proximity of buildings on abutting private property, depth of grade depression, which in places was twenty-eight feet, and the necessity of continuous train operation.

In addition to providing for the separation of all grades from city streets, there is a maximum grade reduction from 1.1 per cent uncompensated to .66 per cent compensated; also a new local freight house and team yard and a large yard for car-delivery and pull-out service for industries on adjacent tracks, resulting in improved train service throughout.

This present grade reduction extends from a junction with the LaCrosse &

two more, and at some locations, six or more, that are now built. All street viaducts span a six track width, while the underpasses carry from five to eleven tracks.

Progress of the Work

The first step in this work, undertaken in 1927, was the elevation of track extending from the intersection of the new and old grades at Clark Street to and beyond Center Street, the subway at the latter and the pedestrian sidewalk at Clark Street. To keep traffic moving, the same general plan was followed throughout the elevation. In this plan the westerly tracks were maintained in service at the old grade while the east portion of the subway together with the embankments were constructed; following their completion, traffic was then moved over the new elevation while the remainder of the work went on.

The next step, undertaken in 1928, was the erection of a new freight house and team yard south of Clark Street, where connection with the main tracks was made at the ground level. This new yard now replaces similar facilities at North Avenue, which had to be abandoned because of track depression at that point.

The new freight house is a concrete structure with a concrete loading platform at each end protected by steel frame butterfly canopies. In addition to the two tracks adjacent to

The track depression was carried on during 1929 to a point in the vicinity of Cherry Street, where a temporary run-off was built to intersect the old grade at Vliet Street. In this work the cut was first made wide enough to accommodate two tracks at the final grade, and the widening for additional tracks was done later.

All material excavated, consisting almost entirely of clay was conveyed by train haul to the track elevation where it was dumped from a trestle at the beginning, and later, from a dump track which was shifted as the embankment was widened. With this material the embankment, including that for the new Glendale yard, was raised to the new grade and the new tracks laid. This was all done in 1929, but the street subways at Capitol drive and Townsend street were not completed until 1930.

The 1930 work also included the excavation for the remainder of the track depression—that from the vicinity of Cherry street south to State street.

During 1931 a number of street viaducts and some retaining walls were built; and a portion of the cut was widened. In 1932 the work went on at the track elevation, a subway at Burleigh street and a pedestrian subway at Auer avenue were completed.

In 1933, work on the unfinished gap in the elevation between Burleigh and Center streets was undertaken and the new subway built at the intersection of Locust street and Fond du Lac avenue; also a subway at Brown street.

Cut widening, and the construction of additional retaining walls was carried on in 1932 and '33 and is being completed this year. A total of about 950,000 cubic yards of material has been excavated; approximately 26,100 cubic yards of concrete used in street viaducts and subways and about 23,000 cubic yards in retaining walls. With the exception of track work, the entire project has been done under contract. Contracts for the different phases of the work were let from time to time in such order as would facilitate the progress of the whole. This method also permitted the company to take advantage of cur-



Unusual Type of Retaining Wall, constructed by One of the Industries situated on Right of Way.

River Division to a connection with the Milwaukee and Superior Divisions in North Milwaukee, the traffic on all of which includes passenger and freight trains on the two last named divisions, with switching service to some of the largest industrial plants in Milwaukee, which are located on the adjacent right-of-way. There is also heavy transfer movement between the Menominee Valley yards and the Chestnut Street line, and a six mile spur serving some large breweries and other industries in the northeastern section of the city. Those familiar with the track layout in Milwaukee will be interested in the alterations now approaching completion.

Work on this project was begun in 1927, the plans calling for eight overhead street viaducts, four underpasses, two pedestrian subways and one pedestrian overpass; reconstruction of the already existing subway at Fond du Lac Avenue to accommodate additional tracks. The original line had two main tracks with various side tracks, but the revision provides for four tracks throughout, accommodations for at least



Many Industries Compelled to Underpin Their Plants.

these platforms, five tracks in the team yard are served by wide paved driveways. The capacity of the yard is 125 cars. The freight house and yards were completed in 1928 and the depression work was also started toward the close of that year.



The Subway at Fond du Lac Avenue.

rent prices for labor and material. For a new yard at Glendale, little additional right-of-way was required. North of Capitol drive it was necessary to widen the right-of-way to accommodate the Glendale yard, which has a maximum of six tracks. The right-of-way is practically 100 feet wide, the entire length, with the exceptions noted.

Retaining Walls

The construction of retaining walls which have always been a part of the heavy expense of track depression were in some parts of this work overcome by the purchase from adjacent property owners of permanent slope easements. This gives the company the right to grade the property on a natural slope from some line on the original surface, with the property owner retaining the right to use his land for any purpose that does not interfere with the maintenance of the slope. This arrangement is one of the outstanding features of the Milwaukee re-grade project. Where easements of this nature could not be procured, or it was not possible to apply the plan, retaining walls have been constructed, reaching a maximum height of 34 feet.



Typical Aspect of Track Depression.

As it has been said, maintenance of service to industries was one of the problems of the work, and in some cases of this nature it was found necessary for an industry to underpin its structure, build platforms at the new level and install elevators to handle merchandise between the platform level and the upper floors.

On the elevation, the grade raise reached a maximum of 14 feet, and the embankment is supported by concrete retaining walls at some places and crib walls in others, while in some others the slope encroaches on private property, being protected by easements.

Subway Designs

A variety of designs in subway construction obtains in this project, imposed by differing conditions and new developments in bridge construction: and some unusual features presented themselves in several of these. The problem at the Fond du Lac avenue structure was an unusual one. Locust

street and Fond du Lac avenue practically intersect at the center line of the bridge, and a city sewer prohibited further depression of the street grades so that it was necessary to develop a "skew" structure with a maximum clear span of 114 feet, with a minimum floor thickness.

The design developed consists of half-through plate girders from curb to curb and supported on reinforced concrete box abutments spanning the sidewalks; requiring six plate girders ranging from 81 feet to 114 feet center to center of the bearings. The use of these wrought iron plates in place of reinforced concrete slabs, as a means of reducing the dead load and the floor depth is a recent development of The Milwaukee Road's engineering department and its development was in process even while the other subways were being designed.

The Capitol drive subway is another of the subway construction of this project which has special features. Capitol drive through the city of Milwaukee is a broad highway reaching from Milwaukee through the state to Madison, and this subway which carries 11 tracks, has two 28-foot roadways and a 15-foot sidewalk on each side, with concrete bents at the curbs and one center concrete bent.

The subway at Burleigh street, carries six tracks, is a three span

structure carried on structural steel bents at the curbs and on concrete abutments at the street line.

In general design the subway at Townsend street is similar to that at Capitol drive, with one unusual feature being the south sidewalk span also carrying the tracks across a private undercrossing of an industry that has property and buildings on both sides of the railroad's right-of-way.

Overhead Crossings

The overhead crossings, designed by the Engineering Department, are of the same general design; consisting of reinforced concrete slabs over three spans supported on concrete abutments and bents.

At the foot of this page is a profile and track diagram of the Milwaukee grade separation work.

All the work has been done under the general supervision of Mr. C. F. Loweth, chief engineer; and of Messrs. F. M. Sloane, division engineer at Milwaukee and J. G. Wetherell, assistant engineer, who was in charge of the work on the ground.

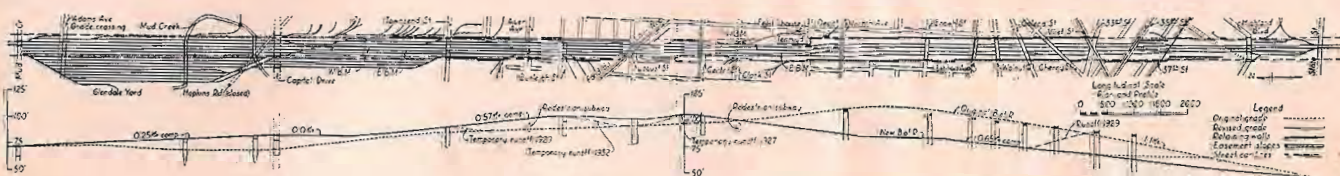
All of the subways were designed under the supervision of Mr. H. J. Hanson, assistant engineer, Chicago.

(Data for the foregoing article was furnished by Mr. Sloane's office, and the cuts illustrating the work were loaned to THE MILWAUKEE MAGAZINE by the Railway Age, which published a longer and more complete story of the Milwaukee Grade Separation than is possible in the limits of space of this Magazine.

Right: Planting Tree at North Avenue to commemorate completion of project.



Left to Right: C. H. Klingler, agent North Avenue; J. F. Grier, assistant engineer; A. E. Highland, accountant; C. H. Hawks, landscape contractor; E. J. Foug, general foreman; Erle Roetke, landscaper; R. R. Lundahl, assistant city engineer, Milwaukee; O. Lupinski, concrete contractor; F. M. Sloane, division engineer; J. Adams, contractor superintendent.



Milwaukee Employees Pension Association

To Members:

MANY inquiries have been received from members requesting information when a distribution will be made to members of funds realized from liquidating the assets of the Association.

As stated in the Annual Report for the year 1933, which was published in the May, 1934, issue of the MILWAUKEE MAGAZINE, the funds of the association, verified by the audit of a firm of certified public accountants who audited the books and accounts of the association for the year 1933, as provided for in the by-laws, are invested as follows:

First Real Estate Mortgages at Cost	\$1,406,572.32
Real Estate Bonds at Cost...	211,021.25
Railroad Bonds at Cost....	171,258.75
State, County and Municipal Bonds at Cost.....	100,584.08
Other Bonds at Cost.....	123,725.00
Trustees' Certificates of Priority of Interest at Cost..	246,500.00
	\$2,259,661.40
Less: Reserve for Amortization of Premiums and Discounts—Net	1,609.54

\$2,258,051.86

Since the issuance of the last Annual Report, no substantial change in the investment set-up has occurred.

The security and real estate markets at present are more or less inactive making it impossible to dispose of securities or mortgages without incurring heavy losses. In fact, it would be impossible at this time, or in the immediate future, to dispose of mortgages or real estate even if it were decided to take substantial losses, as there is no market for mortgages or real estate. In order to protect some of the investments of the association in first real estate mortgages, it was necessary to take over a number of properties through foreclosure proceedings and acquire title to such properties. The properties so taken over are now being managed by the association and have been put in a condition that the income is in excess of the expense of operating same. A number of other properties are still in the process of foreclosure and if not redeemed during the period of redemption, title to same will be acquired by the association. It is, of course, the intention to dispose of these properties at cost, or a profit if possible, when the real estate market improves, securing to the association the full amount of its investment, foreclosure and other expenses.

It is not the intention of your board of directors to sacrifice any investments but to conserve same for the benefit of all members until such time when the approximate value or cost can be realized, but it is impossible to predict when this can be accomplished as that will depend entirely upon recovery from the

business depression, or until there is some considerable improvement in market conditions.

You will readily realize that a considerable amount of money would be required to make even a small distribution to members as the expense of making a distribution to approximately 20,000 individuals would require an expenditure of \$1,000.00 alone for postage and check tax, not including any expense for stationery and clerical services necessary to make the distribution.

However, you may be assured that your board of directors is making every effort to liquidate the assets of the association in a manner to secure the greatest possible return to each individual member.

The income of the association from investments is in excess of operating expenses, which have been materially reduced and the surplus is accumulating for the benefit of each member to insure a greater return, eventually, than would otherwise be possible.

Members are invited to visit the office of the association at any time for any information desired and same will be cheerfully furnished.

M. J. LARSON,
Secretary-Treasurer

Sen-Nez

A Story of the Spokane Indian Wars

By B. SEEHOME, Spokane Pioneer

As Told to W. W. Cutler, Agent at Spokane

MY heart always warms when anyone mentions "Indian" to me and many times I have wished that it were possible to go back a few years when this fertile valley of our's was principally inhabited by these dusky skinned people. Years have elapsed, however, and one looks in vain for a sight of those who once roamed the paths and trails that now resound with the passing of many automobiles—living, interesting people who breathed the same pure air that we do, and sunned themselves in the rays of the same old western sun that brings so much warmth to our own lives. So it is refreshing, at least for me, to share again the hardships, trials and romance of the earlier days when this modern city was but a small though throbbing settlement of about three or four hundred people. Tents and tepees sprinkled the landscape and one had not to travel far to see Indians galloping along on

superb horses with their hair and blankets flying in the wind. To me it seems that these people lived a lifetime of thrills and what a background they had for such deeds of daring and skill that were almost breath-taking. Magnificent forests, beautiful rivers and streams, rich vegetation and above all a wonderful climate. And reckless of death they stood their ground almost to the last man.

Sen-Nez, a young Indian brave whose wigwam stood near the big rock at Sixth and Stevens streets is the principal character of this story and about whose life I shall tell a very few incidents that were particularly appealing to me. To begin with he was an extremely clever young man and my eyes grew wider and wider and I am sure your's would have too could you have known his extraordinary ability in holding a bow

(Continued on page 16)



When the Shattuck Academy football squad arrived in Chicago last month over the Milwaukee Road from Faribault (Minn.), President H. A. Scandrett, a graduate and trustee of the academy was at the Union Station to welcome the boys who were enroute to play Culver (Ind.) Military School.

After leaving Shattuck Mr. Scandrett starred at Right End on the University of Minnesota football team and was captain of the Gopher aggregation in 1899. Pictured holding the football is Bill Hicks, captain and Left End on the Shattuck team, telling Mr. Scandrett about the long runs he proposed making against Culver.

CLAIM PREVENTION

Claim Responsibility

By THEO MUNCH, Agent, Gayville, S. D.

CLAIM prevention can be divided into two headings—shipper's responsibility and carrier's responsibility.

Under the heading of shipper's responsibility we have the proper packing, crating, loading and bracing of carload commodities. We all appreciate that shippers generally are more than anxious to have their shipments go through to destination in 100% condition. Therefore, are willing to cooperate with the carriers to the end that their methods of loading, etc., are such that with ordinary handling at least no damage will occur.

Carrier's responsibility first of all comes in the furnishing of the proper equipment and the agent at the loading station should inspect each car before loading to see that it is in good condition, and after the loading has been completed the agent should also satisfy himself that every precaution has been taken by the shipper with the view to properly loading his shipments. Agents at grain loading stations should see in addition to the furnishing of proper equipment that the cooperage material is such that it will not break down in transit because of dry rot, etc. He should also see that the cooperage is properly applied, that all cracks around doors are covered with paper from inside to avoid leakage of grain and that the grain doors are of sufficient height so that grain will not slop over the top. I find it a good practice to go around the car and pound on sides with a heavy hammer after loading is completed so that if there are any potential leaks they can be discovered and fixed before the car departs.

In live stock, see of course, that proper cars are furnished both in the summer and in the winter, that bedding is sufficient, that is, in the summer sand should be spread over the entire floor to at depth of from one to two inches in order to keep the animals from slipping. In the case of hogs, we should wet down the car floor during hot weather before loading commences and again after the hogs have been loaded, and then shower them en route whenever required. Overcrowding of animals such as hogs should be avoided. Inspection should be made frequently in the yards and again during loading. Proper exception notations made to cover, and during the winter we should see to it that cars are bedded with sand as well as with clean dry straw and that sufficient straw is employed so that each animal will be able to make a bed for himself, this being

particularly necessary in the case of hogs moving during periods of extremely cold or stormy weather. Wherever possible shippers should be prevailed upon to paper at least the windward side of their cars during such conditions. It is imperative that our inspections of the empty equipment develop whether or not all protruding nails, etc., have been removed, this being very essential in the case of larger animals such as horses, mules, etc.

In the handling of our LCL traffic we should see, first of all, that the goods are properly packed and crated, that the markings thereon are sufficient to get the shipment through to destination O. K. Waybills should be properly made out, merchandise loaded in the proper cars in the right direction. Where second hand containers are used checks should be made with the view to seeing that all old marks have been eliminated. In placing the freight in the car, every effort should be made to stow it so that it will not become damaged or cause damage to other freight. Such articles as might be damaged due to their falling over in transit should be blocked and braced. When freight is received for delivery to a patron at our station, we should satisfy ourselves that proper job of checking has been accomplished both from the car and to the consignee or his drayman. Oftentimes one will find that the drayman has hauled his coal or rubbish and other commodities in his dray that might cause damage or dissatisfaction. In instances of this kind we always prevail upon the drayman to thoroughly clean out his dray or truck before loading any freight. In the case of over shipments consignee should be requested to produce proof of ownership as it may be possible that the overage does not belong to the marked consignee but an error

has been made at the point of origin and that the overage represents a shortage to another customer.

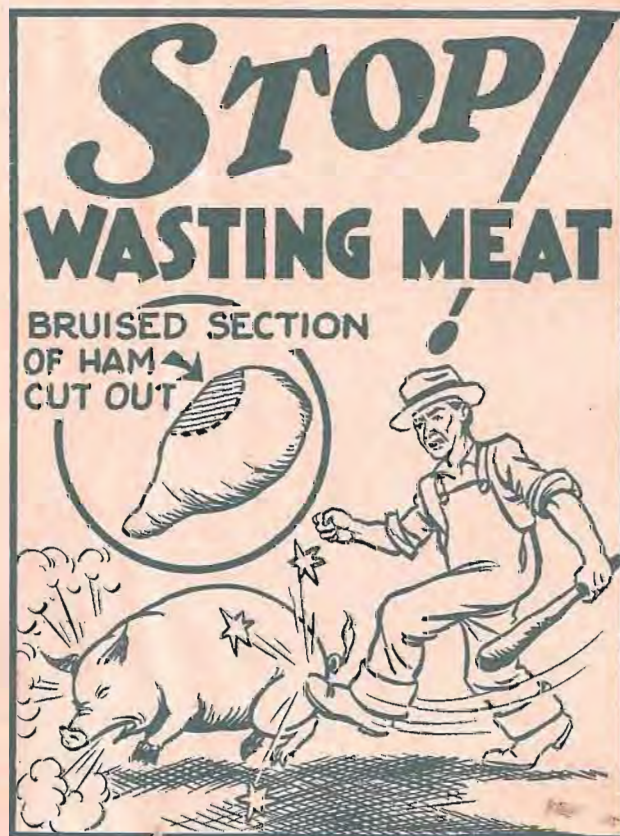
In closing would like to state that all precautions must be taken to avoid damage of any kind and under all conditions. Where freight unfortunately arrives in a damaged condition it should be gone over with the consignee before delivery, proper records made so that when our bad order reports reach the Freight Claim Department the necessary information will be shown thereon to enable them to conduct the investigation or make payment of claim without unnecessary correspondence.

Bruising Hogs

Losses from bruising and injuring hogs are much greater than is generally known. Nearly every time an animal is struck with a stick or club or punched with a pole it is injured. Whips also make bruises. Even a slight injury to a live hog lowers the grade of some principal cut when it is processed.

Feeders and shippers may think that their bruised live stock is not detected on the market. Yet the packing industry must take deductions from all sellers to offset these unnecessary losses. The bruised parts must be sold as seconds for less money. They also greatly depress the market, as the greater surplus exists in the lower grades. The more first grade products produced the better the finished cuts sell.

Care in handling, driving, loading and unloading hogs should constantly be exercised. Every blow given a hog costs the producer money. Stop bruising hogs.





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CARPENTER KENDALL, *Editor*

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

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OUTLINES FUNDAMENTAL REGULATORY PRINCIPLES

Coordinator Feels That a Single Federal Agency Should Bear Responsibility for Entire Transportation Situation

Public regulation of all forms of transportation is necessary to produce safe, reliable, and convenient service at known, dependable, and reasonable rates, free from unjust discrimination. Moreover, transport agencies must be conducted by responsible management able to operate with economy and efficiency and with sufficient financial strength to expand as need develops and to take advantage of all improvements.

This subject was brought strikingly to the fore last week by Joseph B. Eastman, Federal Coordinator of Transportation, in his address before the American Trucking Association at Chicago. Mr. Eastman's remarks, in part, follow:

"If the door is opened wide to permit all comers to engage in the business regardless of the public need or their own qualifications and to charge at will for their services, the result is cutthroat, chiseling competition which leads to all manner of rank discriminations.

Advantages Only Temporary

"Whatever advantages shippers may at first seem to gain in such a free-for-all fight are wholly temporary. They do not last and in the end the whole country is thrown back for a loss. There may be those who dispute these propositions, but if such there be they have not read their history well. They will not be disputed by experienced and responsible operators of the railroads, and I do not believe that they will be disputed by experienced and responsible operators of the trucks.

"They may be disputed by some of the truck manufacturers, second-hand dealers, and brokers; but they have special axes to grind and are not the men who bear the heat and burden of the day in truck transportation. Certainly there is no dispute from the American Trucking Association, if I understand the situation correctly. The question which this organization raises is only with respect to the extent to which public regulation should go and the form which it should take.

"So far as the trucks are concerned, the NRA Code is not a reluctant confession but instead a direct assertion of the need for regulation within your own ranks. It was upon your insistence, as I understand it, that price-fixing provisions were made a part of the Code, although you were not wholly satisfied with the substance of those provisions. The Code is called self-regulation, but it is dependent upon a statute of Congress, and ultimate authority and responsibility rest with public regulation.

Competitive Rate Cutting

"So far as the railroads are concerned, motor truck operators have direct proof of the need for their regulation, judging by the frequency with which they appeal to the Interstate Commerce Commission for protection against what they believe to be unfair and unreasonable railroad rate reductions. Unless the present situation is changed, the demand for such protection will greatly increase, for I venture to guess that the railroads have only made a feeble start on what they may deem it necessary to do in the way of competitive rate cutting.

"Let us get to the meat of the matter, then, and consider what form public regulation should take and how far it should go. So-called self-regulation by code is the answer that many of you may give. If that is a good thing for the trucks, why not for the railroads? Let us be fair about it, have self-regulation all along the line, abandon the Interstate Commerce Commission, and leave each form of transportation to its own devices with a little seasoning of minor government oversight. I do not believe that the country wants that or, upon consideration, that you will want it.

Regarded as a Public Business

"There are certain fundamental principles which I believe no one will dispute.

Our Privilege

If we can speak no wondrous word
Nor sing a thrilling song;
If we must ever fail to do
The things for which men long,
One chance at least is left for us
Which may our lack redeem:
We may, by living word or song
Give those who can—a theme

Common transportation for hire has from time immemorial been regarded as a public business all over the world. It is too vital to the well-being of the people to be regarded in any other light, and it has always been recognized that it is a proper subject of public regulation.

"The essentials, from the public standpoint, are safe, reliable, and convenient service at known, dependable, and reasonable rates, free from unjust discrimination, by responsible operators able to operate with economy and efficiency and with sufficient financial strength to expand as need develops and take advantage of all improvements in the art of transportation. It has also been found, not from theory but from actual, practical experience, that public regulation is necessary to produce these results.

"Lest there be misunderstanding, let me say that I have no complaint to make of the code. It has accomplished some good results. It is much better than no regulation, and I certainly hope that you will keep on with it until something else takes its place. I also heartily approve the idea of a strong central organization for the trucking industry, just as I approve such an organization in the railroad industry. It is the only way to deal effectively with the matters which are of common concern to you all.

Cannot Regulate Itself

"But I do not believe that either the code or a central organization or both will fill the bill. No business which is so affected with the public interest as transportation clearly is can regulate itself to the satisfaction of the country, even with government help. There are too many people outside the industry who have a direct and vital interest in what it does and who have a right to be heard. It is a public and not a private business and must be dealt with accordingly.

"I vote, therefore, for commission regulation. But if there is to be such regulation, shall there be a separate commission for each form of transportation or one for all? To my way of thinking there is only one answer to this question. I see no way of getting consistent, impartial, and co-ordinated regulation directed to a common end unless a single federal agency has responsibility for the entire transportation situation.

"The proposition is almost self-evident. Separate commissions are bound to work at cross purposes. Each will become the partisan of its own form of transportation; each will see one corner of transportation and not the whole picture; their policies will pull in many different directions; the transportation muddle will still be with us."

You Can

By D. E. Wood

"BEING like most of the ordinary fellows, I am ambitious to be something."

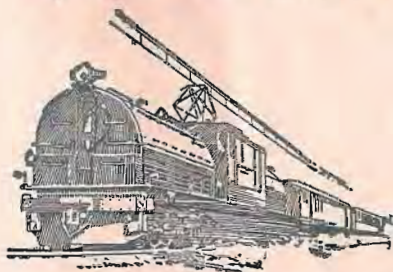
This statement in a letter came to us from a young man who had a fine position in the manager's office of a big business. But though he says he is, I believe he is not one of "the ordinary fellows" or he wouldn't have an ambition "to be something."

"The ordinary fellow" really hasn't any ambition, he is simply filled full of "hot air" about what he is going to be in the future, but he never gets around, or "has any time" to be it. He is satisfied with "ordinary" pay. He does ordinary work in an ordinary way. He is content to drift along with the current of least resistance, because it takes an effort to do otherwise, and effort is an unexperienced quantity in "his make up."

Just as soon as a man makes an effort to do something out of the ordinary, he begins to grow and develop. He stirs things up, begins to kick up a rumpus, resists against the way things are going, works, and fights to change them, goes after it hard, and generally gets it. People begin to say he is "a most EXTRAORDINARY fellow," and they see that he has ideas of his own, and can

(Continued on page 29)

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



PEACE — TO MEN OF GOOD-WILL

Although nearly two thousand years have elapsed since the immortal words were proclaimed their import throughout the world today surely is as significant as ever. What is a man of good-will one might very properly inquire. The modern dictionary describes good-will as meaning a desire for the well being of others.

Men of good-will have filled the ranks of Milwaukee Road workers since the beginning. Had it been otherwise and there was evident a spirit of indifference or disregard for the rights of others it could not have grown to the great outstanding rail system it is today. If among its officers and employes there was not constantly a desire for the well being of others it would not be the proud possessor of an enviable safety record. Nor would its many other accomplishments have been possible for it is only among men of good-will that cooperation exists and without cooperation achievement is unknown.

Hardships and hazards are necessarily associated with railroad work. Sacrifice and privation is necessarily demanded not infrequently, that service without interruption be provided not alone for the benefit of the workers but for the well being of others. And as men of good-will the demand is met with instant and whole-hearted response. It is well for society that railroad work attracts the sterling type of character that is represented by the men of the industry.

Men of good-will are not content alone with performing the specific task assigned to them. They seek by doing the job well, in cooperation with their supervisors and fellow workers, to lighten the load for the man next along the line and through their zeal to reflect credit upon the system and organization as a whole. It is good-will in man that causes him to seek patronage for the railroad not alone that his own position may be made secure but that through his efforts work may be provided for others.

Other reward may come to man here below for having done his duty well, but none will bring the satisfaction, the tranquillity, the repose, that is found in the knowledge that he has constantly sought the welfare of his fellow being and of his railroad. This is peace.

A handwritten signature in dark ink, which appears to read "J. J. Quinn". The signature is written in a cursive, flowing style.

Vice-President

Contributed by Frank J. Newell, Public Relations Department, Chicago

The Agricultural and Colonization Department

NEW CROP USES May Mean Increased Farm Income

RESEARCH institutions, farmers and industry are teaming up to find new ways to use many of the farm acres that are believed to be no longer needed for the production of food and feeds. Combined attention is focused on the utilization of crops in manufacturing products for which new uses have been found.

Three crops seem to be leading the others in point of attention. These are corn, soy beans and hemp. While two of these are now generally used for food and feed, it is pointed out that thousands of acres of the two crops could well be used for manufacturing purposes. A long list of goods are and can be made which will be non-competitive in the food and feed markets. Probably the leading manufactured products could well be alcohol, oil and starch. There are others that will keep the wheels of whole factories turning night and day.

The third crop—hemp—has received only slight attention in the past, but new machinery promises to revolutionize the hemp growing industry. Some believe that it can well become one of the major crops in the "Corn Belt." Its possibilities are indeed bright and the promoters of the crop claim that America could and will use thousands of tons of hemp fiber and chive for rough weaving and paper making.

In the laboratory, the machine shop and on co-operating farms there are great possibilities for the creation of new wealth through the discovery of new uses for new and old crops.

FUTURE FARMERS MEET Milwaukee Road Cooperates in Development of Rural Leadership

OVER 5,000 boys and girls who were selected because of their leadership in agricultural projects attended the American Royal Live Stock Exposition held in Kansas City, Mo., the week of October 21. Of that number, 659 were the honor students from high schools teaching agriculture in each of the states and 44 of these outstanding boys attended the Royal from territory served by the Milwaukee Road.

In nearly every one of the rural high schools where agriculture is taught, the "ag" students have a local chapter of the F. F. A. The annual meeting of the national organization of Future Farmers of America is always held in connection with the American Royal so that these student delegates can have the opportunity of visiting and taking part in one of America's great agricultural events.

As over 80 per cent of the boys who graduate from one of these agricultural high schools return to farm life in some of its many branches, this trip to the Royal and the National convention of Future Farmers is in itself one of the greatest leadership builders they experience during their training age. It gives to them a broader conception of our agricultural problems. It helps them make friends from several states. It trains them in the art of conducting conventions on a National scope. It helps them visualize the inter-relationship and experience of city and country people.

Our railroad has been much interested in the work of these young leaders. We have watched their annual convention grow in numbers and influence. We hope their future meetings may be even more successful if that is possible.

Washington Potatoes Sell in Drouth Area

PEOPLE in several cities in the 1934 drouth area are this fall having their first taste of Washington grown Netted Gem potatoes. They have come from the Kittitas Valley, Priest Rapids Valley and Moses Lake District, three irrigated areas served by The Milwaukee Road.

The western potato growers have heretofore depended upon the coast cities and Alaska almost entirely for their outlet. But because the drouth cut local potato production out almost entirely in the Dakotas and other adjacent areas, the Washington growers grasped the opportunity to educate these middle westerners as to the qualities of their good bakers. The result was the sale of several carloads to people who had never before eaten a Washington grown potato. No doubt, in future years there will be a continuing demand for these good potatoes by many of these central western cities.

FARM LANDS SELLING BETTER Territories Offering New Oppor- tunities Special Goal of Homeseekers

THE movement of families to Milwaukee Road served areas of farm opportunities in Washington and Northern Idaho has been much greater this fall than during an equal period of several years past. Irrigated lands seem to attract many, though where rainfall is ample, the movement to farms has steadily grown until it has now reached a point where agents report, "Our listings are selling as they did in the good old days."

Recently several well known large commercial potato growers in the cen-

tral states have been looking over the cut-over lands in Upper Michigan with a view of investing in quite large acreages. The counties bordering on Lake Superior have gained a wide reputation during the past few years for producing excellent yields of high quality late maturing white potatoes. Yields of 400 bushels per acre or more are not uncommon so that many producers in the older growing regions now plan moving at least a part of their operating equipment to this new territory where they will greatly increase the production of high quality potatoes.

About eighty inquiries for farm homes are reaching this office weekly. This number or more have come to us each week all through the fall months. Many of these homeseekers report having made purchases after receiving our literature and visiting the areas where lands may still be purchased at favorable prices and on convenient terms.

MALTING BARLEY MEETINGS

For Wisconsin, Minnesota, Iowa

A WINTER program of Barley Improvement Meetings has been outlined and most of the towns selected where farmers, elevator managers and others can come and learn just what the maltster wants when he spends his money for good malting barley.

These meetings will be held in all sections of Milwaukee served area where it is known that good quality malting barley can be grown. Each meeting will be cooperative in that they will be conducted by men drawn from various sources who know one or more of the particular problems peculiar to the production of disease free, mellow, high yielding choice quality malting barley. They will come from the U. S. Department of Agriculture, State Agricultural Colleges, Northwest Crop Improvement Association, County Agricultural Agents, grain trade, malt houses, and this Department of our Road.

Those attending the meetings will hear discussion on what varieties of barley malt best and yield highest, disease control, soil management, proper threshing, barley elevator management, car loading, possible market demands, how barley is malted, how the grain is graded and sold when it reaches the terminal market and other factors which tend to increase the farmer's return for growing a desirable crop while at the same time satisfying a premium paying market demand. All interested in these meetings should watch for local announcements. The meetings will be held in Milwaukee served barley growing areas of Minnesota, Iowa and Wisconsin.

THE MILWAUKEE RAILROAD WOMEN'S CLUB

In Memory of Lydia T. Byram

By Mrs. Mabelle McDougal
Seattle, Washington.

We mourn today, yet are thankful
the while

That we've known her and loved
her,

Enjoyed her sweet smile.

The sunshine and cheer she scat-
tered each day

Made brighter life's journey along
the way.

Somehow, we know she'd love to be
cherished deep in our memory.

Working for others and in doing,
she found

Love and friends the world around.
Her work is not ended, 'tis only the
dawn;

We remember a slogan, "Do your
bit, carry on."

Let us stand for a moment in re-
verence sincere;

May her kindly spirit forever be
near.

Marmarth, N. D., Chapter

Mabel Richey, Historian

MARMARTH Chapter opened up in full swing in September after their summer's vacation. We met in our club house on September 27 with our president, Mrs. Jack Stapleton, in the chair. The usual reading of communications were heard and discussed and a short memorial service was held for our beloved president general, the late Mrs. Byram.

Our treasurer reported \$131.52 in our treasury. We held a drawing for a quilt from which we cleared \$20.55 for which much credit is due our ways and means chairman, Mrs. Leo Rusford.

Our membership chairman was proud to announce she had helped make our membership such that we were awarded a \$15.00 membership prize.

Our relief chairman, Mrs. Striebel, was not present. No report from her committee was given. A lovely luncheon was served by Mrs. John Chumura, Mrs. Ricker and Mrs. Leo Rusford.

On October 25 the chapter met for our monthly meeting with Mrs. Stapleton presiding; after our usual routine of reading of bills and correspondence the reports from our chairmen were given. Our treasurer, Mrs. R. Rusford, reported \$138.25 in our treasury. Mrs. L. Rusford, our ways and means chairman, reported \$6.00 taken in the last two months from rental of club house.

Mrs. Striebel, welfare chairman, was not present, but our president reported fruit had been sent to some of our shut-in folks. Good cheer chairman, Mrs. Dernback was present. A letter was read from Miss Lindsog, secretary general, inviting our club to a get-together with her and Mrs. Gene Gillick of Aberdeen at Mowbridge where the Mowbridge ladies were to be hostesses for the day to the visiting ladies.

Our president, with the help of some of her members, have painted, varnished and put a new touch on all the furniture at our club house, which gave it such a bright, cheery look that all the ladies present had just as bright a smile as the furniture.

Mrs. Frank Gibbs, an old-timer from Marmarth but for the past few years making her home in Wisconsin, gave a nice

talk, telling the Marmarth ladies how much improvement had been made in the progress of our club and she was always glad to visit us when she came back to Marmarth. No further business, meeting closed, and a lovely luncheon was served by Mrs. A. F. Bude and Mrs. Jim Fagan.

Madison, S. D., Chapter

Mrs. Paul H. Pfeiffer, Historian

THE first meeting since the summer vacation of our chapter was resumed on September 11.

On account of extreme hot weather our picnic was postponed until September 16. About fifty railroad men and their families were present.

Dinner was served in the Grand View Hotel at Lake Madison, after which various contests and games were held.

Prizes were contributed by Madison business men.

A very successful benefit card party sponsored by our club under chairmanship of our president, Mrs. Carl Burg, was held in Grace Episcopal guild hall the afternoon of September 20.

Iron Mountain Chapter

Josephine Ambrosia, Historian

THE Iron Mountain Chapter was organized on September 19 at the St. Paul passenger depot. Mrs. W. W. Tuttle president of Channing Chapter was present and took charge of the organization work. The following were elected:

Mrs. H. Larson president; Mrs. B. Shields first vice president; Mrs. K. Andrews, second vice president; Mrs. R. Schwalenberg, recording secretary; Mrs. A. Noskey, corresponding secretary; Mrs. M. Conery, treasurer; Mrs. A. Ambrosia, historian.

Plans were made to have our meetings the fourth Tuesday of each month. There were 25 women in attendance.

The first regular meeting was held October 16 at the home of the president, Mrs. H. Larson. After the meeting a Pot Luck lunch was served and arrangements were made for members to attend a 6 o'clock dinner on Saturday, October 20 at Channing to celebrate the ninth birthday of that chapter. Etta Lindsog of Chicago was also present at the dinner. About twenty members of the Iron Mountain Chapter were entertained at the dinner and all who attended reported a pleasant time.

On October 20 a special meeting was held at 3 o'clock at the home of Mrs. Larson. Etta Lindsog was present and she instructed each officer what her duties were and talked for the good of the club.

Our next meeting will be held at the home of Mrs. B. Shields with Mrs. K. Andrews and Mrs. A. Ambrosia assistants to the hostess.

Our club rooms will be located at the St. Paul freight depot and we expect them to be under repairs in the near future and hope that all members will help to make our club rooms pleasant and home like.

Plans are being made for a card party which will be held before Xmas and all are doing all they can to make it a success.

Perry Chapter

Mrs. J. J. Kindig, Historian

OUR October meeting started with a pot luck supper with Mesdames Einarson, A. A. Brown, Mullen and Evans in charge, and the club house was crowded to capacity. We have so many more at our night meetings as the families are invited also. A short business meeting was held by our president, Mrs. Thompson. Our membership is now up to 340. Mesdames Havill, Hartman and Fuller were in

charge of the program. A quilt made by the club members was won by Mrs. Havill. The club realized \$8.05 from the sale of it. The nominating committee was appointed as follows: Mrs. J. Heinzelman, chairman, Mesdames Sullivan, Rathman, Stitzel, Young, Relihan and Shipton.

We are glad to welcome Mrs. Whalen to our chapter. She has recently moved here with her husband, who was appointed Ass't Supt., from Dubuque.

Our November meeting was held the first Friday of the month and was well attended. It was voted to give \$10.00 to the Community Welfare Fund.

Our December meeting will start with a one o'clock luncheon, the food being prepared at the club house and served by the board of governors. It will also be our annual election of officers.

La Crosse Chapter

Mrs. Charles J. Wethe, Historian

AFTER the hot summer vacation was over, the La Crosse Chapter resumed activities September 7 by having a 1 o'clock covered dish luncheon, after which the business meeting was opened by the president. The chairman of good cheer work, Mrs. George Morelli, gave her report and also the report of the welfare work during the summer months. She reported forty families reached.

A telegram was read conveying the sad news of the death of the President General, Mrs. Lydia T. Byram. Resolutions of condolence were offered and voted to be sent to Mr. Byram and daughter, Mrs. Don Burdick; also a moment was taken for silent prayer in memory of Mrs. Byram.

October 5th meeting was held in the club rooms. Hostesses for this meeting were Mesdames Le May, Cronin and Jakebec.

At this time a prize of \$20 was received for having the largest number of members during the club's existence.

Plans for a card party were discussed at this meeting and Mrs. Roy Kidd kindly offered her home for the occasion October 25. There were eleven tables of bridge, a nice crowd, and a very nice lunch was served; \$9.50 was cleared.

November meeting was held on the 2nd with a good attendance. Hostesses were Mesdames Gail, Brown, McMahon and Woods.

Mrs. Ed Merrill, welfare chairman, reported \$19 spent during this month. The good cheer chairman reported \$2.50 spent. Thirteen families were remembered in different ways.

The annual pound party was the topic of business at this meeting. It is held each year a few days before Thanksgiving to receive donations to fill the Thanksgiving baskets that go to cheer needy families at this time, a pound of non-perishable food being the admittance fee to the party.

Miles City Chapter

Lois C. Webb

THE chapter held its monthly meeting October 1st, with a dinner at 6:30. About one hundred members were present.

Mr. Earl Farr's orchestra furnished music which was greatly enjoyed. Miss Harriet Brown and Miss Dorothy Wickersham sang a duet, accompanied on the piano by Mrs. Thomas Brown.

This chapter was indeed happy to have as their guests Mrs. Carpenter Kendall, acting president general and Miss Etta Lindsog, general secretary of the club.

Mrs. Kendall gave an outline of the winter work and the program which she hoped the club would follow. She stressed the fact that although the club has lost its founder and organizer, Mrs. Lydia T. Byram, we still aim to carry on in her memory, striving to work even more zealously for the hopes and ideals she held before us.

Miss Lindsog spoke of the work that had been accomplished this last year and thanked the members for their co-operation in the past. A great deal has been done for unfortunate Milwaukee families, such as dental work, furnishing glasses, tonsillectomy, adenoid operations, etc. Coal

has been furnished to part-time employees and sunshine and good cheer spread everywhere by the faithful workers of the organization.

Mrs. Moss, Safety First chairman, gave a short talk warning us to avoid colds and that "an ounce of prevention is worth a pound of cure."

The nominating committee was appointed for the election of officers to report at the November meeting. They are Mrs. W. M. Anderson, Mrs. A. W. Herwin, and Mrs. J. T. Sleavin.

The sum of ten dollars was voted to be given for the purpose of purchasing some necessary articles for the veterans at Fort Harrison.

Plans are under way for the Christmas party and distributing of baskets to the needy. Santa Claus is again expected to visit the younger children.

After the meeting several tables of bridge were in play as well as a fortune telling game. Mrs. Gertrude Ford won the honors in bridge.

November 5th the chapter enjoyed its regular meeting with thirty-five in attendance.

The musical program consisted of two violin selections by Thomas Webb. Miss Agnes Striker accompanied on the piano. Ralph Holm entertained with two piano selections. Community singing, Mrs. Wickersham directing and Mrs. Thomas Brown at the piano.

Mrs. Spear read from the October magazine the obituary in memory of Lydia T. Byram, a beautiful tribute to a beautiful character.

Miles City chapter resolved to put aside time in each September meeting as a memorial to Mrs. Byram to read the poem "Ever Present" in honor of her who did so much for others.

Mrs. James reported 485 personal calls made, 126 telephone calls, families reached, 46.

Mrs. Moss briefly stated that safety first should be paramount in our activities and gave advice regarding precautions in ice skating and first aid helps.

Mrs. Gillmore reported \$34 rent from the club house.

The nominating committee gave their report and the following officers were unanimously elected:

Mrs. J. P. Leahy, President.
Mrs. P. H. Nee, 1st Vice President.
Mrs. Charles Nummerdor, 2nd Vice President.
Mrs. Nels Helm, Corresponding Secretary.

Mrs. W. H. Wise, Treasurer.
Mrs. Clara Spear, Historian.
The Housing Committee is looking into the purchase of a radio for the club house.

Plans were made for a dinner to be held on Saturday evening, November 24th. The contributing members will be the guests. A delightful program is being arranged.

After the business meeting a social hour was enjoyed. Mrs. Wickersham won high score at bridge. Mrs. Wise, Mrs. J. V. Anderson and Mrs. Mayo served on the refreshment committee.

Mobridge Chapter

Mrs. Geo. B. Gallagher, Historian

A REGULAR meeting of the Mobridge Chapter was held on the evening of October 15.

Our president, Mrs. Manley, urged the members to bring friends and to invite the young people in our railroad families to attend our meetings.

Initial plans were also made to have an "Amateur Night" once a month in order to give the young folks of our city a voluntary chance to appear on public programs.

A nominating committee consisting of Mmes. B. K. Doud, Art Crowley and C. A. Preston was appointed to select officers for the coming year. A program presented by Mrs. F. C. Williams was given as follows: a musical skit by Ruth Preston and Mary Ann Lyons, accompanied by Helen Williams; piano solo by Phyllis Crowley. At the close of the meeting refreshments were

served by Mrs. E. E. Elshire, Mrs. Lude Johnson and Miss Hilda Johnson.

A special meeting of the Chapter was held on October 30 with the following out-of-town guests: Mrs. Carpenter Kendall, vice president general, Miss Etta Lindskog, secretary general, both of Chicago, and Mrs. H. M. Gillick, of Aberdeen, second vice president general, and also a number of members from the Marmarth Chapter, accompanied by their president, Mrs. J. Stapleton. Prior to the afternoon session a three-course luncheon was served at noon to members of the board and their guests. During the luncheon hour the members enjoyed a general discussion of club activities followed by a splendid talk by Mrs. Carpenter Kendall after which the party went to the club rooms for the special meeting of the chapter. This meeting was presided over by our chapter president, Mrs. A. F.



Members of Mobridge Chapter Welcoming Guests at Station.

Manley. The visiting officers were the principal speakers of the afternoon.

A report was also given by Mrs. Manley of the work of our club during the past year and also a report by Mrs. Paul Nylen concerning the plans for our annual Thanksgiving dance. A delightful program had been arranged for the afternoon.

Dainty and delicious refreshments were served from an attractively arranged table by the hostesses, Mrs. Frank Schneider, Mrs. Thos. Milligan, Mrs. Ed. Sandals and Mrs. Chas. Nath.

Ottumwa Chapter

K. M. G. Historian

THE co-operative luncheons held preceding the first meeting of each month during the past few months have been well attended. Mrs. Ed. Hagerty is general chairman of the entertainment committee, assisted by Mesdames Wheeler Gage, L. H. Rabun and John Gavin and are in charge of the luncheons.

Mrs. Joe Link was chairman of a card party held on October 26, when friends of members were invited to attend. This was a benefit bridge party and there was a charge of twenty-five cents to those participating in the bridge game. High score was held by Mrs. L. H. Rabun; door prize won by Mrs. Tom Pickler.

On October 27 the annual hard time party was held in the club house and was much enjoyed by many Milwaukee employees and their families. Halloween decorations were carried out with the use of cornshucks, jack o'lanterns and black cats; the witch was there and the witches' fire was steadily burning as she stirred the fortunes concealed in the pot and which were later distributed to the guests. The party started with a co-operative dinner at 6:30 p. m., followed by a program of dances and readings participated in by Elaine Van Dyke, daughter of Conductor L. O. Van Dyke, who danced a tap solo in costume, accompanied on the piano by Mrs. Martin; next several clever readings by Joe Bullock, then dancing by Marion and Irene Kervin, daughters of Traveling Engineer E. J. Kervin, accompanied by Mrs. Bard. Prizes for the most appropriate costume were awarded to Mrs. Ruth Thiel and to Peter J. Weiland, roadmaster; bridge was the next form of entertainment. Mrs. J. J. Gavin of Miami, Fla.; Mrs. W. Wendell of Los Angeles, Calif., and Mrs. Ruth Thiel of Leavenworth, Kan., were out-of-town guests.

Following the co-operative luncheon held on November 9, the following were elected to serve as officers during the coming year: Mrs. E. J. Kervin, president; Mrs. L. H. Rabun, first vice president; Mrs. J. H.

Stewart, second vice president; Mrs. Wheeler Gage, recording secretary; Mrs. T. H. Kemp, corresponding secretary; Mrs. F. M. Barnoske, treasurer; Miss C. M. Gohmann, historian.

Portage Chapter

AFTER a vacation of two months, Portage Chapter began activities Monday, September 3, at the club rooms with a good attendance. All officers were present.

The meeting was called to order by the president, Mrs. C. E. Hodge. After the regular routine of business, plans were discussed whereby we might swell our treasury, and increase our membership, and it was decided that the club sponsor a series of benefit card parties in connection with a public supper, to raise funds to aid in relief work for the coming winter. The date of the first party was not decided upon but it was to be some time in October.

The sunshine chairman reported that during the summer months there had been \$1.09 paid for flowers; cards sent, 63; personal calls, 119; telephone calls, 86; families reached, 7.

After the meeting closed, cards followed. Mrs. Ralph Jorns and her committee served luncheon.

The October meeting was held on the first, with fifty-five members present. The treasurer reported \$425.00 in the treasury and our membership showed a marked increase since the beginning of the year, which has entitled our chapter to the twenty-five dollars membership prize.

Sunshine chairman reported: Flowers and fruit, \$3.81; personal calls, 70; telephone calls, 65; cards, 14; families reached, 15; during the months of September and October. Mrs. Maloney, safety first chairman, gave a short talk. Further plans were discussed for the benefit supper and card party and it was decided to hold it on Monday, October 8th. Mrs. Larkin and committee served luncheon.

The benefit supper and card party was a great success with about seventy-five present. During the supper hour, Miss Evelyn Connors and Frank Ladenberger sang several vocal selections which were enjoyed by all present.

The supper was in charge of the officers of the club, with Mrs. R. C. Curtis, Mrs. F. P. Miller and Mrs. W. Washburn, as chairmen, assisted by an able committee.

After supper cards followed and prizes were awarded. A general good time was reported by all present.

The November meeting was held on the 5th at the club rooms with sixty members present. Special mention should be made of our Watertown members who attend so regularly at each meeting. The membership chairman reported 377 members, ways and means committee reported \$35.20 received from all sources during the month. It was voted to hold another of the series of card parties on November 14th.

Professor Edelman, Portage High School band director, and a group of his students, presented a very pleasing program, consisting of instrumental solos by different members of the group. After which Mrs. A. Meyers and her committee served a very delicious luncheon.

Kansas City Chapter

Mrs. Roy Larson, Historian

THE October business meeting was held at the home of Mrs. C. F. Carlson the 2nd. The regular reports and business was taken care of, and then ways and means of replenishing our treasury were discussed. It was decided to hold a card party and dance similar to the one given last winter. Arrangements were made for the party to be held Saturday night, October 27th at Gladstone Hall. Meeting adjourned after which tea was served by the hostess. Seventeen members were present.

The party was held as planned and was well attended and everyone had a very nice evening. The club received a net profit of \$37.00. The candy booth where home made candy and cakes were raffled off at 5 and 10 cents a chance was very

popular and proved to be a fine money-maker for the club. Mr. Woodward made a very attractive "bride" in the "Colorful Wedding" which was enacted by the men from the city office. Mrs. Woodward is again entitled to congratulations for the success of this party.

The November meeting was held at the home of Mrs. D. C. Johns, 5506 Holmes St. Relief work was discussed, reports made, etc. Plans were made for a card party to be held the latter part of November.

Meeting adjourned. Tea was served by Mrs. Johns.

Aberdeen Chapter

Mrs. Charles L. Boland, Historian

AFTER adjournment for the summer months, club activities reopened in September with a business meeting on night of third Monday. Meeting was called to order by Mrs. H. M. Gillick, president, after which several club songs were sung, led by Mrs. W. Allgiers, Mrs. E. C. Conley at the piano.

Mrs. W. B. Geer was absent and her report of cards sent during the summer was read by Mrs. Gillick. Miss Myrtle Brown, treasurer, gave report of club funds, showing a substantial amount with which to begin the year's work. Mrs. R. E. Sizer reported for the sunshine committee. There was much illness during the summer, and many calls were made at the homes, as well as the hospitals, wherever illness was reported.

Mrs. Berg's program was given at this point, which consisted of talks on the Community Chest Drive by Mrs. Leroy Crawford and Mr. C. G. Kelly. Miss Jane Feeley then entertained with two humorous readings.

Resuming routine business, Mrs. A. C. Zick, membership chairman, reported 1,029 members, which once again gives Aberdeen high score in membership. Mrs. Gillick read several interesting paragraphs from letters received from the General Governing Board, citing achievements of the system's leading chapters. Aberdeen was one of the chapters receiving cash award for high membership.

Relief work reported by Mrs. Gillick amounted to considerable, even during the lighter months of the year. With cooler weather at hand and a goodly number to care for, particular attention is called to the necessity of quick action in reporting all cases that help may be offered at once. Special notice is requested given to children in school that they may be warmly clothed, and also every possible aid extended the feeble and elderly.

Mrs. B. M. Smith at this time gave her monthly report on some phase of safety first, this one being on "careful driving."

No plans announced for way and means, as Mrs. Soike, chairman of this committee, has been ill for many weeks and unable to be with us at present. Regret was expressed at her long illness.

Mrs. Gillick read a copy of a resolution as recorded in the minutes following the passing of Mrs. Byram, and it was resolved that at all future September meetings one minute of silence will be dedicated to the memory of this beloved leader. After singing closing songs, meeting was adjourned and refreshments were served by Mrs. Oscar Mattice, Mrs. O. C. Iverson and Mrs. W. W. Arnold.

Although not so well attended as usual (about fifty-five being present), plenty of interest and enthusiasm were shown at the October meeting discussing matters of business coming up at this time.

The nominating committee appointed by Mrs. Gillick is as follows: Mrs. W. J. Beckel, chairman, Mesdames W. J. Kane, W. H. Berg, H. Morehouse and Chas. Miller, who are to have names ready to report on at next regular meeting.

Mrs. Berg's program consisted of an instructive skit on "Better Lighting" for homes or offices, and included several members of our local service company. Hostesses for the evening were Mrs. John Parr and for the evening were Mrs. John daughter, Miss Lucile Parr, Mrs.

Two very successful parties were given October 18; 26 tables in afternoon under direction of Mrs. E. C. Conley and the constitution and by-laws committee. The evening party was headed by Mrs. W. J. Kane and the auditing committee, and 27 tables were entertained. A satisfactory sum was realized from this double event.

Special Meeting, October 29

Now we come to an event toward which we had been looking forward a long while—that of once again welcoming Mrs. Carpenter Kendall and Miss Etta Lindskog! About one hundred and twenty women attended this meeting. After the customary formal opening and club songs, Mrs. Gillick introduced her board of officers and chairmen of various committees.

Following brief reports of committees, Mrs. Gillick introduced the Chicago visitors, who each in turn gave talks on several phases of club work, Mrs. Kendall reminding the members of the beautiful thought of friendliness and mutual benefit, Mrs. Byram had in mind as a foundation for the organization's beginning and hoped it would be borne in mind throughout future years of club work. Miss Lindskog briefly reviewed work of various chapters recently visited and stressed the growing memberships of leading chapters, expressing the hope that each continues to hold its present high record. Many juniors are now included in these large memberships.

Time and space forbid going into detail regarding our guests' interesting talks, but we enjoyed this evening and hope these officers will return to us at their earliest opportunity.

In an exceptionally fine presentation speech, Mrs. Adams presented Mrs. Gillick an appropriate gift from the club members as a token of appreciation for her wonderful work during her years among us, and to our guests each a corsage of rosebuds.

Program arranged by Mrs. Berg consisted of a group of clever dances by Kenneth and Duane Birrencott, and humorous readings by little Misses Marion Davies and Kathleen Reuland.

Channing Chapter

Mrs. George Daniels, Historian

OUR September meeting was held on the regular date—the first Tuesday of the month. This was the first meeting after the summer vacation. Thirty members were present, and after the business was taken care of, we stood for two minutes in silent tribute to Mrs. Byram. Her passing has saddened all of us. She was loved and held in high esteem by all.

Our president, Mrs. Tuttle commented favorably on the promptness of the members in sending in their reports during vacation.

Our safety first chairman, Mrs. J. R. Krause gave a splendid talk on safety in regard to children playing and crossing the streets.

It was decided to hold a series of card parties to help replenish our treasury, which were held on six successive Friday afternoons. Bridge and five hundred were played and the parties were very well attended.

On September 19th, our president, Mrs. Tuttle, Mrs. J. P. Kramer, recording secretary and Mrs. A. B. Worthing, sunshine chairman went to Iron Mountain and assisted the ladies there to organize an Iron Mountain Chapter.

We extend to them a hearty welcome into the Milwaukee Railroad Women's Club.

A group of our members have been very busy house cleaning the club rooms. The floors were scrubbed, stained, varnished and waxed, the walls and drapes cleaned and a new linoleum rug laid in our kitchen. The rooms look lovely and we all thank the ladies for their work. We have also received as a donation, a lovely library table, which improves the looks of our rooms considerably. Thank you, Mr. Seeman.

At our regular October meeting it was planned to have a birthday party in honor of Mrs. Parr and planned to have a birthday party of the chapter's ninth birthday. The party was held in the evening of October 24th, Park by Milwaukee chapter in honor of

the members inviting their husbands. The guests of honor were Miss Lindskog of Chicago and a group of Iron Mountain Chapter ladies with their husbands. A six o'clock dinner was served, our first president, Mrs. Worthing doing the honor of cutting the cake. After the dinner, a short business meeting was held, when Miss Lindskog gave us an inspiring talk; several club songs were sung, and a history covering the nine-year period was read. Card playing followed, prizes being awarded both to the Iron Mountain and Channing members. We shall long remember this delightful party.

Our November meeting was held at the regular time, thirty members being present. We added several new members at this time, and will make every effort to reach the 100 mark, for the first of the year. Our Safety First chairman gave an interesting talk on home safety.

Election of officers took place, with the following: President, Mrs. W. W. Tuttle; 1st Vice President, Mrs. C. Huetter; 2nd Vice President, Mrs. L. Thiele; Treasurer, Mrs. A. LaValley; Recording Secretary, Mrs. J. Kramer; Corresponding Secretary, Mrs. C. Porterfield, Mrs. G. Daniels, historian.

We have three members at present in the Billin Memorial Hospital, Green Bay: Mrs. A. B. Worthing, Mrs. Ed Kuerth and Mrs. J. Ericson. They have all undergone operations and are getting along nicely. We wish them a very speedy and complete recovery, and hope it will not be long before they are back at club meetings with us.

Bensenville Chapter

Mrs. D. W. Hoover, Historian

OUR chapter met November 7th, with Mrs. Oakes, president, presiding. Election of officers took place, with Mrs. Marguerite Oakes, re-elected president; Mrs. Louise Suter, 1st vice president; Mrs. Frances Woodworth, 2nd vice president; Mrs. Ether Brakke, treasurer; Miss Ruth Hilliker, corresponding secretary; Mrs. Eleanor Wolk, recording secretary; Mrs. Olive Higdahl, historian.

There was a good attendance and six having had birthdays, were presented with remembrances, and giving in turn a free-will offering.

It was decided to sew every Tuesday until the next meeting to prepare novelties for a bazaar.

A card and bunco party was planned for November 20th, to be held at the club house, with prizes and light refreshments.

The sunshine chairman reported having made several calls and the librarian reported the purchase of six new children's books and nine books for grown-ups, making a total of 931 books on hand. At the close of the business meeting, refreshments were served and cards were enjoyed.

Milwaukee Chapter

Mrs. J. H. Robinson, Historian

THE first meeting of our chapter after the summer vacation was held on Sept. 17th. Mrs. Marie Black, acting president, called the meeting to order at 8 o'clock, and after giving the club motto and a few moments of silent thought to the memory of our beloved president general, we listened to the beautiful song, "Absent" which was sung by Miss Donna Brown. This was followed by a brief business session after which the remainder of the evening was given over to a Memorial Service for Mrs. Lydia T. Byram. Tributes were given by the following members: Mrs. Juneau, the first president of our chapter; Mrs. Lalk, a charter member; Mrs. Zimmerman, one of the earliest members of the chapter; Mrs. Valentine, who was associated with Mrs. Byram on the governing board; Mrs. Carey and Mrs. Dineen, both past presidents; and Mrs. Robinson, historian. Also by Mrs. Telfer, one of our members who is a conservation chairman of the Federation of Women's Clubs and who, on June 23rd, 1931, sponsored the planting in honor of Mrs. Byram.

The party and dedicating of a tree in Union Station on June 23rd, 1931, sponsored the planting in honor of Mrs. Byram. The party was held in the evening of October 24th, Park by Milwaukee chapter in honor of

Mrs. Byram as the founder of our organization. Mrs. Wightman, another of our past presidents, could not be present, so her tribute was read by Mrs. Black. The club motto was again repeated and all present solemnly pledged themselves to a greater endeavor in carrying out the ideals for which our club was organized, and which lay so close to the heart of our revered leader. All agreed that this is the highest honor we can pay to her memory. Miss Donna Brown then sang "One Fleeting Hour."

A very enjoyable card party was given on the afternoon of Wednesday, September 19th, in the club room. Bridge and five hundred were played.

The regular meeting for October was held the 15th, at 8 p. m., with Mrs. Black presiding. After the usual business was transacted we had the pleasure of hearing Mrs. Carpenter Kendall and Miss Etta Lindskog, who were our very welcome guests for the evening. They told us of the funeral services for Mrs. Byram, which they had attended, and Mrs. Kendall asked for our continued loyalty and assistance as she seeks to carry on the work. Two new members were greeted; then refreshments were served and a pleasant social time was enjoyed with our guests from Chicago.

A highly successful luncheon, sponsored by the Omar Baking Co., was given at noon, October 18th. About 130 were served and cards were played during the afternoon.

The annual dinner and bazaar will be held in the club rooms on Dec. 6th. Serving at 11:30 and cards will be played during the afternoon.

Fullerton Avenue Chapter

Mrs. Flo Hurlless, Historian

THE first meeting for the fall of 1934 was held in the Fullerton Avenue Club Rooms, October 13th.

A personal letter was read from Mrs. Burdick, daughter of the late Mrs. Byram, expressing the thanks of the family for the flowers sent at the time of Mrs. Byram's death; also a letter from the secretary general, addressed to members of the general executive committee and presidents of local chapters, concerning Mrs. Byram's death.

Discussions were had in regard to sewing, dancing and cooking classes for members who are interested.

On Wednesday evening, October 31, a Fall Style Show was held. A lovely dinner was served in the cafeteria, after which we adjourned to the club rooms where the following program was given: Address by Mrs. E. A. Meyer. A very interesting talk, illustrated by moving pictures, of an African trip by Dr. Arthur Metz. Musical selections by the Harcourt Trio. Several vocal selections by Miss Edith Marquiss—and last but not least, "The Style Show" in which sport models, afternoon frocks and evening gowns were shown. The dresses were modeled by girls from our building and it is hard to imagine a more attractive group of girls than the Misses M. Briggs, E. Collins, H. Dillon, M. Girard, R. Parker, I. Ruehlman, J. Slocek, and Mesdames V. Johnson and M. J. Larson. The girls all worked hard and really put the show over in a manner worthy of our appreciation.

The November meeting was held Tuesday, the 13th. After dinner was served, the meeting was called to order. The following committee chairmen read reports: Mrs. Martin, Ways and Means; Mrs. Frandsen, Membership; Mrs. Loderhose, House and Purchasing; Mrs. Frandsen, Welfare. The meeting was then turned over to the Program Committee, Mrs. Meyer, who introduced Mrs. Leiber, Lecturer and Parliamentarian. It was a very pleasant and interesting evening.

The following officers were elected for the coming year:

President, Mrs. Geo. F. Baker.
First Vice President, _____
Second Vice President, Mrs. Harry E. Martin.

Recording Secretary, Miss M. Eileen Collins.

Corresponding Secretary, Miss Ida Gottl.

Treasurer, Mrs. J. J. Buelting.

Historian, Mrs. Flo Hurlless.

We hope to have all our Fullerton Avenue friends with us during the coming year, as Mrs. Baker is sparing no effort or expense to make our meetings enjoyable to all, as well as doing splendid work among our people when they are in need of assistance.

Don't overlook the excellent food served in our cafeteria on the second floor.

Marion Chapter

AT the November meeting of Marion Chapter, Mrs. O. Fohey was elected president; Mrs. A. J. Elder, re-elected first vice president; Mrs. George Hennessey, second vice president; Mrs. J. Doyle, secretary; Mrs. S. Thomas, corresponding secretary; Mrs. Guy Miller, treasurer; Mrs. John Cone, historian.

Committee chairmen were named as follows: Membership for Marion, Mrs. A. J. Elder; for Cedar Rapids, Mrs. W. E. Cooper; welfare and relief, for Marion, Mrs. Margaret Leming; for Cedar Rapids, Mrs. Geo. Hennessey; good cheer, Mrs. J. B. Fosdick; social, Mrs. Frank Cleveland, with Mrs. James Pringle; ways and means, Mrs. John C. Smith.

After the business session, cards were enjoyed, prizes being won by Mrs. Anna Reis, Cedar Rapids and Mrs. Joe Boyle, Marion. Mrs. L. C. Low won the door prize. Refreshments were served.

Janesville Chapter

Mrs. James Fox, Historian

THE October meeting of Janesville chapter was held on the 2nd. Reports of committee chairmen were given. Mrs. Kennaugh, welfare chairman reported \$10.01 groceries and milk for relief cases; 15 telephone calls and 7 personal calls. Sunshine chairman, Mrs. Krusechum, 2 sympathy cards and 4 sick cards; 25 telephone calls and 19 personal calls. Ways and means, Mrs. Krusechum, card party afternoon and evening, netting \$11.50.

The November meeting was held on the 6th. Sunshine and welfare chairman gave good reports of work done and relief extended.

The nominating committee consisting of Mmes. Sollinger, DeCosta, Garry, Welch and Daggett reported the following nominees: President, Mrs. Thomas Kennaugh; 1st vice president, Mrs. Carl Edwards; 2nd vice president, Mrs. W. B. Wilcox; treasurer, Mrs. Willis Taylor; corresponding secretary, Miss Blanche Hayes, recording secretary; Mrs. Charles Gregory, historian.

The house chairman reported \$43.75 for rent of club house. Ways and means, Mrs. George Ryan, \$9.00 for card party. Plans were made for a joint meeting preceded by a luncheon with Beloit and Madison chapters on November 8th, with Mrs. Kendall, acting president general and Miss Lindskog, secretary-general, as honor guests.

Ninety-two were in attendance at the special meeting on the 8th, twenty-five from Madison; twenty-one from Beloit and

forty-four from Janesville chapter, to greet Mrs. Kendall and Miss Lindskog.

Mrs. Willis Taylor assisted by Mmes. Garry, Sollinger, DeCosta, Johnson, Edwards, Kennaugh and Draheim served the dinner and Mrs. James Fox assisted by Mmes. John Davy, Carl Davey, Herman Dallmas, and Clara Nasser served at the tables.

On arrival of the guests from Madison and Beloit, they were taken for an automobile ride around the city, by courtesy of the Chevrolet Motor Company, and on arrival of the guests from Chicago, Mrs. George Ryan served coffee at her home, assisted by Mmes. Albert Hunter, McCut and O'Connor.

We have a wonderful Safety First chairman. She takes in all meetings in Janesville and makes a report on Safety First at our chapter meetings. She received a medal from a school safety first organization, where she gave a talk. At everyone of our meetings she has good advice for young and old.

A Trip on the Olympian

By a Californian

MRS. GERTRUDE EINSTEIN of Fresno writes to Mr. Haynes of Milwaukee service:

Fresno, Calif.

Mr. Geo. B. Haynes.
Dear Mr. Haynes:

As director of the Federal Home Loan Bank and also director of the United States Building Loan League, my husband has occasion to make numerous trips East each year. Last year, on account of the Fair, my young son accompanied his father to Chicago when he attended the Building Loan Convention there.

In order to give our son, Lewis, as varied and wide an experience in travel as possible, Mr. Einstein planned his itinerary to include as many railroad lines as he could, going from San Francisco to Salt Lake on the Overland Limited, from Salt Lake to Denver on "Denver and Rio Grande," and from Denver to Chicago on the "Burlington." The idea of the electrically operated train, the orange cars and the Timken bearings of the Milwaukee train made such an appeal to the mechanical mind of our young son that the return trip was planned on the "Olympian," there on from Seattle home. After their travel on these other lines, the "Olympian" was an outstanding experience of pleasure. Both Mr. Einstein and Lewis were most enthusiastic over this splendid train.

So this year, when the Building Loan convention called Mr. Einstein to New Orleans, my family was eager for me to enjoy what I had missed last year on account of illness. Lewis was determined that his mother should ride on the electric train with the "Timken bearings." I can assure you that in planning my trip neither electrical operation nor Timken bearings meant anything to me. But I was anxious to

(Continued on Page 29)



Meet Mr. and Mrs. Reinhardt Britengross, the very efficient agent and custodian at Lind, Wash. They have been in this little oasis of Eastern Washington for about

twenty-three years. Outside of their station duties, Mrs. Britengross maintains a beautiful little park, with flowers and trees. Folks, we congratulate you!

THE PATTERNS Book of Fashions 1935

NOW READY

THE SMART MATRON, second in the series of specialized pattern books for specific groups of your readers.

Offering a complete assortment of flattering designs in the 36 to 52 range size, **THE SMART MATRON** will make an instant hit with the larger women.

THE SMART MATRON, and this, in turn, will be followed by others of a complete series of specialized pamphlets. The price of each booklet is 10 cents.

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

8329. Smart Frock with or without Cape.
Designed in Sizes: 34, 36, 38, 40, 42 and 44. Size 38 requires 5½ yards of 39 inch fabric with shoulder cape and sleeves, and ¾ yard of contrasting. With capelet and without sleeves size 38 requires 5 yards. With sleeves and without capelet it requires 5¼ yards. Price 15c.

8295. Ladies' Afternoon Frock.
Designed in Sizes: 34, 36, 38, 40, 42 and 44. Size 38 requires 4½ yards of 39 inch fabric with ½ yard contrast. Price 15c.

8349. Clever Smock.
Designed in Sizes: 34, 36, 38, 40, 42 and 44. Size 38 requires 5½ yards of 39 inch material. Price 15c.

7809. Jacket Ensemble.
Designed in Sizes: 6, 8, 10 and 12 years. Size 8 requires 1½ yard of 54 inch material for jacket and lower dress, with ½ yard for upper dress and jacket facings. Price 5c.

8098. Stylish Frock.
Designed in Sizes: 11, 13, 15, 17 and 19 with corresponding bust measure 29, 31, 33, 35 and 37. Size 13 requires 3¾ yards of 35 inch material. Collar and belt of contrasting material requires ¾ yard. Price 15c.

8352. Child's Sleeping Garment.
Designed in Sizes: 1, 2, 3, 4 and 5 years. A 3 year size requires 2¾ yards of 27 inch material if made with long sleeves and feet. With short sleeves and without feet 2¾ yards. Price 15c.

8260. Dance Set.
Designed in Sizes: 14, 16, 18, 20, with bust measures 32, 34, 36, 38 and 40 and 42. Size 18 requires 1¾ yard of 35 inch fabric. 4½ yards of 1½ inch bias binding. Price 15c.

7337. Nursery Toy.
Designed in One Size only. It requires ¾ yard of material 35 inches wide. The ribbon bow requires 1 yard 3¼ inches wide. Price 15c.

Favorite Recipes

Mock Oyster Soup. One can of corn, one small minced onion, two stalks of celery, diced, one sprig of parsley and one blade of mace, simmered together ten or fifteen minutes. Strain. Blend one-fourth cup of butter with same quantity of flour, stirring until smooth. Add one quart of milk and the corn mixture. Season with salt and pepper and cook until thick, stirring constantly. Before serving, add three or four crackers, rolled fine.

Mushroom Sauce. One-half pound fresh mushrooms, washed. Chop stems and place in two cups of cold water with one tablespoon salt. Cover and cook slowly one-half hour. Strain, reserving the liquor. Melt a fourth of a cup of butter, add one tablespoon of chopped onion, paprika, four tablespoons of flour and the mushroom caps, sliced. Fry gently and when well blended add the liquor and an equal amount of thin cream. Stir until smooth. Season with pepper. This is an excellent sauce in which to serve warmed over chicken and other meats.

Pineapple and Carrot Salad. Dissolve one package of lemon flavored gelatine in one cup of boiling water. Add one cup of pineapple juice, salt to taste. Place in refrigerator until it begins to thicken. Then

add one cup of grated carrot and the crushed pineapple left over after draining the juice. Turn into small moulds and chill until firm. Serve with mayonnaise or French dressing.

English Patties. To one cup of cold cooked fowl, add six mushroom caps, peeled and cubed, and two tablespoons of butter. Cook gently five minutes, stirring often. Add two tablespoons flour and blend thoroughly. Pour over this one cup of chicken gravy or stock and let simmer ten minutes. Season with salt, dash of cayenne, one-eighth teaspoon of grated nutmeg and one tablespoon sherry wine. Beat one egg slightly, add one tablespoon cream and blend the two mixtures. Fill patty shells with the mixture or serve on toast. Garnish with parsley.

Scalloped Turkey. Two tablespoons of butter, two of flour, salt, pepper and one cup of stock made by boiling the bones and skin of the roast turkey. Cut remnants of cold turkey in small pieces. Butter a casserole or baking pan, cover lightly with bread or cracker crumbs, add the turkey meat, pour the sauce over and top with buttered crumbs. Bake in hot oven until crumbs are brown. Chicken or veal may be used, or any of the three in combination.

Don't Worry

Patient: "Doctor, I feel like killing myself. What shall I do?"
Doctor: "Just leave it to me."

Indigestion

"Dear Doctor: My pet billy goat is seriously ill from eating a complete leather-bound set of Shakespeare. What do you prescribe?"

Answer: "Am sending Literary Digest by return mail."

Employer—"Personal appearance is a helpful factor in business success."

Employee—"Yes, and business success is a helpful factor in personal appearance."

Visitor—"Your son is rather small for his age, isn't he?"

Proud Mother—"Oh, no; most boys of his age are overgrown, I think."

Not Introduced

Sam (to wife at show): "Mandy, tell dat Niggah to take his arm away from 'round yo' waist."

Mandy: "Tell him yo'self. He's a puffed stranger to me."—Brown Jug.

Shouldn't Be Tight

He: "What part of the car causes the most accidents?"

She: "The nut that holds the wheel."—Widow.



Sen-Nez

(Continued from page 6)

and arrow, an arrow held between each finger, one in the bow making six in all, and with an aim that was uncanny in accurateness. Let him stop in time he who would incur the ill-will of Sen-Nez.

Certain death to the unlucky victims within range of those straight, slender, pointed weapons. I am sadly deceived if life was ever drab or monotonous to him. Although he was not a chief he was a person of not only great skill, but of unusual courage and great physical attraction as well, possessing grace and beauty of body that was a delight to any eye. Had he not been so great a gentleman a deer or huge bear swung on his back would have been mere child's play. I say "so great a gentleman" because the Indian braves seldom stooped from their high and lordly positions to bring in the produce of the hunt but it was the squaws with their patient labor and trundling that brought in the provisions once secured.

It was spring and to the little village mentioned above Sen-Nez brought his young and lovely Umatilla bride, Red-Wing. She was beautiful indeed in her blankets of many colors and loved nothing better than to browse around among the hills and streams, hunting and fishing with her warrior husband. Happiness, however, is a fleeting thing after all, and while the Indians were outwardly submissive there glowed in their hearts an intense hatred for the white men and this growing menace caused many a bitter struggle. Sen-Nez took part in many of these encounters and because of his exceptional knowledge proved invaluable to his tribe as a scout. General Steptoe and his soldiers winding slowly around the old Mullan Trail were little aware of the hostile welcome that waited in ambush for them. Red-Wing snug at home in her wigwam heard with joy in her heart the great war-whoops of Sen-Nez and also knew with a greater joy in her heart that General Steptoe and his men were even then retreating hastily and with great trepidation to the butte which today bears the name of Steptoe Butte. A great number of General Steptoe's men were slain in the memorable campaign as every bush, rock and tree seemed fairly alive with whirring, whizzing arrows. Arrows that never missed their mark. It is difficult to comprehend but I had it on good authority that Sen-Nez himself was responsible for at least one-half of the huge loss suffered by General Steptoe.

And so time passed as it always does and after every victory (fifty in all, I believe) Sen-Nez was greeted with fresh acclaim. Red-Wing growing weary of it all and realizing the futility of the one-sided warfare implored Sen-Nez to throw away his war bonnet and to let the burden of war rest on the shoulders of the younger and stronger men of their tribe. In her anxiety she told him of a strange dream she had had—wherein white men equipped with powerful guns that could shoot twice, once from the gun and again as the bullet struck the ground, were overpowering the In-

dians and gradually but surely stealing from them the hunting grounds that had been their paradise for many years. Inspired by his own confidence and skill Sen-Nez merely laughed. Guns that could shoot twice, while he with his bow and arrow could shoot six times!

Years of continual strife had not been kind to Red-Wing and Sen-Nez knew that but few suns would set before she would enter into the eternal world. Yet he remained undaunted and was torn between his love for Red-Wing and his duty to his tribe. Choosing the latter, however, he was willing to sacrifice his all in one last effort to stem the oncoming tide. Sharing his secret with Red-Wing he saddled and bridled his waiting horse and set off riding swiftly over fertile fields, level plains, over cold and desolate passes, a long hard journey, but never once faltering or swerving in his purpose. Despite her intense faith Red-Wing's heart was filled with fear and apprehension as days passed and no news of Sen-Nez. An anxiety well founded as his return brought news that boded more disappointments and heart-breaks. During his absence he had covered many miles going from one white settlement to another posing as a friendly Indian gleaned what knowledge he could regarding the white man's attitude toward the Indians and he learned with an increasingly heavy heart that they were bent on exterminating him and his people and that further resistance would be fruitless. Turning his mount toward home he rode hard night and day and I am told, although I cannot say how true it is, that when passing through the enemy camps at midnight as they lay wrapped in slumber he avenged in a gruesome and fearful manner all the years of pentup hatred and antagonism. Just sixteen miles from his own settlement he was compelled to abandon his exhausted horse, which had been shot from under him and clearing a twenty-four-foot stream in one jump he ran the balance of the distance in an incredibly short time.

Approaching the village he hurried on and noting the grave faces of his people instantly sensed that something was wrong. Red-Wing lay seriously ill. Kneeling by the rough bed on which she lay, Sen-Nez told her how his mission had failed and he gave her his sacred promise that his warring days were

over, a promise he kept to the end of his days. The lights of a new day were breaking when he laid her to rest beneath the shelter of a beautiful pine tree that still stands near the army post at Fort George Wright. Saddened and lonely Sen-Nez took refuge in what is now Peaceful Valley and in all fairness to him, may I say that in spite of the secret obstinate resistance he held for the white man's civilization he became an honorable and peaceful citizen.

Another incident of his life I feel is worth telling which I hope you will enjoy.

Two Jews by the names of Frederick and Berg respectively operated a large store on the corner of Main and Howard streets. One of the partners, Mr. Berg it was, slept in the store to, no doubt, discourage acts of vandalism that were not infrequent. One particularly cold, bitter night, the thermometer registering 20 degrees below zero, Mr. Berg was awakened by loud and repeated knockings on his door, and going down to investigate found two Indians standing in the doorway heavily blanketed and stating in guttural tones that they had come at the request of Sen-Nez to straighten out the account of Old Sen-Nez as he was unable to come himself. Mr. Berg urged them to come back in the morning but the Indians refused. The bill must be paid then. Imperative that it should be. Searching the ledger Mr. Berg found the account of Sen-Nez—balance due 35c. In the hours that followed in the cold gray dawn Sen-Nez died.

Sen-Nez's funeral was one of the largest Indian funerals I have ever seen and one that I shall never forget. The procession going down Howard street was composed of Indians, young and old, all dressed in gorgeous blankets of every conceivable hue. I remember it well as a day of intense cold, dark and cheerless, but the cortege led by the remarkable old Massalah never halted. Directly behind him walked the black, beautiful pony that carried the travois on which the body was strapped. Behind the body came To-To followed by the old white dog. It was a mournful cavalcade that proceeded slowly to Biglow Gulch and Sen-Nez was laid to Rest on the very spot on which a Catholic mission now stands. Massalah gave the eulogy and today I can still hear the low, mournful chantings of the squaws that blended with the whispering and moaning of the pines as Sen-Nez started on his last journey alone.



Left:
Back Shop Force,
Green Bay,
Wisconsin,
1904.

SPECIAL COMMENDATION

The following named have interested themselves in securing passenger business for our line, and they are commended for their interest and assistance:

Wm. Snure	Chief Clerk to Local Freight Agent	Spokane
L. King	Office of General Supt. of Transportation	Chicago
R. P. Jorgensen	Stenographer, Superintendent's Office	Butte
C. N. Jacobson	Mechanical Department	Aberdeen
Geo. O'Connor	Police Department	Milbank
F. B. Easton	Agent	Bradley, S. D.
Henry Koretke	Ticket Auditor's Office	Chicago
W. E. Broberg	Assistant Engineer	Chicago
G. R. Manthey	Agent	Necedah, Wis.
Mr. Durand	Roundhouse	St. Paul
N. J. Gorman	Train Dispatcher	Sioux City
Wesley Nehf	General Freight Department	Chicago
A. H. Peterson	Roadmaster, Western Ave.	Chicago
J. B. Wallis	Travelling Auditor	Perry, Ia.
Geo. M. Dempsey	Safety Department	Chicago
J. J. Corbett	Agent	Rudd, Ia.
Al Zack	Electrician	Mason City
Alfred Juhl	Roundhouse	Mason City
Arthur R. Johnson	Fireman, I&D Division	Mason City
Martin Sullivan	Roundhouse	Mason City
T. J. Mulrenan	Switchman	St. Paul
L. A. Graham	Conductor	Minneapolis
Betty Nelligan	Telegraph Department	Chicago
Wm. J. Kline	Roundhouse Clerk	Madison, Wis.
John C. Jansson	Office of Auditor of Inv. & Joint Fac. Accounts	Chicago
J. Corbett	Agent	Rudd, Ia.
Louis M. Coe	Engineer, I&D Division	Mason City
R. L. Jones	Switchman	Mason City
Oscar Anderson	Brakeman, I&D Division	Mason City
J. L. Brown	Supt. of Transportation	Chicago
J. E. Kretz	Agent	Gordon's Ferry, Ia.
M. C. Corbett	Train Dispatcher	Mason City
Tony Pappas	Roundhouse	Mason City
C. Nelson	Falls Yard Carman	Great Falls
F. X. Langer	Traveling Auditor	Aberdeen
W. H. Woodhouse	Baggage man	Mason City
Fred Diehl	Engineer	Rapid City
F. H. Dickoff	Yardmaster	Mason City
Chris Swarner	Sectionman	Mason City
C. Crepow	Engineer	Mason City
Harry Howard	Engineer, I&SM Division	Mason City
Ernest H. Kreinbrink	Treasurer's Office	Chicago
Nick Garloff	Section Foreman	Butte
Mrs. C. G. Lovell	Wife, Signal Maintainer	Butte
Chas. L. Saint	Train Conductor	Deer Lodge
E. C. Boyd	Agent	Chicago Heights
Thomas Crellin	Brakeman	Sioux City
Axel Anderson	Switchman	Green Bay
H. Lathrop	Agent	Bridgeport, Wis.
E. H. Giddings	Operator	Lanark, Ill.
Francis Joynt	Clerk, Freight House	Mason City
Reuben Anderson	Machinist, Locomotive Shops	Minneapolis
E. A. Noland	Conductor	Spokane
Grover Pierce	Carman	Spokane
O. Bakke	Roadmaster	Spokane
Wm. Brown	Section Foreman	Sumner, Wash.
A. R. Graddel	Agent	Lena, Wis.
Louis Gerhardt	Signal Dept., Western Ave.	Chicago
Geo. H. Halsey	Travelling Auditor	Marion, Ia.
Chas. Siegel	Former Locomotive Crane Operator	Milwaukee
Miss Hartel	Freight Auditor's Office	Chicago

N. B. Footit, store department, Tacoma, two first-class tickets, Tacoma to Concord, N. H., our line to Chicago.

R. B. Jose, telegrapher, Everett, Wash., 2 1/2 tickets, Everett to Minneapolis, also section in tourist sleeper.

S. E. Herzog, clerk, assistant superintendent's office, Tacoma, four one-way tickets, Tacoma to New York City, our line to Chicago.

Ed Lee, engine foreman, Council Bluffs, one round trip ticket, Council Bluffs to Chicago and return.

Charles Cornelius, passenger conductor, Iowa Division, two round trip tickets, Council Bluffs to Chicago and return.

W. L. Hubbard, Tacoma, one ticket, Seattle to Chicago.

Warren Kelley, livestock agent, Kansas City, two tickets, Kansas City to Chicago and return.

J. F. Pinson, division engineer, one ticket, Seattle to Chicago, enroute to Philadelphia.

Mrs. David C. Lemming, Spokane, three round trip tickets, Spokane to Chicago and return.

Otto Zander, Wausau, Wis., three tickets, Milwaukee to Wausau and return. Originally planned to use a competing line. Also induced another prospect to use our line to Chicago enroute to Nevada.

F. W. Burke, agent, Fresno, S. D., by explaining the comforts of the new, modern coaches, induced three passengers going to Washington, D. C., to alter their plans to go by bus, and use our line to Chicago.

A. W. Bagley, engineer, Coast division, one ticket, Tacoma to Chicago.

L. L. Stinebaugh, machinist, Othello, Wash., two tickets to Chicago.

Clarence Hallahan, part time employe in the local freight house, Dubuque, Iowa, was instrumental in securing a regular movement of furniture from Milwaukee, formerly moving by truck; also an l. c. l. shipment from Jamestown, N. Y., to Dubuque, and one passenger from Dubuque to Fresno, Calif.

F. McCarthy, rate clerk, Davenport, secured routing covering a carload of granite from Alberton, Ga., to Davenport, via Terre Haute.

Lee Parks, store department, Miles City, furnished tip on a car of sheep moving from Miles City to Chicago.

Robert Hilleman, passenger brakeman, Miles City, furnished tip securing a passenger from Miles City to Detroit; and Lieut. of Police, F. C. McCauley, Miles City, secured sale of two round-trip tickets, Miles City to Butte and return.

Engineer Wm. L. Washburn, Coast Division, Tacoma to Washington, D. C., our line to Chicago.



"In Memory of a Delightful Trip"

THE interesting head shown above was drawn by Howard Chandler Christy and presented to Pullman Conductor T. W. Aiken at the close of a trip, on The Olympian, made by Mr. Christy a number of years ago.

The occasion arose from a bit of conversation between the train's barber, who recognized the artist and asked if he were not Mr. Christy, "the celebrated artist." To which Mr. Christy made acknowledgment. The barber then told his guest that the Pullman conductor, Mr. Aiken, was "quite an artist," which brought about a pleasant acquaintance and the presentation by Mr. Christy to Mr. Aiken of the drawing from which this reproduction was made, with the inscription as it appears here.

ON THE STEEL TRAIL

THE DIVISION NEWS-GATHERERS

Guy E. Sampson.....Train Director, Bensenville
A. M. Dreyer.....Fullerton Avenue, Chicago
John T. Raymond.....Dispatcher, Marion, Iowa
Ruby M. Eckman.....Care of Assistant Supt., Perry, Iowa
E. L. Sacks.....Care of Trainmaster, Dubuque, Iowa
C. M. Gohmann.....Care of Superintendent, Ottumwa, Iowa
Sybil M. Clifford.....Care of Asst. Supt., Kansas City
C. M. Browning.....Care of Superintendent, Green Bay, Wis.
Ellen Story.....Care of Superintendent, La Crosse, Wis.
Naldrea M. Hodges.....Care of Superintendent, La Crosse, Wis.
W. J. Kane.....Care of Superintendent, H. & D. Division, Aberdeen, S. D.
E. C. Adams.....Care of Superintendent, Mason City, Iowa
Laura Babcock.....Care of Local Agent, Seattle, Wash.

E. Stevens.....Care of Superintendent, Savanna, Ill.
Leda Mars.....Care of Local Agent, Minneapolis, Minn.
N. A. Hiddleston.....Care of Mechanical Dept., Minneapolis, Minn.
V. J. Williams.....Care of Superintendent, Austin, Minn.
Lillian Atkinson.....Care of Superintendent, Wausau, Wis.
Wm. Lagan.....Care of Superintendent, Sioux City, Iowa
Harriet Shuster.....Care of Refrigerator Dept., Fullerton Ave., Chicago
Dora M. Anderson.....Care of Local Agent, Moberly, S. D.
Nora B. Decco.....Telegrapher, Three Forks, Mont.
A. M. Maxelner.....Agent, Lewiston, Mont.
R. R. Thiele.....Spokane, Wash.
Albert Roesch.....Care Superintendent Coast Division, Tacoma, Wash.
F. H. Bradt.....Care Asst Sup't Transportation, Seattle, Wash.

Wisconsin Valley Division

Lillian

MR. L. T. SPEED who was steward on the diner in trains No. 115 and 156 running between New Lisbon and Star Lake for several years is now holding a similar position on the South West Limited between Milwaukee and Kansas City. Patrons on the Valley will miss his cheerful and dependable service but are glad to hear of his promotion and wish him every success.

The monthly meeting of the Milwaukee Railway Women's Club was held Tuesday afternoon, Nov. 13th with a brief business meeting and cards played later. Refreshments were served by Mrs. H. L. Vachrean, Mrs. A. W. Warner, Mrs. John Schultz and Mrs. Frank Sheffhault.

Fae B. Lake, caretaker at the Whealan summer home on Big Crawling Stone Lake, caught a whopper wall-eyed pike weighing fourteen pounds and six ounces, measuring thirty-two inches in length and eighteen inches in girth.

The month of October, 1934, surpassed all previous records on this division since 1927 for carload shipments of potatoes.

Miss Gertrude Ann Conklin, daughter of Mr. and Mrs. C. H. Conklin, and Louis W. Bush, son of Mr. and Mrs. Joseph Bush, of Green Bay, were married on October 17th. Several delightful parties have been given in honor of Mrs. Bush. Mr. Bush is a chiropodist and is practicing in Wausau where the young couple will make their home. Mr. Joseph Bush, father of the groom is employed by the Milwaukee Road as an engineer on the Superior Division and Mr. C. H. Conklin, father of the bride, is chief clerk for the Milwaukee Road on the Valley Division. Employees of the Valley Division extend congratulations and best wishes for a long and happy wedded life.

L. G. Fredricks, agent at Rothschild's performed his first marriage ceremony six weeks ago at Rothschilds after being Justice of Peace for the past twenty years. Anyone knowing of prospects kindly refer them to Mr. Fredricks.

The following article appeared in the Milwaukee Journal, October 17th, Foxboro, Mass.: A potato dug by J. Montgomery White measured 14 inches around the ends and 11½ inches across the center.

Another article published in the Milwaukee Journal, Nov. 2, Dancy, Wis.: Frank Holkiss, a farmer living near here recently dug up a two and a half pound Dusty Rural potato. The lengthwise circumference of the potato was 18½ inches and the crosswise circumference 14¼ inches. "How is that for production on the Valley?"

Chicago Terminals

G. E. Sampson

ANOTHER year is fast slipping into a remembered past, and whether it leaves beautiful memories or otherwise, depends a great deal on how each individual has performed the tasks that fell to him to do. Our tasks, consciously, safely performed will usually leave an unmarred past

to be remembered. And what joy we all get out of looking back on a clear record, no matter what our vocation in life may be; and more so when the hazards of the job are so outstanding as that of railway employees. But Safety First has taught ALL OF US that Safety consciousness comes from the education we get by steadily keeping the subject of Safety in mind. It finally becomes a habit with us and we go about our duties in the safest manner possible. But this habit, like other good habits can slip from our grip if we do not keep continually at it and never for one moment forget. It is the unexpected that happens and it usually happens at the moment when we are off our guard—or in other words—not thinking. Let's finish out this old year without any accidents and then start the New Year for a clear, clean record. It can be done and WE CAN DO IT.

The family of Asst. Supt. Berg are under quarantine at this writing, one of the children having a slight attack of Scarlet Fever. Luckily it is in a mild form and A. T. B. happened to be at his office when the sad news became known. He has been able to remain with other relatives and converses with his family over the telephone several times a day. If none of the others of the family are unlucky, they will soon be back in school and Mr. B. back home.

Train Director J. Kirby is on sick leave again this month. H. Mewhirter relieved until Nov. 12th when Train Director Sampson, so far recuperated as to be able to work the director's position, took it.

Mrs. Burke, wife of Train Director James Burke, underwent a serious operation at Saint Anns hospital the last of October. She was able to return home Nov. 13th and the many friends of the family congratulate her on her speedy recovery.

Engineer Harvey Craigmile and wife drove to Summit, Ill., Nov. 11th and assisted brother and wife, Mr. and Mrs. W. S. Craigmile celebrate their 64th wedding anniversary.

Wm. Sartwell and Roy Lange enjoyed a week's hunting around Mitchell and Madison, S. Dak. this month.

La Vern Smethurst and Foreman Benett took a little drive up into Wisconsin over the week end during November and enjoyed some rabbit hunting.

G. E. Sampson and family accompanied by Lyall Sampson and his daughter, Margeret, spent a week end at Wauzeka, Wis., while Mr. S. was laid up with rheumatism.

Engineer L. Hedegard and wife are enjoying some fine auto trips in their new car. Les says it doesn't guide as easily as an L-2 but he can go places with it that an L-2 can't go.

Engineer Geo. Treadwell was noticed Sunday morning, Nov. 4th on LaClair Ave. accompanying a fair young lady to church. The boys are all wondering if the case may become serious and Christmas smokes be forthcoming. Who knows?

Galewood genl. yard master, Roy Metcalf recently stated that he was thinking of getting a new car. His warm friend, John

Conway the switchtender, remarked, he believed Roy would do better to wait till next year and use the interest on the money he would save to purchase a toupee to cover that bald spot for the winter.

The news that car department employee, Chas. Purlberg, had been married a few months ago came to light about Nov. 9th when this highly esteemed young man went to Sabula, Iowa, for his wife. The lucky young lady was formerly Miss Bessie Dickenson of Sabula, Iowa. Mr. Purlberg's parents reside in Bensenville where his father also is an employee of the Milwaukee Road. The bride also has two aunts living in Bensenville, Mrs. Feidler and Mrs. Wagner. Both these ladies' husbands are also Milwaukee railroad employees. So we wish the new bride into our midst and wish the young couple all the happiness and good luck possible.

One of our former employees, Mr. Wm. A. Robinson, got on the tail of the Roosevelt kite and rode into the elected office of Circuit Clerk of Du Page County, Ill. Billy was always well liked by his co-workers and they didn't forget him at the election. "You can't keep a good man down."

Bensenville 2nd trick caller George Fisher and family enjoyed a week's vacation up in the Dakotas where Mrs. Fisher's parents reside.

"S. C. D. Office on the Air"

A. T. B.

BEFORE the next issue of the magazine is received, Christmas and New Year will have come and gone so altho it's still weeks before these two great holidays. A Very Merry Xmas and a Happy and Prosperous New Year to All.

While we are wishing everyone happiness will also congratulate Velma and Carl on their birthdays. "Happy Birthday to You."

By the way, Carl, I suppose you receive double the amount of presents on Christmas as this also is your birthday. How about it?

Dick, who has just returned from a trip to the coast with Mr. Nyström, sure had a wonderful present handed to himself while out on the coast. He was able to visit his mother and sister and a visit to one's mother surely can't be beat. He also made a very interesting trip thru one of the apple canning plants and learned some things about canning which he never knew before.

If you want to know just how much you are missed, just get yourself reported in a hospital. E. H. P. can bear out this statement. And we are all pleased to know that two days was enough time to return him home in first class shape.

Will Santa please bring Steve a cure for the colds which place him in misery these cold days. Bring Bernice a reducing machine. Frank wants a winning bowling team. Bring the rest of us whatever is left and we will be satisfied.

Again wishing you all A Merry Xmas and Happy New Year will sign off until the same time next period.

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

Nora B. Decco

EVERYTHING eaten up but the turkey bones and every one looking around to see what they are going to get for Christmas by now I suppose? Yes, Chester gave us a nice large fish for our good advertising the past few months, talk about barter and trade . . . no wood in sight though, still the weather continues nice so much fire is needed yet . . . several of our friends have donated fish and elk meat—where they came from I know not . . . and I discovered myself one afternoon in the middle of my own garage, completely surrounded by venison steaks; never saw such a deer, every one got some of it I hope. Those that were missed this time will be remembered next. No, I didn't shoot the deer.

Mrs. Joe Gordon has had as a guest the past few weeks her sister, Mrs. Gustine, from Rochester, Minn., who has now returned to her home there.

Ted Burrows and wife have returned from a visit with home folks in Wisconsin where Ted says he had plenty to eat for once in his life. He always looked very well fed to most of us.

Dave Goggin at Butte Yard has a large nail and a hammer right beside him on the telegraph table now days. They are there to nail everything he has of any value right to the table so when he starts looking for things he will find part of them. He bought a brand new mackinaw and paid fifty or sixty dollars (so we heard, but how could a telegraph operator ever have all that much money at one time is what can't be figured out), Dave turned his back to look at something or other and the mackinaw was gone. He looked again a few hours later and it was on his back, but that is another story. Engineer Flynn, after his experience with holdups on the Northern Montana, and Conductor Kirwan, with his experience gleaned, no doubt, from true detectives, and Brakeman Manley, with his experience that just comes naturally to him, along with others of the crew located the mackinaw, took it away from the thief, had it cleaned, pressed and well wrapped in white tissue paper to please Dave and did not even ask any thanks for the deed, just brotherly love is all. Can you beat it? Hence the nail and the hammer on the telegraph desk.

Mrs. Frank Irwin, daughter of Engineer and Mrs. Townsley, is on the sick list, but is reported doing very well. She is in the Bozeman Hospital.

Mrs. Charles Rader, wife of Engineer Rader, is on the sick list and is in a Livingston hospital also, but will soon be home again.

Mrs. John Williams has closed up her California ranch home and is back with Montana friends for a visit for part of the winter.

Dan Mathews went over to Deer Lodge and worked a few days while Mr. Greten went hunting. Do not know what luck he had but suppose it was good.

Engineer Crockett has returned to Three Forks from Great Falls where he has been for some time. Mrs. Crockett was over from Helena the past week getting settled in their own home here again. We are glad to welcome them back again.

Conductor and Mrs. Coffin made a short trip to Seattle during the last week in October. It was nice weather here and they did not take their rubbers or rain coats, maybe they didn't even have any, so William says they came home to get their clothes dried out as it rained all the time they were there.

Fireman Bennett has been on the sick list the past few weeks but is back on the working list again.

Word has been received that Halford Rector, son of the agent at Three Forks, was injured at Glasgow, the last of October. He has been working there the past few months at the Fort Peck Dam, but is much improved at this writing. He was

struck by a passing truck while walking along the highway with some friends.

Fireman Dickerson is working on the Gallatin Valley local between Three Forks and Bozeman. Engineer George Brentnall is working on the Northern Montana, and Engineer M. F. Elliott is also working there. He was a Three Forks visitor for a few days.

Thomas Lile, Jr., and wife of Trident are the proud parents of their first child, a baby girl born the first week in November. Congratulations.

Operator Ralph Kemberling is back on his old job for the time being, on first trick at Three Forks, relieving Operator Harrington, who has been off for several weeks shipping his sheep over our railroad from the ranch at Sappington.

We regret to write of the death of Charles Steel, father of Conductor Charles Steel of this division. Mr. Steel had been ill for many months and passed away October 30th in this city. He was taken to his old home in Missouri accompanied by Conductor Steel and wife. Remaining are two daughters, both living in Kansas, and to them as well and Mr. Steel we offer our sincere sympathy in the loss of their father.

Here's hoping that Christmas is a merry one, that you get all the gifts you wrote Santa for, and that you all have a bright and prosperous new year again.

Dub. Ill. 2d Dist.

E. L. S.

MR. FERD BOTZ, captain of police, Dub. Shops, returned to work forepart of November, after having been absent for several months recuperating from a major operation to which he submitted some time ago. Mr. Botz says he is feeling fine and growing stronger each day.

Born to Mr. and Mrs. Lyle R. Kempter, Dubuque, Sept. 5th, a daughter, named Caroline.

We were pleased to see Engr. M. J. Brophy when he called on his friends at the Shops early part of October. Mr. Brophy has been on the sick list for some time and is showing improvement, we are pleased to state.

Condr. C. M. Merwin at Finley Hospital, Dubuque, and the other patients are improving nicely.

Engr. J. W. Miller died at his home in Dubuque, Oct. 29th. He had been ill for a long time. Sympathy extended to his widow and other relatives.

Mr. Otto A. Rampson, dispatcher, returned to work Oct. 22nd.



E. W. Christ of The Cabbage Patch.

Mr. Christ set out about 3,000 cabbage plants and had a good yield. Some of the larger heads weighing between 10 and 12 pounds. He had little trouble marketing his cabbage as he had one of the nicest crops in Northeastern Iowa.

In 1917 Mr. Christ was awarded a cash prize of \$25.00 by Mr. H. B. Earling for having the best garden on the Milwaukee right of way.

Mr. Christ is a part-time agent at Turkey River and has chosen the cabbage-raising proposition as not only a hobby but a part time occupation besides. He is assisted by his aged father.

The Reclamation Department at Dubuque Shops, with Mr. L. B. Faltinsky as

general foreman started operations on Oct. 15th. Mr. Faltinsky and family are now settled in Dubuque and we welcome them in our midst, and hope they will like it here. It certainly seems good to have the "wheels of industry" moving again at the Shops.

Mr. William (Red) Stafford, formerly employed as clerk on the Dubuque Divn. is working as clerk for Mr. Faltinsky.

Yardmaster E. G. Kieselee recently completed his vacation when he returned from Miami where he and Mrs. Kieselee attended the National Convention of the American Legion.

Also welcome Mr. C. A. Trask and family to our Division. Mr. Trask is employed as car foreman at Marquette in place of Mr. J. H. Fisher, who was recently transferred to Sioux City.

We extend to all employees on the Division, best wishes for a Merry Christmas and a Happy New Year.

H. & D. Division

W. J. Kane

OUR safety record this year has been exceedingly disappointing, not only to the management and the division officers, but should also be to every one of us, not simply because it puts us down towards the bottom of the list in the ranking among railroads for the annual safety trophy, but because our fellow employees, friends and pals have been injured or possibly met death primarily through some rude violation. It may be that we are all at times violating the same rule that resulted in injury or death to others and we should take careful inventory of our actions and try and avoid any that might cause personal injury either to ourselves or our fellow employees. We should start now with a clear slate for the balance of the year and get a foundation for a clear record the year 1935.

Business on the H&D Division during the past few months has been extremely heavy as result of heavy movement of range stock, Federal buying of cattle and Government relief shipments. We checked up the movement of stock during one week end, through Aberdeen, and found there were a total of 1,407 cars handled that week end through that point. This was one week end of many when we handled as much or possibly more stock and gives an idea of the large amount of stock that was moving.

The Ship by Rail Association is active and looking out for the interests of the railroad in every way they can possibly do so. We have a new set of officers and we should all support them to the limit.

The first half of the pheasant season has passed and a great many hunters blossomed out from this territory practicing for the second half of the season. Of course there were a number of successful hunters but I am sure the pheasants would better beware when the second half open November 21st because I am sure the practice which they had the first part of the season will result in more accuracy. I know Fred was remarking how strange it seemed after taking first one shot and then another and watch the pheasant winging merrily on its way.

Frank Faeth, portly freighthouse clerk, made a trip to Minneapolis and the midway the other day. They say he barged along splendidly.

We note the assignment of new dormitory coaches on Nos. 15 and 16. The Milwaukee is going right ahead in improvement in passenger equipment.

Change in time of Nos. 16 and 5 at Aberdeen has worked to some benefit.

Our estimable "JD," otherwise known as Jerde, is working a trick at Aberdeen Yard office, the machine gun nest of the west H&D.

Dispatcher Ayars is said to be sporting a new Chevrolet. We have no report as yet he has been presented with a speeding ticket. However, he would better look out. The speed cop's motorcycle has a tested record of 125.

Rel. Dispatcher Wik made a trip over the west division during his vacation in connection with his work. He saw more land than he ever thought existed before.

Rel. Dispatcher Ruehmer, relieving "Wiky," tried to keep tab on him but lost track of him in the west river hills.

But that isn't to be wondered at considering he has a new Ford V-8 which took all of his spare attention—outside his turkeys. It is seriously considered to petition him that he hold a turkey shoot for H&D employees only.

Pat Maloney of the Montevideo office made a trip to Minneapolis to see his brother at the University of Minnesota recently. While there he changed his mind about entering the U football squad, apparently because they used no double-track system when meeting opponents.

Yardmaster Soike of the Aberdeen Yard has been on vacation, recuperating from the big Government drive of livestock.

Messrs. Ryan and Ennis of Chicago, Meyer and Buford of Seattle, and Nee of Miles City were recent visitors at Aberdeen, also Superintendent Jones of the sleeping and dining car department, Chicago.

A recent arrival is reported at the home of Jack Seiler of the superintendent's office. Jack is now studying languages.

Fullerton Avenue Building

A. M. D.

THE Milwaukee Railroad Employees and Tax Payers Association came to life with a bang on November 8th and entertained three hundred of its members at a dinner served in the Union Station Restaurant, with a dance and card party following. Although only active members could be accommodated for dinner, an invitation had been extended to all railroad employees and their friends to attend the dance and card party.

In the progressive bridge party, Everett Nero won the first prize. Edward Hogan, City Passenger Agent of the Southern Pacific at Portland, attending as a guest of his brother John, was one of the other six lucky or skillful bridge players. Separate table prizes of merchandise certificates on the Fred Harvey Stores were awarded for games other than bridge.

The Association has ample funds to enable it to provide music and prizes for similar parties throughout the winter months and it is planned to have them monthly. Whether there will be any time devoted to short addresses on current railroad problems will depend on future developments in the transportation field.

The following is a list of employees located in the Fullerton Avenue Building who have joined the Pioneer Post of the American Legion. It is hoped that all veterans will soon be included in the roster, making a hundred per cent representation for the building:

Lew S. Amour	Anthony Naatz
Arthur Dryer	William Prehler
Paul Fitzsimmons	Edward Reidy
Charles Gardner	Howard C. Smith
William Lewis	Charles F. Stahl
Rudolph E. Lindahl	Harry L. Stahl
Fred C. Mancourt	Rudolph E. Thoren
George W. Markell	Thomas Walters
Fred E. Miller	Frank Zapotocky
Herbert G. Mueller	Frank J. Zopf
Clair E. Murphy	Hilmer O. Johnson

While on the subject of the Legion, a number of the boys participated in a very colorful ceremony on Armistice Day morning in the Union Station in memory of their departed comrades.

By the way, Elsie Vehlon of the Car Accountant's office lost a pearl choker with crystal beads while attending the Milwaukee R. R. Employees and Taxpayers party. If it was found by someone, please get in touch with Miss Vehlon.

Marie Streiber and Margaret McCarthy did New York City in a short, rip-snorting vacation. They tell us that Broadway still has the jitters.

It has been some time since we had a blessed event to report from the Ticket

Auditor's office, but Frank Bednarek informs us that at 6:20 p. m. on the evening of November 12, his wife presented him with an eight-pound baby daughter, who will hereafter be known as Mary Ann Bednarek. Mother and baby are doing nicely and Frank is certainly one proud papa.

Mrs. Emily Lukes of the Ticket Auditor's office has been absent for some time due to illness but is greatly improved and expects to soon resume her duties.

Miss Carrie Hammermiller of the Ticket Auditor's office was married November 3 at Barrington, Ill., to Mr. Herman Orlokowsky and left November 6 for St. Louis, Mo., where they will make their future home. Carrie's friends in the office presented her with an electric iron and percolator. Congratulations to the groom and best wishes for a long and happy married life to the bride.

Lou Gauthier of the Ticket Auditor's office has been absent from the office for some time due to very serious illness, and while he will no doubt be absent for a while, we are glad to report he is doing nicely. Needless to say Lou's cheerful willingness to always give a helping hand is missed by his many friends and we will be glad when he is again able to be with us.

Mrs. B. Simon, mother of Harry and Roselle Simon of the Ticket Auditor's office, was seriously injured November 13 when she was struck by a machine at the corner of Montrose and Kedzie, suffering two broken legs besides internal injuries.

It seems there is a certain Irish colleen in the Car Accountant's office who thinks herself pretty smart and that no one can put anything over on her. However, twelve of her girl friends successfully managed to surprise her on her birthday, Wednesday evening, October 17, 1934. This colleen signs her name Margaret McCarthy. The girls who surprised her are:

Dale Zingg	Madeline Koehler
Hattie McMurray	Marie Streiber
Hazel Dillon	Midge Tymen
Laura (Weitendorf)	Pearl De La Barre
Long	Rose Parker
Mary Kelly	Verna Sherrin
Florence Giese	

A good time was had by all including Margaret's mother and sister Catherine. The girls brought the refreshments, also a miscellaneous gift package for Margaret.

Allan McSween of the Freight Auditor's office has taken the step in matrimony. The lucky young lady is none other than Mabelle Maloney of Rogers Park. The wedding took place November 24. Allan was presented with a beautiful gift from the employees. He and his bride spent their honeymoon in Washington, D. C., and New York. Inasmuch as Allan is a very good runner, we also presented him with a streamline rolling pin for the wife.

FULLERTON AVENUE BUILDING SPORTING NEWS

The standing of the Freight Auditor's Bowling League for November 13, 1934, is as follows:

Team	Won	Lost	Aver-	High
1 Switching	16	14	605	2
2 Review	9	21	635	5
3 Interline	15	15	621	6
4 Earnings	20	10	627	7

Player	Average	Player	High
Becker	173	Helwig	165
Miller	144	Croake	141
Nickels	135	Weyforth	151
Ludwig	153	Orlowski	164
Specht	181	Pufundt	153
Ganzer	148	Kreiter	143
Ewalt	143	Larson	175
Bialas	163	Braun	156

High team series—Earnings, with score of 2,050.

High team game—Review, with score of 791.

High individual series—Specht, with score of 611.

High individual game—Larson, with score of 246.

Free turkeys for high scores were given to bowlers on the 27th.

Iowa (Middle and West) Division

Ruby Eckman

ASON born November 9th to Mr. and Mrs. Robert Kelsey at Cedar Rapids makes Conductor A. B. Cate grandpa again. Conductor Cate already had four granddaughters, but this lad is the first grandson.

Mrs. Eva Gallagher, widow of M. Gallagher, former Terminal Train Master at Council Bluffs, recently had a family gathering at her home in Council Bluffs, attended by five generations. Mrs. Gallagher's mother is living in Council Bluffs and her daughter, granddaughter and great-grandson came from Ohio for the party.

Ben Spruce and his crew of painters brought their outfit into Perry the latter part of October, after completing their summer schedule of work. Ben and the boys had the benefit of the dry weather in Iowa during the summer season so completed their program twenty-six days ahead of schedule.

E. Collings, former chief carpenter on the Iowa division, visited with friends in Perry the forepart of November. Mr. Collings is making his home in Persia and enjoying the best of health despite the fact that he will have a birthday soon which calls for 80 candles on the birthday cake.

Extra gang foreman E. M. Bayliss completed his work schedule at Hawarden, Iowa, November 9th and returned to the Iowa division. He will lay off for a few weeks before resuming work on his regular job in Persia. Mr. Bayliss completed his summer's work with a clean safety record, having had no reportable nor lost time injuries during the season.

O. P. M. Huffman, who has been agent Woodward since 1915 and who has been in the employ of the Milwaukee for a good many years, died November 13th at Woodward. Mr. Huffman was seventy years of age and had been a very faithful employee. One son, Leon, works as a telegrapher on the East Iowa division. Three other sons and his wife survive.

Gerald Kerlin, son of engineer Clate Kerlin, was married Oct. 27th in Omaha to Miss Ruth Jane O'Neil. The wedding was one of the social affairs of the younger set. The young people will live in St. Paul.

Train dispatcher Willis Jordan and wife visited among their old-time friends in Perry the latter part of October, Willis having been on his vacation. Mr. and Mrs. Jordan lived in Perry when Willis worked a trick in the Perry office.

Frank Price, Des Moines division conductor, returned to work in November, after a five months' layoff, on account of injuries sustained in an auto accident.

John H. Gilligan, for close to fifty years an engineer on the Iowa division, died October 23rd at Lincoln, Nebraska, in a hospital. Engineer Gilligan was 74 years of age and had been working until about a month before his death. He had been to Excelsior Springs for treatment but received no benefit so went to his son's home in Lincoln and was there when he suffered a stroke of paralysis and died a few days later. Burial took place at Perry. Three sons and three daughters survive, his wife having died several years ago.

Little Lovena Lu Hutson, a new baby in Perry is taking considerable time and attention of Conductor I. E. Connors and wife. The baby is their granddaughter.

Friends on the Iowa division enjoyed newspaper story recently concerning golden wedding anniversary of Conductor George Van Tassell and wife, which was celebrated at Pasadena, California, on October 13th. Mr. and Mrs. Van Tassell have been living in the west a number of years.

Engineer Ralph Owens' wife had the misfortune to trip while going down the stairs to their basement several weeks ago. She fell and sustained injuries which confined her to her bed for some weeks.

The freight claim prevention meeting held in Perry October 15th was well attended by agents and operators who live on the middle and west divisions and the Des Moines division. Most of those who could

drive in after work were in Perry for the meeting.

Engineer George Balsbaugh had his auto completely wrecked recently when he went into a ditch when blinded by headlights on an approaching car. He met the car at an approach to a bridge, turned out too far and the car swerved off into the creek bed. George was not injured but Jake Wagner, who was with him, received a scalp wound. When George's friends saw the car they all wondered how either of the men escaped death.

The Mechanical department bowling team at Perry has been making some good scores in their matches this fall and are at the top of the scoreboard in the local league. The team this year includes six men instead of five, provision being made for a regular player in case W. N. Foster, the DMM, is out of town on the nights they are scheduled to play. If Mr. Foster is home and can play, the low man in the previous game sits on the side lines. Other members besides Mr. Foster include: A. J. Kressen, RHF; F. R. Hoesast, foreman; George Conrad, Chief Clerk; Mahlon Small, Boilermaker, and Harry Nead, machinist.

There is a new boy in the home of Earl Hannum, the extra yard master at Council Bluffs yard. The lad weighed ten pounds and Earl is about the happiest man on the yard force.

Round house foreman, A. J. Kressen, and family, went to Milwaukee the latter part of October to help Augie's father celebrate his 71st birthday anniversary. It happened that the son's birthday was the same date, but nothing was said about how many candles were on his birthday cake. Mr. Kressen, Sr., is an old-time employee of the Milwaukee, having worked in the shops for many years and he had the pleasure of having all of his children and grandchildren with him at the party.

For the 22nd time the Iowa division correspondent extends season's greetings to fellow employees.

Notes from the West Coast

A. M. R.

AMONG the Chicago visitors recently were Mr. E. A. Meyer of our Safety Dept. and Mr. E. L. Murray, Chief Time-keeper. Herb Moody and Bob Reed, of the Seattle Auditor's office also paid us a visit.

Joe Cain of the Spokane passenger office convoyed the Gonzaga Bull Dogs Saturday for a game with the Tacoma Loggers. Joe must have taken good care of them, for they won by a score of 33 to 0.

Section Foreman Wm. Waldie returned from a trip east, made necessary by the death of his youngest brother.

Mr. Jas. McMahon, father of H. McMahon, agent at Sequim, passed away at Portage, Wis., Nov. 2.

Cond. W. A. Collinge passed away Oct. 18, the remains being taken to Oneida, Iowa, for burial.

An 83 mile per hour gale visited this part of the country Sunday the 21st, and did a beautiful job of up-rooting trees, destroying signs, etc.

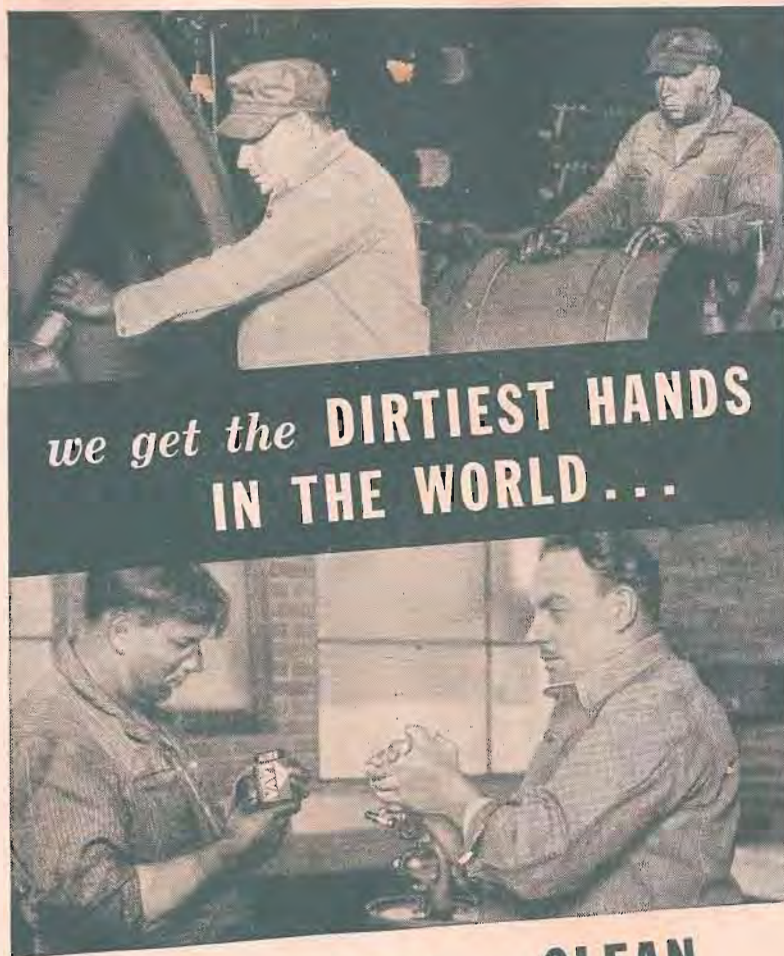
As many as six high power line poles would come down at a time, and our correspondent learned at first hand to judge how far a branch would sail thru the air before landing and how to miss same.

But the greatest thrill came from making correct estimate of the time to get by a swaying pole before it hit the pavement. There may be more exciting things to do with an auto, but we doubt it.

Incidentally, this was the day Les Ellis picked out to resume his golfing again. And Guy Bell says when trees start falling 20 feet away, it's time to leave any golf course, even if you are winning.

At Port Townsend it put three cars into the water, while at Raymond it deposited two small houses onto the main line. The west is still wild at times.

Unfortunately, the storm caused the death of loco. fireman Carl E. Christenson and his wife, who were killed in attempting



and we get them CLEAN FAST WITH LAVA SOAP

At the Chesapeake & Ohio coal docks at Toledo, Ohio, carload after carload of coal is dumped into huge Great Lakes barges. Here, most visitors agree, are found the "dirtiest hands in the world."

But Lava Soap gets them clean in no time. In the picture above, General Foreman Floyd O. Wright and Assistant Foreman Herbert Kohne are washing up with Lava Soap after a day's work on the coal-dumping equipment.

From Coast to Coast, railroad men have found that Lava gets grime fast — helps prevent infections. Here's how Lava works. Its thick lather and powdery pumice team together to get any dirt in less than a minute. Its glycerine—used in most expensive hand lotions—and other soothing oils protect the

skin, keep hands from getting chapped and red, heal up little cracks and nicks.

And Lava kills germs. Tests show that as a preventive against many common bacteria, Lava is several times as effective as carbolic acid. Works well in any water—hot or cold, hard or soft. Outlasts ordinary soaps 3 to 1. Try Lava today.



TAKES THE DIRT . . . PROTECTS THE SKIN

to repair an aerial during the storm.

A high power line came in contact with the aerial while Mr. Christenson had the latter in his hand. Mrs. Christenson lost her life in attempting to pull her husband away from the wire.

Mrs. Carl Candler was a patient at the Tacoma General Hospital recently, but has now returned home, much to Carl's relief.

Bellingham District

Yard Condr. Harry Hart, and Mrs. Hart, left Bellingham Nov. 1 for an extended visit with their daughter in California.

Mrs. A. H. Woody, wife of Condr. Woody, fell on the porch floor at her home at Bellingham recently and sustained two broken ankle bones which will confine her to a wheel chair for some months.

Mrs. J. M. Gillim, wife of our agent at Bellingham, has been actively engaged in the Bellingham Community Campaign drive recently.

The Kale Canning Company, located at Everson, Wash., just closed a very busy season. They preserve all kinds of vegetables and fruit locally grown in Washington. Received this year fifty-five carloads of apples from east of the mountains.

On account of sickness, Roundhouse Foreman J. F. Amidon at Bellingham has been relieved by F. A. Kemp of Tacoma.

Twin City Terminals

Leda Mars

ON August 18th, Raymond Kolhoff of the commercial office, was married to Miss Delores Bendsend. After a trip East on their honeymoon, they are at home in Minneapolis. All his many friends and co-workers wish them much happiness.

We are glad to welcome Harry Haye back after an extended illness.

The accounting dept. thought they were seeing double when Robert Wilson's twin brother walked in to take his place filling in as sorter for Harry.

The consolidation brings partisan supporters of Minnesota, Iowa and Wisconsin football teams. Many arguments, but looks like this is a Minnesota year.

Bill Stackpole is glad to be back at work again and we are glad to have Bill back with us.

Carter Yowell paid us a visit and maybe he is lucky he doesn't hit Minnesota often this year.

Understand Fred Johnson is entering his cats in the coming cat and bird show. More news later.

Iowa and S. M.

V. J. W.

WE are indeed very sorry to hear that electrician J. Harris Igou is very ill at his home with pneumonia.

Engineer Theodore Esser is reported as improving at St. Mary's Hospital in Rochester after having undergone a very serious operation.

Engineers Chas. Gillice and John Ryel are preparing for their annual migration to the sunny south.

We are glad to welcome engineer Chas. Erickson back to work after an absence of about 18 months due to illness.

Engineer Ed Hedges is also welcomed back after having been off sick for several months.

Engineers Bernard Elsner and Chas. Hallman left the 14th for northern Minnesota deer hunting. Cashier G. B. Williams is another hunter who is waiting the zero hour in the north woods.

Mrs. Wm. Murphy is reported as very ill with pneumonia. She is at St. Olaf Hospital in Austin.

Agents Kingsboro of Rose Creek and Moe of Ridgeway are taking a few days off.

Agent L. V. Olson of Grand Meadow has returned to work after a few months activity in relieving the housing shortage in Austin.

Frank Hartwig has been appointed agent at Fountain, Martin Larimer has been appointed agent at Hatfield and Wm. Sellman has been appointed agent at Airlie.

Leo Widner, station helper at Lime Springs, is taking the assignment at Farmington, replacing Hartley Anderson who has held the assignment following the death of Ross McConaghie. Ross was fatally injured while cleaning his shotgun.

Trucker Wm. Heeman is wearing a new pair of overalls due to his choice of candidates in the recent election. Trucker Hagelund, who picked the "Lily Whites" and bought the overalls thinks the least Bill could do is let him wear them once in a while.

Agents H. S. Hoff of Lanesboro, B. E. Halverson of Easton, and J. R. Ibsen of Peterson attended the American Legion Convention in Miami last month.

Operator Harry Mordaunt of Mankato Tower was off a few days the latter part of the month due to the death of his brother.

We did not get many reports of limit bags during the recent pheasant season. The best one turned in to date was by Condr. Geo. Johnson and Clerk "Babe" Swank who invaded the wilds south of Hollandale and returned with one rabbit, one burlap bag, and six heads of cabbage.

The Milwaukee Employees' Austin Credit Union was organized on May 5th, 1934, with a capital of \$41.00. Statement as of October 31st, 1934, shows there are now 71 members and 38 borrowers; total amount deposited on shares, \$1,100.00. Total loans to members, \$1,726.50. All of this has been accomplished in less than 6 months. The officers of the Credit Union are striving for a membership of 100 by the close of the year. Any employee on the I&SM Division is eligible for membership in the Union, and can obtain particulars without obligation from any member or officer. Every man on the payroll is either a borrower or a saver—and the Credit Union needs both. Join now!

Operator Hayes of Albert Lea was off the latter part of the month for a trip to Chicago.

Our superstitious baggageman Dwight "Tang" Kneeskern safely emerged from a series of jinks involving the number 13, Friday, black cats (in one instance all of them on one day) and various other ill omens only to have his attention called to "the hand writing on the wall."

Around the Seattle Terminal

With L. B.

THIS is my first attempt at gathering "news" for the Seattle Terminal. Will admit I do not have an A. B. or A. M.

degree, but as Agent Campbell says, if I stay with it as long as John Raymond has been dispatcher at Marion, Iowa, I'll know what it is all about. However, we should be represented in the Magazine, and with the co-operation of the employees of the Terminal I feel we can make our Column one to be looked for each month.

I hope you'll like it!

Daisy Webb, our Comptometer Operator, has sold her Dodge coupe. No need for her to have an automobile now for the husband-to-be drives a Ford V-8. The "event" I believe is scheduled for the early part of the new year.

D. F. and P. A. Paul Wilson was shaking hands with his Seattle friends during early part of October. He resembles Clark Gable with that little mustache.

Believe it or not, some of the clerks at the Local Freight do celebrate their birthdays—meaning Lou Weigand. Lou made quite a day of it.

Clara Carrotte is back with us again, working as our bill clerk. After you have once railroaded, Clara says, it is hard to stay away.

Auditors Salzer and Ludke checked our station during October.

'Wanna buy a duck, Cellyham? Understand the heavy wind blew most of your birds away.

This item may not be "news" to some, but the feminine admirers of Portmaster Harry Wilson will be saddened when they read that he is now a benedict, having taken the fatal step early this fall.

Just the other day the correspondent was asked what had become of the Agent's bird's-eye maple cane. Apropos of this question, the following is printed by permission of the Editor of the Seattle Times, having appeared in The Stroller's Column August 1, 1934.

"Down at the Milwaukee Railroad Freight Department, they're still ragging W. H. Campbell, Freight Agent, about that white wooden A Century of Progress souvenir cane he brought home from Chicago recently.

"They've been waiting and waiting to twit him, but do you think Mr. Campbell will 'wear' that cane out on the sidewalk? He will not, even though fair demoiselles plead ever so prettily and male colleagues double-dare him to show himself in public. That cane remains in the office!"

We have a new sign at the Freight Office, extolling the excellence of our famous "Olympian."

Don Hays and John Cole, of Spokane, are working in the Seattle Yard Office. Aside from being very likeable young fellows they are splendid yard clerks.

A. Villata is back on the revising desk, Bill Murray having accepted the position of chief clerk in General Agent Hillman's office.

G. W. Linscott who recently underwent an appendicitis operation at the Firland Sanatorium is reported doing nicely.

Captain Shibbes, who has been ill for a long time, is now back at the wheel of the Tug Milwaukee. Captain Shibbes has a record that can well be envied by any sea-faring man—that in the many years of his service he has never run the tug aground.

Mr. and Mrs. Fred Rasmussen spent a

"Burn the Milwaukee Out of the Depression"

BUY

GLENDORA COAL

ORIGINATING ON YOUR OWN LINE

Low in Ash

Low Volatile

Free from Sulphur

THE WONDER COAL

few days in Portland visiting with Mr. Rasmussen's sister.

Julian Pessein was loath to have Bill Murray go to the White Building. They were partners in the game of barn-yard golf and Julian says Bill knows his horse-shoes!

We were pleasantly surprised the other afternoon when Ann Kerwin stopped in to see us. Ann has been away on sick leave for some time. She has been released from the Sanatorium and her friends will be glad to know she looks the "picture of health" and says she is feeling equally as well as she looks.

Mark Cable visited with friends in Spokane recently. Mark being a former Spokane employe, called at the warehouse and talked over old times, as well as topics of the day, and reports the boys there are busy and happy.

Daughters are important to fathers, especially to Jack McMahan who evidenced the fact by proudly bouncing into the office a few days ago exhibiting Jo Ann Rene, four months old.

Warehouse Foreman Macklem has a new Oldsmobile coupe. Purchased, I am told, with coupons from "Cream of Kentucky."

Here and there about the Freight Office: Stan Holtum selling chances on an American Legion Turkey contest.

Bill Woodard choosing a name—other than his wife's—on this same contest board.

Chief clerk Anderson discussing (in pantomime) his bowling score of 209, with C. D. MacLennan who is crowding him for first place.

W. W. Brundage, local manager of the International Freight Forwarding Co., passing through the hall wearing new brown suit.

Rowene Bunker, stenographer for same concern, also wearing brown—an autumn color which goes nicely with the color scheme of their new office, located on second floor of Local Freight.

All for now. How am I doin', folks?

L. & R. Division

N. M. H.

THE L&R Division extends its sympathy to the family of engineer James McMahon, Sr., who passed away on November 1, 1934, after a brief illness. Mr. McMahon held the distinction of being the best engineer on the La Crosse Division, having entered the service in 1872. He was promoted to engineer on September 30, 1877 and from that time was in active service until August 15, 1934, making a total of sixty-two years in service.

It might be of interest to the readers of the L&R items to know that the "Milwaukee" has benefited greatly by the building of Dam 5-A at Winona, Minnesota. To date we have hauled 1,688 cars of sand and gravel, 260 cars of cement, two cars conduits, 76 cars steel sheeting, seven cars machinery, 68 cars structural steel, one car copper, ten cars contractors' equipment, 13 cars of coal, 60 cars of lumber and 77 cars of wood piling.

Walt Smith, operator at Winona, just returned from a two weeks hunting trip and reports that he saw plenty of game but the game saw him first. Anyway, he is satisfied.

Morton James Shirks, one of the engineers that became one of the "Milwaukee" family when we acquired the La Crosse and Southeastern Railroad, has certainly not been wasting his spare time. In the last thirty days, he has obtained two full fares and one-half fare passengers from Sparta to Chicago and return and one full fare, La Crosse to Minneapolis and return, via "The Milwaukee Road." Mr. Shirks is to be commended for his efforts in securing business for the company.

We have a newcomer in our office. Meet Mr. Al Koester, the new stenographer for Superintendent Gibson. Mr. Koester is from Freeport, Illinois, but we hope that he will learn to like La Crosse and decide to stay.

Understand that Jimmie Jakubec is considering moving because he can't stand the overhead.

Mrs. B. F. Neuens has just returned from a visit to Aberdeen, S. Dak., where she visited with old friends.

Really folks, if you want to be in style and learn the latest fads, I would advise you to consult Carl Schroeder, operator at La Crosse. Ask him where he got the pretty blue shirt and orange tie.

C. M. Nichols, conductor on the River Division is out visiting in California. Wonder what the attraction is?

The following is a list of a few of the old-timers on the L&R Division and what they are doing:

James D. Carroll—Running passenger between Watertown and Madison, part-time and living at Balsom Lake, Wis., the rest of the time.

Walter Shannon—Taking care of his garden and lawn, has not worked for over two years.

Tim Tierney—Running switch engine in Portage yard and working every day.

Pat Riley—Working every day running switch engine in Portage yard.

Thomas Clarey—Working every day on wayfreight between Portage and Madison.

Daniel O'Leary—Working part-time on passenger between Watertown and Madison and taking it easy the rest of the time.

The above named men have all been in the service of the Milwaukee over fifty years, in engine service.

Information has been imparted to us that Engineer Jack Little has purchased a new pair of boots in anticipation of going chicken hunting next year.

The boys in the freight house at Portage are very proud of their office. The carpenters have fixed up a few rough spots and the office has been re-arranged so that it is much more pleasant to work in.

One of the most frequent questions heard around the railroad these days is "When is the Employees Pension Association going to send out the checks?" This sure would be a nice present with Christmas in the offing.

West End T. M. Division

R. K. B.

THAT well-known bird, the stork, came flying over Miles City one night last month looking for a good-natured family in which to leave his cargo, and finally tapped on the door of store clerk Louie Seeman, and got a great welcome. The infant, a girl, was promptly christened Delores Mae, and when she grows up they're going to run her for state senator.

News reaches the office from Alaska that while engineer and Mrs. Frank Winsor were visiting in Juneau, Mrs. Winsor while leaving the home of some friends just before sailing home, fell and fractured her hip, and will be confined to the hospital for a considerable period until the fracture mends. The many friends of the Winsors on the division were extremely sorry to hear of her severe injury, and although Alaska is pretty far away for a visit, they are making up for it with lots of letters.

Hay fever season is over, but Bing Smith's mustache still remains. His brother trainmen spend hours admiring it, and telling Bing how dignified it makes him look.

Relay office operator C. C. Johnson wanted to get a pup for the boy, but one not so small that everybody would be tripping over it when they came into the house. Operator Johnson's search for a sizeable pup was successful, when he discovered a Newfoundland mastiff puppy that wanted a home just as much as Chas. wanted to give him one. The dog house they plan to build in their back yard is estimated will tower about two stories above the home up front, and they are planning on buying an additional couple acres of ground in order to put the pan so the pup can take a drink. Chas. came home tired one morning after work, and although he saw the pup he couldn't find the house until the said pup moved out from front of it.

Roundup did a rushing coal business during October this year, revenue carloads being something like 220 in excess of October last year. The warm weather so far this month will probably cut down on the output, but one thing you can bank on in this country is a good healthy winter.

RAILROAD MEN AND SANTA CLAUS AGREE ON TOBACCO

South Carolina pipe smoker learns about Edgeworth through St. Nick

We don't know whether Santa Claus learned about Edgeworth from railroad men—or whether the reverse is the case. But we do know that they both agree on Edgeworth. In fact, the "Grand Old Man" brings the joy of Edgeworth to new pipe smokers every year—just as he did to Mr. J. E. Brown of Spartanburg, South Carolina. Read Mr. Brown's letter.

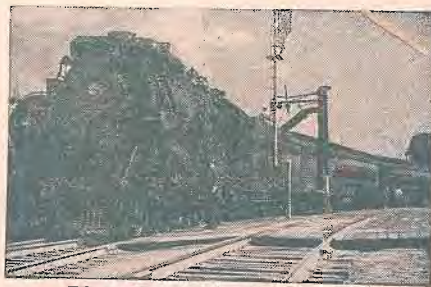
418 N. Church St.,
Spartanburg, S. C.

Larus & Bro. Co.,
Richmond, Va.
Gentlemen:

Santa Claus brought me happiness. Here's how it happened. For years I had envied pipe smokers. They seemed so happy, so peaceful, so contented. But somehow I didn't seem to be one of them. Doctor Mac down at the corner drug store had tried to start me on Edgeworth, but I was dubious and put off trying it. Then came Christmas. Santa Claus in the form of a prospective brother-in-law placed a big desk-size can of Edgeworth and a trim, good pipe under the tree—for me. Christmas morning I lit up and realized that Doctor Mac was right. I smoked many times that day, and the next, and the next, and today and tomorrow I shall do the same. And always it's Edgeworth!

Yours,
J. E. Brown

If you haven't already found Edgeworth, give Santa a hint this year. For Christmas we'd suggest a vacuum tin of Edgeworth. Vacuum packed Edgeworth is sold in several sizes from two ounces to half-pounds



Edgeworth and railroading go together

and pounds. In these tins, the rich flavor and aroma are kept perfect in any climate. Don't forget, too, that there is the standard 15¢ pocket package, and other sizes up to the pound humidior tin. Edgeworth is made and guaranteed by Larus & Bro. Co., Tobaccoists since 1877, Richmond, Va.

THERE IS ONLY ONE KROMER CAP

THEY ARE MADE
BY KROMER

If your Kromer winter cap is worn out and you need a new one—remember that the cost of a genuine Kromer Cap is less than any imitation offered.

Demand a Kromer Cap—there are none just as good at a lower cost. Our name is in every cap we make.

If your dealer cannot supply you, give us his name or write us direct, stating size and color desired.

Postage Paid.

KROMER CAP CO.

430 North Water St., Milwaukee, Wis.



Wool Winter
Oxford or blue 4-pc.,
each

\$1.00

Oxford, blue or black,
6-pc., each

\$1.25

Baxter Laundries INC.

We Do Mending, Darning, Turning of Col-
lars and Cuffs and Replacing of Buttons
FREE OF CHARGE

**Quality and Service
Unexcelled**

SHRIVERS DIVISION 3128 W. Lake

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SOUTH SHORE DIVISION 7391 So. Chicago

Plaza 4100

KEESE DIVISION 2516 Armitage

Humboldt 0481

CHICAGO

The
Bird-Archer Company
Manufacturers of
ANTI-FOAMING COMPOUND
Western Office
122 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

Marmarth station as usual this year was close to the top of the list on stock shipments, and the stockyards there was a busy place, what with the local shipments and feed in transit stock diverted there on account of the congestion at Aberdeen.

We don't pretend to be a prophet or anything like that, but Frank Wolfe after he got to Spokane began to remember the good old days on the parched and lonely prairie, and it wasn't so long until he was back.

We take pleasure in recording the enviable vacation just enjoyed by Traffic Dept. Stenographer Mildred Webber, who this year journeyed to Havana, Cuba, and has come back a converted Latin-American. Amidst descriptions of the Cuban Moon, the rhumbas, tortillas, Morro Castle, bombs and revolutionists, etc., etc., we get the idea that Mildred had a pretty good time.

We record with regret the passing of Operator C. H. Struckmeyer of Sumatra who passed away at Miles City on November 5th, having just entered the hospital for treatment of stomach ulcers.

Mrs. Riley Beal, and her mother, Mrs. W. T. Farnsworth, were called to Trenton, Missouri, on November 6th by the passing of Mrs. Beal's grandmother in that city at an advanced age.

Dispatcher C. A. Nummerdor was able to get in a few days vacation which he spent with his father in Waupun, Wis., and on his return to work is filling the position of chief, while Mr. Cornwell is away for a short visit.

One of those mysteries in which Bill Doherty has the habit of being involved, occurred again a short time ago, and its title is "The Missing Message Box." Amidst sounds of anguish and strife, Bill suddenly remembered that the mysterious box had been placed away for safekeeping over Sunday, and certain cruel insinuations had to be stifled in people's breasts.

Engineer P. H. Dunn, running on the Democratic ticket unopposed for the office of Public Administrator was once again re-elected to that office.

Among other extra employees who were called back to the division on account of the stock rush was Fireman Edward Frawley, who has been making his home in California the past few years.

D. & I. Division Magazine Notes —First District

E. S.

SYMPATHY is extended to switchman and Mrs. F. Kademan and family of Davenport, account the death of their son

Fred, which occurred in St. Mary's Hospital, Rochester, Minn., October 26th.

John T. Regan, who has been in the employ of the Milwaukee Railroad for 48 years, and a conductor for many years on the Iowa Division, died at his home in Savanna, Friday, November 16th. Mr. Regan had been in ill health since April 4th when he suffered a paralytic stroke. Funeral services were held Monday, November 19th, and interment took place in Savanna. Surviving are his widow, sons, Jack and Frank, and daughter Bernadine, one grandson and four sisters.

On Monday, November 12th, the first of a series of departmental meetings was held in the Lydia T. Byram Community House, Savanna, with the mechanical and store department employees in charge. The pot-luck supper at 6:30 p. m. was followed by a short business meeting and at the conclusion of the meeting a memorial service was held, honoring Mrs. Byram, whose graciousness and untiring efforts in the Milwaukee Women's Club had made her so dear to all who had the privilege of knowing her.

We understand that wedding bells are to ring for a popular yard clerk at Savanna and hope we will have the news to print in the next issue of the Magazine.

Seattle General Offices

A. B.

MIGHT as well start out with a small correction. The new member of the Douglas Haley household wiggles his ears when either Daddy or Mummy shout "James Douglas." Call me Jimmy.

Chief Clerk Stabilein insists from time to time that the foliage (singular) ornamenting the foreground of his noble cranium, my physiology doesn't happen to be so ho-ho-please overlook it) is stooping out and threatening to fall down in his eyes most any day now, but the writer after making a minute inspection recently was forced to the conclusion that either his specs "done him wrong" or EMS' confidence is misplaced. Anyhow, such faith is admirable!

The many friends of former Seattle Relay Office Operator S. N. Belanger, who has been working for Uncle Sam in the Canal Zone the past few years, will be glad to learn his new address: P. O. Box 2157, Cristobal, Canal Zone. He is always tickled to hear from his Milwaukee friends and what's more, writes very interesting letters himself, so if you want to get the lowdown on the Canal Zone, folks, drop "SN" a line any time.

Understand Col. Cooper of the C. C. C. is attending night school at the suggestion of Diversion Clerk Nye, who says that since joining the Army and making his headquarters with the Transportation Department his penmanship has deteriorated to such an extent that only its master can figure out whether it's shorthand or Chinese, and he has to do considerable crystal gazing before he can decipher it. Brother Nye also states that he believes the Colonel is harassed by a certain Celtic member of the Transportation Department which doesn't improve his hand. Dick "Holman" Lindstrom of the General Manager's office agrees heartily and adds that he is developing a swell case of insomnia from the same cause.

Don't believe we have ever mentioned the fact that Arch Woodward (Woody to you) of the demurrage force has joined our Seattle family. That is, when he isn't in Montana, the Dakotas or Idaho, he's here. We think it's quite a tribute to our Pacific Northwest country that after being out here only a month or two, Woody summoned up sufficient courage to journey back to Minnesota and sell himself to the present Mrs. Woodward. We're mighty glad to have them here, and know they'll like Seattle and Puget Sound.

Traffic Department—Seattle

M. N.

DURING the recent visit of the 90-mile gale through the Pacific Northwest, the double garage at the home of Mr. J. J.

THE FAIR

Dependable with Long Life

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

THE P. & M. CO.
Chicago • New York

O'Meara of the Traffic Department, was wafted up in the air, and back to earth again. Mr. O'Meara is now receiving bids for the rehabilitation of the structure, and trying to figure out whether it will be cheaper to have it set up again to accommodate his present car, or to buy an Austin and run under it.

An addition to the prevalent good looks in the General Freight Department is Mrs. Bernice Rumin, who began her service with the Milwaukee Road in August. Mrs. Rumin succeeded Mr. Harold D. Collingwood, who was transferred to the position of chief clerk at Great Falls, Montana.



A Seattle Garden.

An orchid to Mrs. Lois Herren, of Mr. Rowe's office, who finds time, in addition to her office duties, to cultivate one of the most beautiful flower gardens in Seattle. Mrs. Herren has a large formal garden, and a lovely old fashioned garden, a feature of which is the attractively planted pool, of which we are including a picture in this issue of the magazine. Mrs. Herren specializes in chrysanthemums and tulips, and showing of these flowers includes several hundred different varieties. Her chrysanthemum collection has been the subject of much favorable comment this year, comprising a full range of both single and double blooms. In addition to her horticultural talents, Mrs. Herren is an expert in the making of hand-woven baskets.

The General Freight Department Forum, in official session last week, passed a resolution to the effect that the Huskies (Washington University football team) are the cream of the coast, the last word in football supremacy, and, to sum it all up, a good average team.

Today's fascinating fact is that Mr. Roy Jackson, who covers the lumber front for Mr. A. J. Hillman's office, is also an artist of no mean ability, his sketches being much in demand in the Seattle commercial field. He uses crayon as a medium very effectively, and like other great artists, only performs when he is "in the mood."

Mr. C. S. Winship, Traveling Freight agent, Seattle, is the father of three handsome children of school age, and in consequence, fears nothing in the way of Federal Co-ordinator questionnaires. He is quite sure Mr. Eastman can't think of any he hasn't already been asked.

The New Hub of the I. & D.

Wm. Logan, Historian

OPERATOR C. C. SMITH of Sioux City is visiting in Wessington Springs, S. D. Eddie Addams, former trainmaster's clerk, spent Armistice day visiting old friends in Sioux Falls, S. D.

Mr. and Mrs. Ray Hunter and Mr. and Mrs. Clark Overcash, all of Sioux Falls, were some of the recent visitors at the World's Fair.

Mr. Newberry of Chicago has been appointed dining car steward on the "Sioux."

The "Sioux" carried a special Pullman out of Sioux Falls November 15th to accommodate members of the O. E. S. to Tampa, Fla., where the National convention was held this year.

Mr. H. L. Hoskins, chief dispatcher, Sioux City, Ia., had the honor of being elected president of the Russian Railway Service Corps when they met at their annual reunion in Minneapolis recently. Mr. Hoskins served as a second lieutenant of this body of men who served in Russia during the World War.

The long looked for plans to remodel the

Sioux Falls freight office should start about the end of November, according to latest reports now available.

H. W. Wuerth of Mason City, division engineer, is planning on taking his Consistory work in the Masonic Order in Sioux City the latter part of November.

Mrs. Jennie Wheeler of Sioux Falls, S. D., spent Armistice day visiting friends in Sioux City.

Kansas City Division

K. M. G.

FOLLOWING an absence of several months, account illness, Conductor J. N. Brown is again in the passenger service running on the Marion Line passenger train between Ottumwa and Cedar Rapids.

Received news of the death of Engineer John H. Smith, which occurred on October 28th at Long Beach, Calif. Mr. Smith had gone to California for an extended visit with relatives. He was 61 years of age and had been an employee of the Milwaukee since November 3, 1891, being transferred to the K. C. Division on August 18, 1900. The remains were brought to Ottumwa and funeral services held Saturday, November 3.

For two months Mrs. L. C. Traul, wife of conductor, was a patient in the St. Joseph Hospital, Ottumwa. She has been removed to her home on N. McLean Street, where she is recuperating. Her son Joe was taken to the Ottumwa Hospital the latter part of October and operated on for appendicitis and hernia. He is reported to be recovering.

Engineer F. E. Glore entered the Ottumwa Hospital on November 1, where he was confined for eleven days, having a cataract removed from his right eye. The operation was a success and Mr. Glore is now able to be out and hopes to resume his duties in the near future.

Mr. and Mrs. Albert Leahy of Savanna were visitors in Ottumwa in October, being guests in the home of Roundhouse Foreman L. H. Rabun.

Conductor W. C. Harris, wife and son, Dwight, were in Lockwood, Mo., in the early part of November, where Mr. Harris had legal matters to look after.

Mr. and Mrs. John Mooney of Chicago spent the last week of October in Ottumwa with their daughter. Mr. Mooney is employed in the district accounting office in Chicago.

Ducks are scarce this season and hunting is not much fun, says our "hot shot hunter," C. H. Baker. The \$5.50 for license, etc., was a poor investment this year and wild ducks are an expensive luxury, says CHB. Maybe the ducks are aware of the fact that he is a "crack shooter" and are steering away from the location of his blinds on the Des Moines River; anyway, if Bake invites you up for a duck dinner you will have "to bring the ducks."

The tie renewing gang in Montana and Wisconsin was disbanded the last of October and E. Thompson of Blakesburg, foreman of the gang, has returned to his home; also Gene Schafer, Lon Cox and Herschel Loveless of Ottumwa and Joe Cousins, formerly section foreman on the K. C. Division, all of whom were with the gang, have returned to their respective homes.

Dispatcher R. O. Clapp departed on November 10 for Minneapolis to spend some time with his granddaughter, Mrs. George O'Gar. H. G. Barnard relieved Mr. Clapp and Lloyd Calloway worked as operator in the office of chief dispatcher.

Mrs. Nell Bowen, employed in the office of superintendent, who was a surgical patient in the Ottumwa Hospital for several weeks, has returned to her home and is greatly improved. We hope she will soon be able to resume her duties.

Ed. Love, son of Roundhouse Foreman A. L. Love, was re-elected to the office of county auditor at the recent election, serving his second term.

The agency at Farson is now held by M. L. Fromm. Due to the position of third telegrapher at Chillicothe being abolished, Lloyd Calloway displaced Mr. Fromm as

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Write for new Christmas folder
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third operator at Polo, and Mr. Fromm in turn displaced L. R. Rigley as agent at Farson.

H. F. Owens, agent at Excelsior Springs, was relieved by S. E. Moore for ten days while Mr. Owens was on a vacation. T. E. Manso at Lawson was also off for several days and his position was held by W. W. Carson.

Iowa (East) Division

John T. Raymond

MRS. BERTHA VOSS of Three Forks, Mont., visited for some time at Marion with her sister, Mrs. Ora Miller, who is ill. Mrs. Voss returned home the latter part of October.

Mr. and Mrs. James I. McGuire and baby son, James, visited relatives at Denison, Iowa, for a week early in November.

Opr. E. F. Clausen of Marion relieved Edw. Mullaly at Cedar Rapids while the latter worked as Opr. "MA" office, Marion, second trick for a week in November.

Dispr. Earle E. Edwards, Marion, relieved Dispatchers Turner and Jordan during their absence.

Jos. Sanborn of the clerical force, Supt's office, Marion, has pretty well recovered from his long illness. He is back to work and is looking fine.

We regretted very much to learn of the death of engineer John Gilligan at Perry. He was pretty well known on the Division and many friends will be sorry to hear of his passing.

Mrs. Henry Seeger, wife of station agent Seeger at Morley, has been in hospital at Des Moines for a major operation. Mrs. Seeger has a brother who is a doctor at Des Moines.

Mr. Stoddard's interesting article on the Marquis De Mores in the November number, Milwaukee Magazine, recalls our annual trip through Medora, N. D., where along the Little Missouri there shows a huge brick chimney, the remains of all that is left of the ill-fated packing house erected by De Mores. There is also a large sign there put up by the Nor. Pac. Ry., reads "Theodore Roosevelt ranch in this Valley in 1884."

Pierre Wibaux, a contemporary of Roosevelt, ranchd just over the border in Eastern Montana. His statue stands on a prominent corner at Wibaux, Montana, a town named after him. He was a man of many fine qualities and stood very high in the esteem of the ranchmen and cowboys of an early day. Later he resided at Miles City, Mont.

Mrs. Gerald Gordon and her two daughters, Geraldine and Muriel, and son Lawrence of Marion, left for Los Angeles, where they will visit relatives for several weeks.

Mr. and Mrs. L. A. Turner, of Marion, visited in Chicago several days early in November.

"Take every chance you can possibly get to be kind, because some day there will be no more chances, wherever there is a human being there is an opportunity for a kindness."

The marriage of Miss Ethel McDonnell, of Marion, to Charles L. Burkhardt, of Cedar Rapids, occurred at Marion, Oct. 31st. Mrs. Burkhardt, a popular and well-known Marion girl is a daughter of Mr. and Mrs. C. L. McDonnell, Marion. After a motor trip to Washington, D. C., and other Eastern points, they will reside in Cedar Rapids. We extend our best wishes for a long and happy life.

Tuesday morning, Oct. 16th, occurred the marriage of Miss Anna Mae Lafferty of Marion and Mr. Le Roy Davin of Albany, N. Y. Miss Lafferty is a daughter of Condr. and Mrs. F. Lafferty and formerly held a clerical position with the Milwaukee Road at Atkins. They will make their home at Albany, N. Y. We extend our very best wishes.

A Claim Prevention meeting of Iowa Division was held at Cedar Rapids, Oct. 16th, 7:30 p. m. Supt. Elder presiding, he spoke at length giving possible cause of claims, approaching cold weather and cautioned continued alertness by every one concerned.

Roy Dougherty of the Claim Prevention Department was present and gave a fine talk, complimenting some of the agents that had come from a long distance to be present, assuring them that their interest was much appreciated. He said that the program laid down some five years ago covered the situation quite fully, but there are still odds and ends that needed bringing up from time to time. After Mr. Dougherty's remarks the topic was quite thoroughly discussed and suggestions made by fifteen of those present.

The Milwaukee Women's Club, Marion, have just held an election of officers. The chapter is quite active and do a good work. They are planning some worthwhile activities in the near future.

There was a staff officers' Safety First meeting held at Supts. Office, Marion, Nov. 13th, Supt. Elder presiding. Besides the Marion officers present were: W. J. Whalen, W. N. Foster, S. Einerson, J. A. Cherkwiler, of Perry; G. W. Wean, of Sioux City; L. Anderson, of Rockwell City, and A. H. Hobart, of Monticello.

Station Agent James R. Harding, 70, of Hawkeye, Iowa, passed away Monday, Oct. 20th, after a lengthy illness. He was a faithful and efficient worker and had the respect and warm friendship of all those with whom he came in contact. His death is greatly regretted by his associates.

"Roll on old time, do what you will, Remembrance is remembrance still, Whatever changes your whirling sends, You can't make us forget old friends," Merry Christmas and a Happy New Year.

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

D. H. A.

WELL, election day and Armistice Day are over and now we have Thanksgiving Day to look forward to. By the way one of our boys does not care to be reminded of election day as he lost \$5.00 betting on the Republicans. Larry says, "Never again."

Mrs. Mary Arvidson of Marinette, Wisconsin is visiting at the home of her son, A. W. Arvidson and family.

Mr. and Mrs. F. C. Williams spent a couple of days at Northfield, Minn., visiting their daughter, Frances, who is a student at St. Olaf's College.

Mrs. Nelson Conger of Marion, Iowa, a guest at the Harry Conger home, with her daughter, Betty Conger.

Mr. and Mrs. Emil Johnson and son, Dick, made a hurried trip to Minneapolis over the week end.

Mr. and Mrs. Chester Helmey and family of Lavina, Montana, have moved back to Mobridge and are now comfortably settled in the Helmey home in the east part of town.

Our Milwaukee Woman's Club was honored on October 30th by a visit from Mrs. Carpenter Kendall and Miss Etta Lindskog of Chicago and Mrs. H. M. Gillick of Aberdeen. A noon day luncheon was served and later a get-together meeting at the club rooms where splendid talks were given by these members of the general governing board. Later on in the afternoon tea was served with Mrs. Ed Sandals and Mrs. Chas. Nath pouring. It is an inspiration to have these women with us and encourage us to carry on in the good work we are trying to do.

A. A. Revord attended the Minnesota-Michigan game at Minneapolis on November 3rd.

Miss Frances Manley, who is a student at Yankton College spent Sunday and Armistice here with her parents, Mr. and Mrs. Arch Manley.

The Milwaukee Woman's Club, with Mrs. Paul Nylan as chairman of the dance committee, are making great plans for the annual Thanksgiving dance to be given at the Masonic Temple on Thanksgiving night, with music for young and old furnished by Hourigan's orchestra. Numbers are being sold on two five-dollar bills which will be raffled off at this time. We hope everyone will turn out and enjoy themselves on this occasion.

Agent Bennett and Helper Thos. Egan, at Thunderhawk, are leaving on a trip to California. "Ding" Childers is relieving Mr. Bennett.

"Whitey" Knott who operates a chicken ranch near Everett, Wash., is back here making a few runs.

"Red" Wands of Everett and Martin Tasnady of Portland, Ore. who were called back here to work during the busy spell have returned to their homes on the west coast.

Before another issue of this magazine comes out Xmas will have come and gone and we take this means of wishing all our readers a merry yuletide, and a happy and prosperous New Year.

Splinters from the Wooden Shoe

Browning

THE passenger depot at Plymouth has been greatly improved during the past month with a new roof. With the business that they have been doing at Plymouth I think they deserved a new roof.

The boys at Plymouth had a delightful surprise a few days ago when Paul V. Wilson, former division freight and passenger agent of this Division, made a personal call. Mr. Wilson took several pounds of cheese back with him, as he claims there is no comparison between Wisconsin cheese and that produced elsewhere.

Sympathy is extended to the family of Charles Helenore, who passed away at his home November 5th. Mr. Helenore was a veteran on this Division and will be missed at the Veterans' Conventions as he attended the ones at Seattle, Minneapolis and also the last meeting at Chicago. He was born in 1868 and moved to Green Bay after the Peshtigo fire in 1871.

Operator Tom Stib is now working on his new assigned job as second trick operator at Plymouth. Tom likes the job all right, but the hours—they are bad.

Plymouth has been quite a busy station the past few months and it looks like the good old days with four way freights on the East end and with two of them tying up at Plymouth each night. All the boys have been working night and day to keep the ball a-rolling. Dan Bronoe says if this overtime keeps up he will soon be able to get married.

Mr. A. Wangerin, agent at Plymouth, is confined to the Plymouth Hospital, where he underwent a serious operation. The last reports are that he is getting along fine and we hope to see him back with the gang again soon.

The football team started by the boys at Plymouth disbanded at a banquet held by them at the Curtiss Hotel. They have been unable to secure any games, and their quarterback says you get kind of tired playing alone.

Operator Spartz went rabbit hunting a few Sundays ago, but Mrs. Spartz evidently would take no chances, for she was seen in the butcher shop Saturday night.

Ernie Juers, flagman at Plymouth, was complimented for having the cleanest crossing surroundings of probably the entire Milwaukee system. Ernie says he has a secret: first get your surroundings nice and clean, the keep after it every day. The morning is the best time. Once you get the habit, the rest is easy.

Mr. and Mrs. Charles Feak, section foreman at Lena, Wis., celebrated their golden wedding anniversary Sunday, November 11. Mr. Feak has been an employee of the Milwaukee Road since 1892 and was one of the first settlers in the Village of Lena. He helped build the Milwaukee Road through that town. Congratulations are extended to both Mr. and Mrs. Feak.

Mr. F. T. Buechler returned from his vacation a few days ago, having spent a couple of weeks in his old haunts at Sioux City and Aberdeen.

The Superior Division has certainly come to the front with some wonderful new passenger train service. We now have a train leaving Milwaukee at 9:30 A. M. and arriving at Green Bay at 12:30 P. M., which we know is going to be a success. This

train runs daily, which gives us an additional train on Sunday which leaves Green Bay at 5:05 P. M. With the new coaches on these trains we surely hope to more than double our passenger earnings.

W. W. Pritchard is again on the job after having been confined to the hospital account of operation for appendicitis. He has been running passenger to get broken in again.

I. & D. Items

E. C. A.

TRAIN Rules Examiners A. C. Peterson and J. M. Oxley conducted a meeting at Mason City October 17th, together with Superintendent W. F. Ingraham and division staff officers.

Train Dispatcher C. S. Pack returned to work at Mason City October 18th after a visit with Mrs. Pack at Greensboro, Ky., and all points south.

Mr. F. H. Dickhoff, yardmaster, Mason City, and wife spent the week-end of October 20th at Fond du Lac, Wis., and at Chicago visiting the World's Fair. FHD just can't seem to catch any of those trout at Fond du Lac.

Mr. J. L. Burns, operator, Mason City, and wife spent a few days at Chicago attending the World's Fair about October 20th.

Mr. D. C. Bolton, PFI, Mason City, and daughter, Catherine, made a visit at Savanna and at Chicago October 19th.

Mr. H. J. McLaughlin, district claim adjuster, Sioux City, was in Mason City October 23rd on business.

Miss Stacia Harding, stenographer, Master Mechanic's Office, Mason City, resumed her duties October 22nd following vacation.

Yard Foreman J. A. Woonas recently put in a nice new asphalt platform to the front of the Mason City yard office, which is a fine improvement and very successful with the exception of slight damage due to Grace's spike heels and Thoma's No. 13 shoes.

Mr. L. R. Meuwissen, chief dispatcher, Mason City, and family spent a day's visit at the World's Fair October 28th.

Mr. J. C. Titley of Mr. Ellington's office, Chicago, was in Mason City October 30th on business.

Mr. O. E. Bradford, traveling inspector,

Makes Tanks and Cars Water Tight

Permanent, Inexpensive, Easily Applied



Leaky, wooden wayside tanks and freight cars that have developed leaks may be sealed permanently with Dearborn Sealing Compound. It is odorless, non-inflammable and non-deteriorating. Spreads from the trowel like soft plaster. Recommended thickness— $\frac{1}{4}$ inch. Keys to the joints, pores and cracks and dries into a glossy, black, pliable lining, insoluble in water. The cost is very reasonable, a small fraction of repair or replacement costs. Inquiries invited.

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To Milwaukee Patrons

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

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W. M. WALKER

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Cor. Racine Ave. and 14th Place CHICAGO

Austin, was in Mason City November 7th. Mr. A. M. Choate, formerly agent at Jackson Jct., is now agent at Clear Lake, Iowa, succeeding A. N. Anderson, deceased. Mr. A. F. Mikesch has been appointed agent at Jackson Jct.

Twin City Terminals—Mech. and Stores Depts.

N. A. H.

MR. EDGAR LUND, hostler, South Minneapolis, passed away suddenly October 18th. Burial at Scandia, Minn., his home town.

Veteran machinist Robert Eldridge of Minneapolis Shops passed away October 15th following a lingering ailment.

Roundhouse foreman Wayne Henderson is again the proud father of a baby girl who arrived October 12th. Congratulations.

Miss Agnes Robertson, clerk, South Minneapolis, made a week end trip to Chicago just before the final curtain went down on the Century of Progress.

Mr. Andrew Freedholm, machinist, Minneapolis roundhouse, died suddenly November 7th, he being the oldest machinist on the seniority roster, claiming a period of 52 years. Burial was at Pilot Knob.

River Division Oscar Hansen working in

the yards of late years also came to a sudden death Nov. 5th and our sympathy goes to those who are left to mourn his going.

Notes From the Local Freight Office, Spokane, and From the Coast Division, East

R. R. T.

WE REGRET having to report that Miss Olive Morgan, stenographer in the office of Mr. W. P. Warner, division freight and passenger agent at Spokane, is a patient at Deaconess Hospital, this city, at this writing, having undergone a serious operation. However, she is recovering very satisfactorily and her many friends hope to see her back at work before long.

The same hospital is (or was) harboring two others of our Milwaukee family. One is Fireman Berlin Wofter, at present on the extra board, who had to undergo a major operation for hernia and has just been discharged at this writing; he has gone to his home at Spirit Lake pending complete recovery. The other patient is engine maintainer, George Dolan of Spirit Lake who has been through a very serious operation due to ulcers of the stomach, but is rapidly recovering.

Engineer William G. Lisson was off duty for a week or more about the end of October and the beginning of November, due to sickness, but is up and around again and has gone to visit relatives in Seattle and Tacoma for a week or two until fully recovered.

Harry Hill, car clerk at Spokane Freight Office, was an enthusiastic spectator at the recent football game in which Gonzaga University of Spokane administered an entirely unexpected defeat to the eleven of Washington State College, one of the strongest teams of the Pacific Coast; in fact he rooted so energetically that he was sick in bed for the better part of a week following. While we applaud his devotion to the home team, we hope that he will exercise more discretion in his support at the next game, as everybody misses him very much when he is absent.

We regret having to chronicle the death of Mrs. Sarah Ford of Spokane, aged 76, an aunt of Mrs. James, wife of Joe James, Foreman of the second trick switch crew at Spokane. The funeral took place at Mrs. Ford's old home at Spangle, near here.

Logging operations on the Elk River line having ceased for the season, the station at Clarkia, Idaho, has just been closed for the winter; Mr. E. M. Young, who has been agent there, goes to the extra list.

The deer-hunting season being open at this writing, our local nimrods are out, or have been out, with varying success. For instance, Tad Rosenberger of the Spokane roundhouse force, was out after deer; Tad is a noted fisherman, but the deer did not bite so well and the net results were nil. Engineer W. S. Clinton is up near Metaline Falls at present, chasing the nimble deer uphill and downhill, but we haven't heard as yet what success he had. Car Inspector Henry McGinnis is off for three days, as this is being written, and is at his ranch in the wilds of Montana, where he has all the deer in the vicinity trained to come at this call; however, the chances are they will all take to the tall timber when they see Henry coming this time. As Henry has invited us to dine on the haunch of venison he expects to bring home, we may be pardoned for wishing him much success. Another one of our hunters is Jess Jones of our Spokane switching force, who has been away for a week at his wilderness cabin on Lake Sullivan. Jess always gets something when he is out (the last time it was a bear), but we cannot give details until he returns. Not long ago Mr. Jones and his friend "Shorty" were on a fishing trip on the same lake over a week end. They rowed down the lake about three miles, with fair success. About that time the wind began to get quite strong and so

for the return trip, against the wind, they decided to use the outboard motor. First "Shorty" tried to start it, then Jess, then turn about again, but the motor simply refused to give any sign of life, and finally, Jess had to row the three miles back to camp against the gale. It was a killing job and Jess was just about all in when they reached the landing. After resting for a while at the cabin, Jess decided to go and find out why the motor wouldn't work—and then he found that both he and "Shorty" had forgotten to turn on the gasoline. The only one of our hunters who has as yet brought in the bacon is Lloyd Modeland, Foreman of the first trick switch crew at Spokane, who is becomingly proud of having bagged a good-sized buck. Of course there are others still to be heard from, amongst them John Stiltz, the tallest member of our switching forces, who is still out after them; his friends are hoping for the best, although his recent exploits in duck hunting have not been so encouraging; he only saw one duck and that one got away. John, by the way, has three wild ducks which he caught young and brought up at home, intending to use them as decoys. When the duck season opened, John took them down on the Spokane River and tethered them out in the open water while he hid the boat and himself in the brush near the shore. One of the decoys simply would not go away from the boat and John finally had to take it in again. Another one paddled around a while and then also came back to the boat. The third one, after some deliberation, made a beeline down the river, but as John just about gave it up for lost, it suddenly turned back, made a beeline for the boat and also insisted on being taken back into the boat. And then wasn't there some quacking as the three told each other of the terrors of the outside world and of their joy at being back safe and sound with their friend and protector; even John shed some tears of joy as the ducks snuggled up against him. So John came back with the three live decoys and decided that he hadn't the heart to take them out again and that their affection deserved their being pensioned. Of course there is always a possibility that as they get fat under John's loving care Mrs. Stiltz may some day overrule John's soft heart and serve them up for Sunday dinner.

Engineer George Ruedi of the Spirit Lake runs is off for about three weeks at present while he is on a visit to Boston and other Eastern points. Likewise Engineer L. J. Gulik, of Nos. 63 and 64, is off on a vacation trip to visit relatives in Michigan and Illinois, and Engineer H. Haas, of the same runs, with his family are on a trip East for about three weeks.

Mr. B. W. Colligan, Second Trick Operator at St. Marie's, is off for a few days, being relieved by Mr. A. A. Blond of the extra list.

Engineer James Moffett, after several month's inactivity, is back in service on the gravel runs out of Spokane Pit.

Mr. W. E. Smith, roundhouse Foreman at Spokane, was forced to be absent from duty for three days recently because of a very painful attack of rheumatism in the legs; if he were a millionaire, it would probably be called "gout," but it is just as painful by any other name. However he is around again as nimbly as ever.

Increasing local business, which made it difficult to maintain the schedule of Nos. 15 and 16, has led to putting on a new passenger train between Spokane and Butte, covering the route during the night in both directions; these trains also handle fast merchandise in baggage cars to and from Spokane, Missoula and Butte. The new trains are already proving popular with the traveling public and are being well patronized. Pending definite assignment Messrs. Wilder, Fiebelkorn, Downey and Duell are the conductors on these trains; we hope to report the crews next month. This will put five men from the former Missoula Division and two men from the former Idaho Division into train service, with a corresponding number of

engine men. It has also made it necessary to increase the car force at Spokane; Mr. Chris Finsand now looks after the passenger trains in the evenings. In addition to this the second shift switch crew will now work on Sundays also. Let us hope that increasing business may justify these additions and necessitate still others.

Northern District—Car Dept.

O. M. S.

MR. K. F. NYSTROM, S. C. D., was a brief visitor at South Minneapolis October 29th, en route to Lines West. Mr. J. Swanson, GCDS, accompanied Mr. Nystrom through Northern District to Aberdeen.

General Inspector F. H. Campbell from Milwaukee called at our South Minneapolis Shops October 15th.

Mr. Chris Christopherson, formerly employed as helper on Light Repair Yard at Minneapolis Shops, passed away November 8th. Mr. Christopherson has been retired since 1930.

Car Foreman Frank Tschohl and wife attended the Veterans' Convention at Chicago and reported a very pleasant time.

Ole Hanson, Pete Larson and Henry Witte, St. Paul Freight Yard, journeyed to Montevideo during a heavy rainstorm to hunt pheasants. Very few birds were in evidence. The hunters became separated and seemed to be hunting each other rather than the birds. However, fishing is still good at White Bear Lake. Pete Larson and Ole Hanson nearly caught their limit of crappies Sunday.

Assistant Foreman F. M. Washburn was a recent Minneapolis Shops business caller.

You Can

(Continued from page 8)

carry them out. The more he attempts, the more he accomplishes. This encourages him, and he keeps on attempting more and accomplishing more.

The man who really has "an ambition to be something," WILL be. You can't stop him any more than you can some men from drinking, and the more he gets, the more he wants.

The law of desire and command has superseded that of supply and demand.

You are able to command what you want, you have a desire strong enough to get it. This makes the difference between the worker and the wisher—the man who wants but is unwilling to pay the price of attainment—the sticker and the shifter, the master and the mutt.

Men who succeed—captains of industry—are commanders. They know what they want and how to get it. The men who don't succeed are those who demand without reason, who insist without knowledge, who sputter and stew about what the other fellow has and they haven't.

This world of ours is governed by the most righteous of laws. Stated plainly it is this: "Him that has, gets." Interpreted, it means, he that hath knowledge, that knows how to command what he wants, gets it, because he is its mas-

ter. It's truer today than ever before, and in the future it is going to be felt still more. The man who is prepared to hold the position ahead of him will get it at the first opportunity, because he is not an "ordinary fellow." He's out of that class altogether, because, while somebody else was wishing, he was working; while they stalled, he studied; and when he is advanced, they can only argue, but without avail.

If you have a real ambition "to be something," get the ability to be what you want to be, and you will be.

A Trip on the Olympian

(Continued from page 15)

travel on this lovely train about which my family was so enthusiastic. I later learned how much the electric operation and Timken bearings lent to one's comfort.

So the trip to New Orleans was planned the longest way round, up through Seattle. Arriving in San Francisco from our home in Fresno, we changed to the S. P. "Cascade" to Portland, and from Portland on to Seattle, where we were finally settled on the "Olympian." I feel it my duty to let you know what a delightful experience this "Olympian" was for me. I have crossed the continent numerous times but never before on the Milwaukee, and I am so enthusiastic about the comfort, the service, the beauty of this trip that I feel you should know of our appreciation.

First of all, I feel sure that even different sections of the "Olympian" must have different "personalities" according to the crew. But this particular "Olympian" which left Seattle on Wednesday, October 17th, will be outstanding in my memory. To begin with, the diner in charge of your Mr. Landis was perfect. The food was excellent, the waiters courteous and efficient, and Mr. Landis' personality made the entire car feel as if we were attending a party. His cordial greeting, dignified yet gracious, made us all who met with him feel that we were old time friends when we met again in the observation car. We have concluded that the dining car is what makes or ruins a train, and we feel that your Mr. Landis should be commended for the hospitality he extends to his patrons. His friendly personality is felt throughout the train.

And the afternoon tea served in the observation car is a delightful innovation. It is all in such direct contrast to the impersonal and thoughtless treatment we had on our return trip from New Orleans over another route. Crowded trains with little or no thought of passengers' comfort gave us the impression that the company felt we should be grateful for mere transportation without any courtesy expected. The cattle cars that we passed in Texas—long, jerky trains with no thought of comfort—reminded us of our own mode of traveling.

I am the proud possessor of a lovely Lenox china cup, compliments of your train, which will be a treasured reminder of perfect travel. And I can assure you that we shall be most hearty in our praise of our splendid trip on the "Olympian." We returned in a group of thirty delegates from California, Oregon and Washington who heard much of our experiences on the "Olympian" in contrast to the discomforts we were experiencing together on the Southern Route. And the delegates from Portland and Seattle shared in the pride we took in the merits of the Milwaukee Road.

Again our most hearty and sincere appreciation of your beautifully equipped and operated "Olympian."

Cordially,

Gertrude Swift (Mrs. Edwin M.) Einstein,
401 Franklin Avenue, Fresno, Calif.

P.S.—May I ask that Mr. L. M. Jones, superintendent of dining cars, may be praised for his splendid service and that he may hear our appreciation of Mr. Landis.
G. S. E.

Likes Dining Car Service

THIS patron writes to the editor of the Magazine as follows: "Living in Milwaukee, you know we have been making frequent trips to the Century of Progress the past summer and fall, and we had always been in the habit of taking the Pioneer Limited train home. One day, however, we decided not to wait for that train but to go home at five o'clock, standard time, which is also Milwaukee time, and thus necessarily to forego the good dinner on the Pioneer Limited.

"We went into the diner on the five

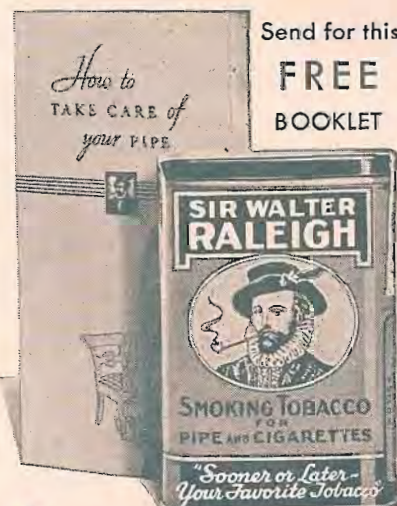
"OH! OH!
THIS IS JOE!"



YOU really need a good gas-mask to play blindman's buff successfully when Joe and his gassy old briar are in the game. That surly tobacco he stokes up with gives him away at the first putrid puff.

Here's a free hint, Joe. Run a pipe cleaner through your briar, scrape out the polluted bowl—then fill up with mild and pleasant Sir Walter Raleigh. This gentle blending of Kentucky Burleys gives off a delicate and seductive fragrance that appeals to merry widows and wary kiddoes alike. Sir Walter Raleigh is cool. It's slow burning. It's pipe smoking at its very best. Kept fresh in heavy gold foil, it will set you back only fifteen pennies. Try it—you'll be the hit of the party.

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WANTED TO BUY—A used $\frac{1}{2}$ or $\frac{3}{4}$ h.p. Gasoline engine. Write Box 10—Milwaukee Magazine, Chicago.

FOR RENT—4 Room Cottage. 2 blocks to CMSP&P station, in Itasca, Ill. Price \$12.00 Phone Bensenville 89 W.

REVOLVER—S&W Military and Police, Cal. .38. Special. 6 inch barrel. Excellent condition. With belt and holster. \$30.0. A. G. Pollath, 621 E. Burleigh St., Milwaukee, Wis.

FOR SALE—Grain Elevator, capacity 20,000 bushels, dwelling house, garage, woodshed and large barn, corn crib, chicken house, hog house, 300 acres land, fifty acres under plow. A good sand mine alongside track. Can be easily loaded from hillside into cars. Sand worth \$1.25 per ton. Can be purchased for \$8,500; \$4,500 down. This is a good stock farm for cattle, horses, hogs, sheep and poultry, also good location for grain and store. Good roads. Located on main line, C. M. St. P. & Pac. Ry., 33 miles from St. Paul; 8 miles from Redwing, Minn. Address: C. M. T. Nilan, Eggles-ton, Minn.

FOR SALE—Thoroughbred Beagle puppies, hunters, not show dogs. Black hawk strain from the hunters paradise, The Kickapoo Valley. Males, \$7.50, females, \$6.00. T. J. Crawford, agent, Readstown, Wis.

clock train, a hungry pair, and you may be surprised to know that we are always going to take that train hereafter. The dinner was wonderful; the steward, Mr. Little, was so watchful and attentive without being obtrusive, the waiters were all so willing and anxious to serve, and above all, the food was perfect. We had all we could eat, and the price was so reasonable. We found a lot of Milwaukee people in the dining car, too, so we knew that others of our city had found out about the 'good eats' on that train."

(Signed) N. J. F.

The writer of the foregoing asked not to have her name printed, but the editor vouches for the genuineness of the letter.

Poor Excuse

It takes a wife to see through a poor excuse.

At the breakfast table the other morning he was relating to his wife an incident that occurred at the lodge the previous night. The president of the order offered a silk hat to the brother who could truthfully say that during his married life he had never kissed any woman but his own wife. "And would you believe it, Mary, not one stood up?"

"George," his wife said, "why didn't you stand up?"

"Well," he replied, "I was going to, but you know, dear, I look so funny in a silk hat."

A Swedish farmer who wanted to make his permanent home in this country appeared for his naturalization papers.

"Are you satisfied with the general conditions of this country, Mr. Olsen?" he was asked.

"Yeh, sure," answered Olsen.

"And does this government of ours suit you?"

"Well, yah, mostly," stammered the Swede, "only I lak to see more rain."

Thirty

TRADE OR SALE—Lot in Nixon's Westchester subdivision, 35x125, improvements in, assessments, taxes paid to date. Would like lot on Chicago's north-west side, preferably Edgebrook or Forest Glen. Address H. W. Kirch, 5100 George St., Chicago.

ROOMS FOR RENT—Large pleasant sleeping rooms for rent. Close to Milwaukee Depot. Mrs. G. P. Hodges, 1402 S. Penn. Ave., Mason City, Iowa.

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 Bensonville on the "Milwaukee." Write Thomas C. Taylor, 2228 N. Kilpatrick Ave., Chicago.

EXPERT DEVELOPING, PRINTING, ENLARGING—Developing, 6c; 2 $\frac{1}{4}$ x3 $\frac{1}{4}$ prints, 4c; 2 $\frac{1}{2}$ x4 $\frac{1}{4}$, 5c; 4x5 prints, 7c. Enlarging—4x5, 20c; 5x7, 35c; 6 $\frac{1}{2}$ x8 $\frac{1}{2}$, 49c; 6x10, 45c; 8x10, 50c. Ray Melzer, 869 Union Station, Chicago, or 1155 N. Pine st., Glenview, Ill.

FOR SALE—Lineman's 4 H.P. Fairmont Inspection Car, in good condition, Magneto operated, endless belt, improved engine mounting and belt tightener, ball bearing crank shaft and axle bearings. Four man or 600 lb. capacity, is water cooled with condenser, aluminum jacket. Will sell reasonable. E. C. Trimbo, Agt., Miloma, Minn.

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

FOR SALE OR RENT—Eighty acre farm. Immediate possession. Stock and machinery on place. Ten room house, barn, granary, garage, wood shed, corn crib, chicken coop. Thirty acres under cultivation, twenty acres to be broken up; balance in wood. Terms: \$3,000 and assume \$2,500 mortgage. Or, will rent place complete for \$25.00 per month. For further information write Earl W. Taylor, Dakota, Minn.

ATTENTION!—NOW—More than ever advertisers are seeking concentrated markets. The Milwaukee Magazine opens the door to a great railroad market. It's good business to talk to the railroad people through their own publication. If you know of a prospective advertiser who wants more business for Milwaukee Road employees tell him about this magazine and write to the Assistant Editor of the Milwaukee Magazine at 252 Union Station Bldg., Chicago, giving the name and address of the prospect. You will be doing both the advertiser and the Magazine a favor.

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