

The MILWAUKEE MAGAZINE

CHICAGO
MILWAUKEE
ST. PAUL
AND PACIFIC

JANUARY, 1935



Winter in Paradise Valley, Rainer National Park

Coals of



Real Merit

Crown Hill Submarine
Crown Hill No. 5
Jackson Hill 5th Vein Indiana
Shirkie 5th Vein Indiana
Dorthel, Middle Grove, Ill.
Dorthel, Hanna City, Ill.
Dorthel, Farmington, Ill.
Delta Mines—Saline County, Ill.

REPUBLIC COAL & COKE CO.

Sunday Creek Hocking
Kentucky Blue Bell
Kentucky Walnut
Republic Pocahontas
Republic Beckley
Republic Smithing
Terre Haute Quick Fire Domestic
Coke
Terra Haute Special Foundry Coke
Shell Petroleum
Carbon

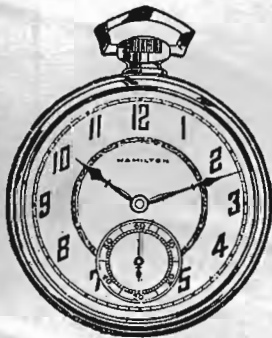
Lehigh Valley
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CHAS. H. BERN
Union Station Bldg. :: CHICAGO, ILLINOIS

*The above are
Official Watch
Inspectors for*



The MILWAUKEE ROAD

Consult them when considering the purchase of Watches or Jewelry

LUMBER

FOR EVERY PURPOSE

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

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WHITE OAK RED OAK
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No Order Too Small—None Too Big
Write Us for Information.

The Webster Lumber Co.

2522 Como Avenue, West
ST. PAUL, MINN.

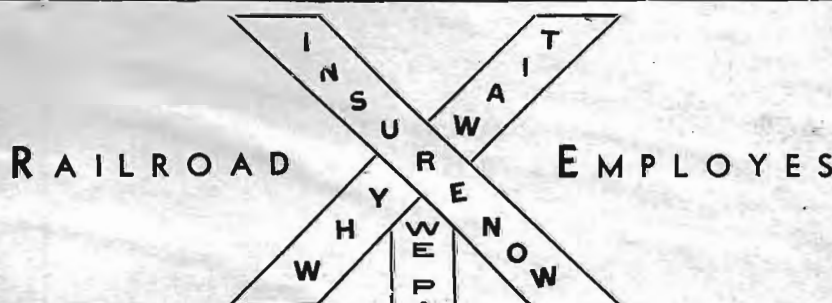
CREOSOTED MATERIALS

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Republic Creosoting Co.
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When you are sick

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"The railroad man's company"

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We are equipped to handle all Standard
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Built and operated first treating plant
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Indiana Wood Preserving Co.

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

Holiday Greeting

FIFTY years ago in the annual report of the Chicago, Milwaukee & St. Paul Railway Company it was stated:

"The great depression in commercial affairs during the past year has prevented the increase of earnings which was expected. The condition of the property has been fully maintained and in many respects greatly improved."

The report for 1894 also referred to decreased earnings "due to the general depression in industrial and commercial affairs which has prevailed during the year," and other depressions are mentioned in the reports of later years.

Despite unfavorable conditions in the past this railroad has gone ahead, supplying service necessary to develop its territory and to meet the daily requirements of all communities; contributing heavily in taxes to support schools and local governments; purchasing vast quantities of materials and supplies from merchants and manufacturers in the states it serves and giving employment to many thousands of persons.

We who have been with the Old Milwaukee during this biggest of all depressions know there has been no faltering, no let-down in service, and that there will be none. This has been made possible by the wholehearted efforts of the men and women in all departments who are imbued with the Milwaukee spirit and have made the railroad's service friendly and cooperative rather than merely mechanical.

The Milwaukee Road family had its beginning 85 years ago. It has made and kept the railroad the fine property it is today. To the present generation of this family I express my deep appreciation of the fine manner in which the work has been carried on through another year of very difficult conditions.

There is now evidence of recognition that the railroads have been treated unfairly, and hope that some relief from undue and unfair burdens will be accorded. In the meantime, we are sure of the loyal support of the Milwaukee family in the future as in the past.

May you and your families have A Merry Christmas and in the New Year health and happiness.

Hebeau

Old Times; Old Manners

The Milwaukee Road Museum Gets Under Way

IN Room 854 at the Union Station, Chicago, the Milwaukee Road Museum, on December 1st, opened its doors to visitors. The exhibit is an excellent beginning, considering the short time since its project was first announced in the August number of *The Magazine*. It has already collected documents, relics, pictures, stories, old scrap books that contain priceless records of the way things were done on the railroad in years long past; the days when the Milwaukee Road was in its beginnings, and first taking shape as The Milwaukee & Mississippi Railroad; starting out from Milwaukee to cross the state of Wisconsin and gain the Mississippi River, but not getting for some time beyond Waukesha, scarcely more than twenty miles to westward. It gradually progressed, by growth and accretion, through the stages of Milwaukee & LaCrosse, Western Union, Minnesota Central, Milwaukee & St. Paul, and various other lines, of shorter or longer mileage, that were absorbed by the larger line which was growing steadily into a regular "System."

In its formative stage only, as yet, the Museum is even now an interesting place in which to prowl about and get in tune with the yesterdays; to learn of old methods and get acquainted with personalities whose names were "to be conjured with" in those days; and who by their outstanding services, belong with the immortals on railroad history. Here are circulars, bulletins, train orders, letters and telegrams, bearing names or initials of men who, departing, have left behind them a great work in the establishment of a new railroad in a new country.

Besides the mementoes of earliest days, there hang pictures of the stirring days when construction was beating time across plains and mountains to Pacific shores—mere infants of course, in the "relic" class, but immeasurably important as the years go by.

Let's look around a bit and get acquainted with those days of auld lang syne. Interesting things everywhere. Ah, here is something unique—probably not another one like it in existence; framed to protect it henceforth against the ravages of time. Inscribed in irreproachable "Spencerian," is a handwritten pass dated July 30th, 1884, issued to Mr. James J. Chivas, "over the lines of this company," and personally signed in the cramped handwriting of the first president of the "St. Paul Road," Mr. Alexander Mitchell. With true Scottish frugality, even in the matter of handing out favors, Mr. Chivas' privilege was limited to August 15th—ample time, at that, to tour all "the lines of this company," which it is hoped he accomplished. Mr. Chivas, it has been revealed, was a countryman of the president, and perhaps he was on a

journey of discovery in the new northwest.

Framed, and hanging on the wall, are two public notices concerning passenger fares, issued by the Milwaukee & Northern Railroad that is now the Superior Division of The Milwaukee, advising the public that they may travel on that railroad at the rate of four cents per mile. The Milwaukee & Northern Railroad was built through a section of Wisconsin that was almost exclusively settled by Germans, where English was spoken infrequently and understood with still less frequency; therefore such public notices for that locality were printed apparently in duplicate, one in German and one in English, and hung side by side. These



Whole Libraries
Full of
Railroad Lore

two posters are the contributions of Chief Carpenter F. E. Smoot of Milwaukee.

One panel displays some old wooden insulators of the 'mid-Victorian era, that is, the 50's and 60's. The legend accompanying these reads: "Wooden insulators used on telegraph lines in the 50's and 60's. William Creighton, who built the first telegraph line, Elgin, Chicago, used these right after the Civil War." Another insulator came from the west end of the LaCrosse Division, where it was placed in service about 1858. These were contributed by Charles A. Sandman, chief lineman, Milwaukee, and by R. C. Blakeslee, Chicago.

A veteran in service is the old adze that hangs nearby, in use since 1873, on the Milwaukee & Northern Railroad, by Section Foremen Neugent and Hackbert, names also familiar on the veteran list. It was given to the Museum by Section Foreman H. M. Schiller of Cedarburg, Wis.

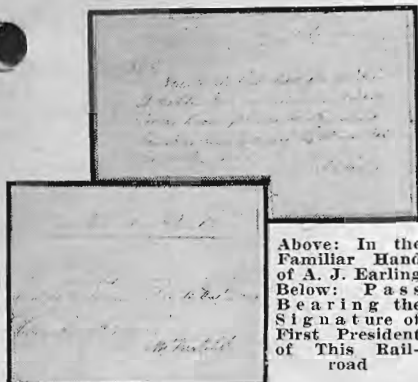
Ticket stamps of ancient vintage and old seals that were in use in the last century at State Center Junction (now Capron), and at Farley (Iowa); the stamps contributed by assistant general passenger agent W. J. Cannon, and the seals sent in by George H. Halsey, traveling auditor. Old switch locks, sturdy and strong, one from an M. & Pdu. C. switch stand at Twin Bluffs, dated 1876, and in use moreover, right up to the present time.

Nearby hang a couple of battered old double-headed spikes that bore the brunt of those early years of railroading, one at Mather, Wis., and the other holding down a rail at Cedarburg, Wis. Old-timers, both, when rails were lighter, and spikes smaller than today. An old "strap baggage check" of the days when "brasses" were in use.

Now we come to a sample of advertising genius—a set of seven blotters depicting before judge and jury, the case of the C. M. St. P. & P. Ry. on trial for being the best in the world. No. 1 presents the court crier opening court; 2 shows the defendant at his ease in a railroad coach, 3, the plaintiff wanting to know "Vhy," etc., 4, 5, and 6, the attorneys and the judge, and 7, the jury of all ages, color and condition, rendering the verdict that the "C. M. & P. Ry. has won the case." This was a donation of Isabelle C. Kendall.

Now we see some invaluable old photos. Here

group—the one in the center portraying the little city of Milwaukee as it appeared 80 years ago—no one around now to dispute that photograph; but here are a couple which will be remembered by some; the old wooden structure which, for many years styled itself the "Union Depot" in Milwaukee.



Above: In the Familiar Hand of A. J. Earling Below: Pass Bearing the Signature of First President of This Railroad

It stood at the foot of Reed Street, close beside the Menominee near its junction with the Milwaukee River; and that long line of two-horse vehicles drawn up on the street alongside, were the "hacks" of early days, in which Milwaukeeans had themselves transported in and out across the town. Wasn't it a grand and glorious feelin' when you climbed in, the door snapped shut and you were trundled off, handsomely, over the bridge and away. A thrilling climax, on arrival home from an epochal event—a ride in the "steam cars."

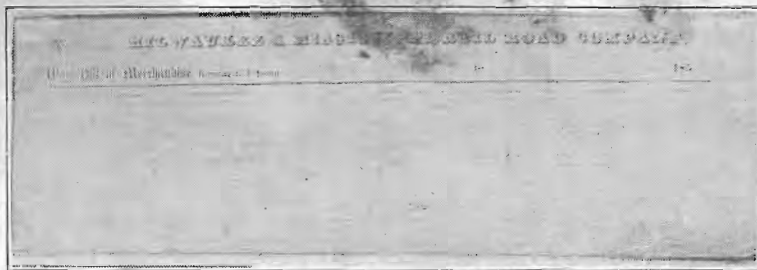
the "steam cars."

Wall features in numbers keep your attention, all with an appeal because of age, or because they bring back memories to many who have been associated with the events and people they portray. We shall have to take another day to scan them more closely.

On the long tables in the center of the room are whole libraries full of railroad lore. Train orders, letters, rules, circulars, instructions, old tickets, old passes—nothing seemingly left out that concerns the operation of a railroad. Signatures which recall many a familiar personality of those olden days, and all of these ancient documents carefully cellophanned so that the many curious hands that turn these pages in the years to come, may not harm their time-yellowed surfaces.

Many of the signatures are still remembered by veterans of the company's service: F. C. Batchelder, a trainmaster on this railroad in the eighties, who went, later to an eastern railroad and attained a high position which he filled with distinction until his death in recent years. On the thin yellow tissue are traced the orders with the familiar F. C. B. initials and the O. K. of conductor and engineer, names that belong to the history of the Milwaukee Road.

Some letters there are, with a signature dear to the remembrance of veterans of the Milwaukee—the angular, legible "hand" of A. J. Earling, some dating back to the days when he was a dispatcher on the LaCrosse Division in 1871; others when he was superintendent



Old Milwaukee & Mississippi R. R. Waybill, Milwaukee to Palmyra, Wis. Dated December 18th, 1852. The Oldest Relic in "The Museum."

ent at Marion, Iowa, all with the well-known characteristic brevity; and one or two others, telling the story of his great benevolence, painstakingly hidden under terse, brief sentences.

An old scrap book dug out of the archives at Somers, Wis., was kept by veteran agent, N. E. Thompson. In this venerable tome, are circulars, notices, bulletins and every type of printed in-

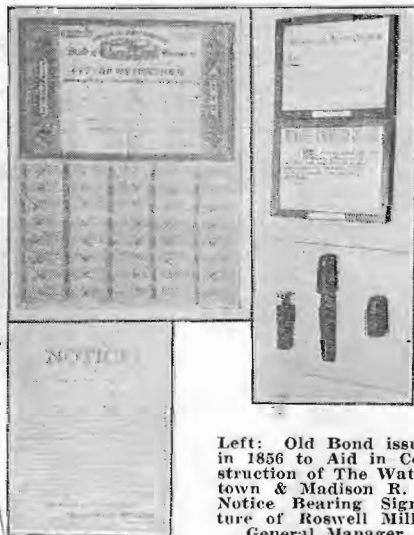
Some circulars concerning special rates to Democratic and Republican state conventions and one to a Greenback convention, dated May 12, 1881. Another notifying agents that the Hastings & Dakota Division would be open to Bristol, Dakota (note: not South Dakota), on May 16th, and tickets could be sold to "Summit Siding," to Waubay, Webster, and Bristol, the rates to be made by adding to the rate to Millbank (sic), the mileage at four cents per mile. A circular signed by S. S. Merrill, appointing George E. Simpson, superintendent of telegraph.

An old Bible reposes on the table, sent in by Agent H. C. Woodchick, Sussex, Wis. The good book bears on its cover, the stamp, Chicago, Milwaukee & St. Paul Railway, and inside, the information that it was donated about 1875 by the American Bible Society and placed in the station for the use of passengers waiting there, "by the consent and approval of the General Manager, S. S. Merrill."



Arrow Points to the First Railroad Station in Wisconsin

structions that were ever sent to that station during the long incumbency of Mr. Thompson. Signatures to these cover every department of the service: those of S. S. Merrill, Roswell Miller, A. C. Bird, W. G. Swan, George Olds, A. V. H. Carpenter, H. C. Atkins; one or two bearing the name of W. C. Van Horne, who for a brief period occupied an official position on this railroad.



Left: Old Bond issued in 1856 to Aid in Construction of The Watertown & Madison R. R. Notice Bearing Signature of Roswell Miller, General Manager.

Right: M. & N. Passenger Fare Notice Printed in Two Languages. Insulators Used in the 50's and 60's.



The Old Reed Street Union Depot, Milwaukee

In another book, we find that Western Union R. R. in March, 1862 was blockaded by snow, and some of the men were not able to reach home. Someone named "Dick" wires from Delavan to C. Lansing, "I am snowed in. Will be home tomorrow. Tell Burton."

Another, the same month, also from Delavan, to G. N. Willis, "Roads blocked. Cannot get through. Adjourn one week." These are the original scripts, in pencil, and still legible.

A venerable waybill faded and scarcely legible, but the date in evidence—1852.

(Continued on page 17)

Some Passengers' Comments

Courteous Service Is Its Own Reward

CREDIT where credit is due, is expressed in the letters that follow, written by travelers who have been patrons of Milwaukee Road passenger trains, have received the courtesies and attention which Milwaukee Road employees always are glad to render, and which is "all in the day's work" with them. If the many people intrusted to their care are pleased recipients of the attentions and service they give, they acknowledge the proffered thanks gratefully, and go on about their duties, happy in the knowledge that they have had a part in making travel on The Milwaukee Road pleasurable, and trusting that the good times enjoyed on our trains will bring them back to enjoy many more trips.

A Pat On the Back for a Good Job

Chicago.

Mr. George B. Haynes.

Dear Mr. Haynes: This is just a note to let you know how much I appreciated the many courtesies extended to the writer and the members of his family on The Milwaukee's "Olympian" en route from Seattle to Minneapolis recently.

Your Pullman conductor, Mr. R. C. McMullen, and your dining room steward couldn't have been better. Give them a pat on the back for doing a good job.

In acknowledging the very courteous service extended to me on my trip through the west and northwest, I want particularly to express thanks to Conductor J. J. Lally. Be sure to thank him for me for the many kindnesses shown me.

Sincerely yours,

(Signed) R. L. Hill,
President, Rotary International.

A Real Pleasure to Travel On The Milwaukee

New York City.
Superintendent of Passenger Service,
C. M. St. P. & P. R. R., Chicago.

Dear Sir: It was my pleasure within the course of the past month to travel on your road from Chicago to Butte, Montana, and return, on your famous Olympian.

Permit me to state that it was a real pleasure to travel on your road, both from the standpoint of comfort and the service afforded by your employees. I would also like to congratulate you on the new air conditioning system in your cars, and hope that all trains will be fully equipped with this new improvement within the course of the next year.

Very truly yours,
(Signed) Richard Kulze.

Service Was Above Par

KMBC—Midland Broadcasting Co.
Kansas City.

Mr. W. B. Dixon,
General Passenger Agent.

Dear Mr. Dixon: This message is to try to express to you my keenest appreciation for your very splendid service to me and to my Wurlitzer Choristers in our movement to Chicago on August 17th, for the great music festival. No one could ever be treated any finer than we were. My chorus joins me in expressing to you and your company our very deep appreciation for the courtesies extended us. The Recreation Car, the quantities of good sandwiches and delicious orangeade and lemonade; the kindness of your porters, their thoughtfulness for our every comfort. "We" and I appreciate them all. Thank you many,

Sir

many times. Your service was above par and I assure you I am grateful for Mr. Wallace calling me at my hotel in Chicago to ask if there were anything more you could do. Your Mr. Korthanke was marvelous, he left not a single courtesy undone. We all liked him so much.

Most gratefully.

(Signed) Mrs. Aubrey Waller Cooke,
Director Wurlitzer Chorister Studio.

Extraordinary Service Should Not Go Unnoticed

Pfister & Vogel Tanning Co.
Milwaukee, Wis.

Mrs. Geo. B. Haynes.

Dear Sir: The writer wishes you to know how much we appreciate the courtesy and consideration shown us when we were bringing Mrs. Vogel home after a serious injury, from Brunswick, Georgia, to Hartland, Wisconsin.

We appreciate greatly your putting on the extra car in Chicago the morning of June 15th, and all the arrangements that were made for our comfort, as well as stopping the train at Hartland for us to transfer to the ambulance.

I want to especially call to your attention the services rendered by Frank Stanley, the porter, and Nick Di Iorio, the carpenter who was very thoughtfully put on to the train to arrange the opening of the windows for our getting out at Hartland. Your Mr. Miller was on the train with us, and showed us every consideration. Our office here in Milwaukee is greatly indebted to Mr. F. C. Foug, with whom they worked in getting the arrangements for spotting the car in Chicago, and the stop at Hartland.

The writer feels that extraordinary service of this kind should not go unnoticed, and should be brought to the attention of the departmental heads to whom these men are responsible.

Will you not be kind enough to do so?

Very sincerely yours,

(Signed) Charles P. Vogel.

Enjoyed the Air-Conditioning and the Good Meal

The Lawyers Co-operative Publishing Co., Rochester, N. Y.
Passenger Department,
C. M. St. P. & P. R. R.,
Chicago, Illinois.

Gentlemen: This is just a line to let you know that my family had the pleasure of riding over your Road, to Rapid City and return, within the last few weeks.

According to your timetable, air-conditioned diners are attached to certain of your trains, and I am pleased to say you live up to your advertising.

On the way back we stopped at Sioux Falls, and came back from Sioux Falls to Chicago on The Arrow. This is a splendid train.

We are very much pleased with the service we received on all of your trains. Even the brakeman who was on the train running from Canton to Sioux Falls (this is the train that meets the Rapid City train in the afternoon) was very nice to us. This chap helped us into the day coach with our bags, and refused to accept a tip.

We enjoyed in particular your air-conditioned diners and the good meals.

There is a possibility we may make the trip through to Yellowstone next summer, and if we do, we will stop at the Gallatin Inn for a week.

This, of course, is thinking about a vacation quite a bit in advance. Nevertheless, half a vacation is in the anticipation.

Very truly yours,

(Signed) R. Walter White.

For the Milwaukee

The Milwaukee Road, Chicago, Ill.

Gentlemen:

I am just about to complete my third trip to Seattle from Chicago this summer. On the two previous trips I used two other roads, each time trying to find one where I could at least be comfortable.

When I was called back this time, on account of serious illness in our family, I decided to try "The Milwaukee." After my three days on board, I am wondering if anyone can travel on any road except "The Milwaukee." The trip has been delightful in every way. All of your men were more than courteous. I wish to compliment your dining car steward, Mr. H. H. Hawkins, who has been very solicitous during the entire trip—and his men were excellent, giving us wonderful service and always a smile. Also the porter in observation car "City of Seattle."

From now on I'm for "The Milwaukee." In fact, my sister is arriving in New York today from Europe, and as she must make this trip, I have wired her to be sure to take "The Milwaukee."

Very truly,

(Signed) Alice M. McInerney,
650 W. 43rd St., Chicago, Ill.

An Ideal Trip

CHICAGO TRIBUNE

The World's Greatest Newspaper
Tribune Square
Chicago

Miss Genevieve Sullivan,

C. M. St. P. & P. R. R., Chicago, Ill.

Dear Miss Sullivan:

Back at my desk, and the first thing on my mind is to keep my word to you and let you know how I enjoyed my trip over the Milwaukee Road.

Until my most delightful trip to and from the Pacific Coast via the Milwaukee Road, I had no idea a trip could be so ideal, for I have made two trips previous to this one, and which at the time thought them OK.

Every turn of the OLYMPIAN'S wheels was of delightful rest and comfort, for conductor, steward and porter were most solicitous for my comfort.

As you no doubt know, the scenery along this route is beyond description. The ad displays can't possibly do it justice, for its beauty must be experienced to be appreciated. The roads through and around the mountain ranges are fairly breath-taking with the marvelous engineering construction cut through them.

While the meals enjoyed in an air-cooled diner were most attractive, the "Chef's Special" went over in a big way, for it was indeed a pleasant innovation and my luncheon selection each day. Everything was so delightful that you may be sure I will urge my friends to make it their choice when going west.

I thank the company for selecting me as hostess and for awarding me the beautiful Lenox Ware cup and saucer, which was my selection.

Most sincerely yours,

(Signed) Mrs. Mabel G. Bryant.

Trip On The Olympian Stands Out as the Most Delightful

Bremerton, Wash.

Mr. O. P. McCarthy,
General Passenger Department,
Seattle, Wash.

Dear Mr. McCarthy: Of many long trips my travel from Chicago to Seattle, on the Olympian stands out as the most delightful and luxurious in all my experience.

The friendly and perfect service leave nothing to be desired.

You were most kind in arranging for my transfer to the boat in Seattle. It is very true when I say that I shall never forget that trip.

The best of fortune to The Milwaukee Road.
Very sincerely yours,
(Signed) Inez Ackerman.

Star Lake, Wisconsin

Forty Years Old December, 1934

By F. A. Gould

IN early December of 1894 the C. M. & St. P. Ry. completed the extension of its line from Minocqua into Star Lake. Trains began to run over this new extension early in 1895. The town of Star Lake, Wisconsin, was started early in 1894 as a logging camp by Williams & Salsich of Wausau, Wis. During 1894 all supplies were teamed through the woods from Minocqua, about 25 miles. Mr. John Moen, now living at Star Lake and employed on that section, drove the first load of supplies from Minocqua to Star Lake. In the spring of 1895 Williams & Salsich established a second logging camp about 10 miles north of Star Lake. This firm graded the right of way and built bridges. The railroad company furnished rails and laid them to this camp.

The Star Lake camp grew very fast and in the fall of 1895 it had a large saw mill, a planing mill, 84 company houses, a large boarding house, two or three warehouses, a general store, and a barber shop; also a three room school-house with three regular teachers. A resident physician had his office on the hill near the present residence of Mr. J. Mykleby. The Hotel Waldheim was built on the high east shore of the north end of Star Lake.

During the next ten years the country for about five miles around Star Lake was occupied by a number of other logging companies and a great number of camp operations were started. It is estimated by competent authority that one and one-half to two billion feet of pine timber were logged from the lands in the vicinity of Star Lake. Five hundred twenty-five million feet of board

lumber was taken out of the Star Lake mill.

In 1902 the Milwaukee extended its line from Star Lake to Buswell, Wis., for freight and passengers. This branch was discontinued and the rails taken up in 1914. In 1908 a branch was built from Boulder Junction north to Bluebill, Mich. In 1905 a branch was built from Velasco Junction north to Boulder Junction, connecting with the Bluebill branch. In 1932 the rails from Velasco Junction to Bluebill were taken up. These changes left no rails north of Star Lake. In 1926 rails were laid north of Star Lake for the Stange Lumber Co. of Merrill, Wis., who had some ten million feet of timber to cut, and transport through Star Lake to their mill at Merrill.

In 1925 the state created the Northern State Forest as a park and game refuge. This forest surrounds Star Lake and contains some 104,000 acres, about 50% state owned. The state conservation commission has improved the principal roads through the "Forest." This allows for some beautiful drives with frequent views of deer, porcupines, and other wild game.

The conservation commission gave permission to the Ballard Lake Trail Club to connect the old grades and logging roads. At the present time they have plainly marked with "Tramper Trail" signs about fifty miles of delightful trails through the forest, circling most of the lakes about Star Lake station. These trails may be safely used without fear of going astray.

Star Lake invites the public to come and enjoy the fishing and beauties of this territory.

A Veteran of Sixty Years' Service

HERE is a picture of Mr. John J. Barker, Seniority Engineer on the Second Dist. of the D&I Divn., residence, Dubuque, Iowa. His seniority as Fireman on this Division dates back to May 11, 1871; promoted to Engineer, November, 1871. He was Engineer on the first train on our railroad at Dubuque, at that time being the C. D. & M. (Chicago, Dubuque and Minnesota), before taken over by the Milwaukee R.R. His date of birth is August 12, 1848, being 86 years old. With him on this picture are his three grandchildren at their home, children of Mr. Frank J. Barker, who is at this time a switchman for the Milwaukee Road at Dubuque Shops, with whom Mr. Barker has made his home many years.

Mr. Barker served on the Board for the Milwaukee Employees' Pension Association for many years. Another interesting fact, is that Mr. Barker was never injured while in the employ of our Company, and he was in almost continuous service until March 25, 1930, when he retired. For quite a number of years

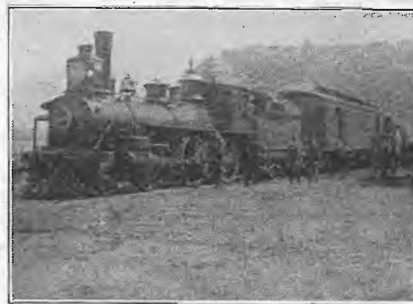
prior to his retirement, however, he worked as an engineer on the shop engine doing shop switching exclusively with engine No. 1017 (commonly known as the "goat" engine around the shop).

Here also is a picture (taken about year 1900) of engine 1300 and train at McGregor, Iowa (nationally famous for its scenery). The crew with this picture are: Mr. John J. Barker (with the oil



John J. Barker and Grandchildren

can, standing on the ground in the forefront. Fireman Sam R. Schauers (leaning out of cab window), Conductor S. A. Walcott, Brakeman Ed. Cutting, Train Baggage man James B. Donald (deceased father of Superintendent L. F. Donald), and several passengers. All of



this crew have passed on, with the exception of Mr. Barker, whose health is quite good, outside of being hard of hearing. Mr. Barker takes a keen interest in all the affairs of the Milwaukee and makes frequent visits to the local offices at Dubuque and Dubuque Shops in his various walks about the city.

An Opportunity to Secure Century of Progress Photographs

MANY people who attended the Century of Progress in Chicago either during the summer of 1933 or 1934, and did not take a camera have since regretted a lost opportunity to have for future use and record, pictures of that great "show" which will never again be reproduced. As time goes on pictures of the Fair will grow more and more valuable, just as are the rare pictures, now, of the World's Columbian Exposition of 1893. Pictures of that Fair are now priceless, and not many are still in existence.

For that reason The Milwaukee Magazine is glad to announce to its readers that quite a complete set of very excellent photographs may be secured at a rate of seven cents apiece.

A list of the "album" may be secured by writing the editor of this magazine, who will be able to forward the list to anyone applying. The photographs were taken by Ray Melzer of the Claim Department, Chicago, and they are all very excellent pictures. The full set or any desired number may be secured.

George A. Sterling

ON November 22, the R. M. division was shocked at the sudden passing of Engineer George A. Sterling, at Avery, Idaho. He was one of the best known men on the division, having been here since 1909 except for two years he spent in France with the 31st Engineers. Mr. Sterling was a charter member of Veterans of Foreign Wars, North Fork post No. 1390, and had represented the post at many state and national conventions. Many are his buddies and friends who will miss him. Our sympathy goes to his widow and his mother. Services were held in Missoula and interment took place in Chariton, Iowa, his home town.



THE MILWAUKEE MAGAZINE

UNION STATION BUILDING, CHICAGO

Vol. XXII

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No. 10



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

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An Understanding Attitude

RAILROADS are keenly alive to the importance of having the sympathetic, understanding attitude of the public.

This was the opening remark of an address delivered before the Rotary Club of Sioux Falls, Thursday (Nov. 22), by Mr. O. W. Dynes, general counsel for the Milwaukee Road.

"I am frankly concerned in promoting a sympathetic and understanding attitude of railroad patrons and the public in railroad affairs. Railroads have no secrets. Our records are public and a sympathetic interest is cordially invited," Mr. Dynes said.

He spoke of the early pioneering of the railroad industry in South Dakota when the roads and their branches were extended to areas for farming and sites for cities and industries and how population followed railroad building, with the result that, in general, the venture has paid both ways.

"Railroads produce no revenue traffic. They can haul only what the public has to offer. The prosperity of the people is reflected beneficially on the railroads, and when industries have had financial troubles, railroads suffered financially also," Mr. Dynes said, and pointed out that the people of South Dakota have been benefited in no small measure by the railroads in other ways, in addition to providing dependable transportation.

In the past 16 years the Milwaukee Road has not paid its stockholders a dollar in dividends, but has paid to South Dakota in that time \$18,337,631 in taxes. In the 12 states it serves, the Milwaukee Road has paid in those 16 years more than \$135,000,000 in taxes, and in the same period paid its employees approximately \$1,250,000,000, which is important to merchants and industries in the communities it serves.

Mr. Dynes said that the railroads are always ready to do their part in alleviating distress, with the thought of compensation subordinated to the thought of service.

"When South Dakota farmers have encountered disasters and have been impoverished by crop failures and drouth, the railroads, in some instances, supplied seeds to the stricken people, and in many instances they afforded free or reduced transportation for livestock, livestock feed, fuel wood, straw and seed grain."

Coal for state relief organizations

throughout the country generally is being shipped at a substantial reduction from tariff rates. Food products shipped by relief organizations are moving under rate reductions and relief workers are granted special passenger fares. The Civilian Conservation Corps was as-

sembled at fares much less than the prevailing scale.

In conclusion, Mr. Dynes said that where the influence of the public can best help the railroads is in freeing them from unwise, unnecessary and burdensome laws and particularly from the disadvantages in what should be fair competition that arise from subsidies granted to the railroads' competitors.

Remedial Legislation a Stimulant to Railroad Recovery

FAVORABLE action by congress, at its approaching session, on three pieces of remedial legislation sought by the Association of American Railroads will greatly stimulate railroad recovery from depression ills. Reports for the first ten months of 1934 indicate that this will be the third consecutive year which the railroads have finished with a net income deficit, despite the most drastic economy in operation.

So far, recovery processes have not overtaken the railroads. Their net railway operating income for the first nine months of the current year, which reflects the surplus of operating revenues over expenses and taxes, without charges of any kind for interest or dividends, was \$19,500,000 less than for the same period last year, although approximately \$4,000,000 less was expended for maintenance purposes. It is now certain that the net railway operating income for the two years, 1933 and 1934, will only about equal that in the single year 1930, and that the total net railway operating income for the last three years will be little more than that in the single year 1929. In the latter year the railroads earned only 4.84 per cent on their aggregate property investment, and in no year in the past fifteen have they earned as much as 5 per cent. Indeed, their average annual earnings on the aggregate property investment through the fifteen year period has been less than 3.25 per cent.

Corresponding results, if continued, are certain to work great injury to the railroads and to public interest as well, for the reason that they are certain to be reflected, in growing degree, in railroad capacity to adequately serve the commerce of the country as business regains its normal volume. Along with all other business, the railroads are dependent for complete recovery upon

restoration of general business health but they are suffering too from special conditions, resulting from public policies. Correction of these conditions must be accomplished to place the railroads in position to share equally with other business in the benefits of general improvement.

The three-point legislative program suggested by the railroads therefore is directed at the special conditions. Legislative action is necessary for the reason that the railroads have suffered, throughout the depression, in greater degree than general business because they are subject, under the law, to regulations and restrictions that do not apply to their competitors. Revision of regulatory policies, through changes in the statutes, therefore must be looked to as the means of putting the railroads on the comparable competitive footing with their rivals, essential to relative railroad participation in general business recovery. Specific treatment of the special conditions affecting railroads is urged by the Association of American Railroads with respect to the following three phases of the general problem:

1. Regulation of motor vehicles on the highways with respect to rates, certificates of convenience and necessity, and hours of work.
2. Similar legislation as to vessels operating intercoastal, intracoastal and on the inland waterways.
3. Modification of the Fourth section of the Interstate Commerce Act so as to permit the railroads to compete with unregulated forms of transportation.

While this program is covered in three headings, it is grounded on one principle which applies with equal force to each heading. Action on each of the three is requisite to equalization of regulation of all commercial carriers,

to complete removal of the discriminations against railroads under present policies. Plainly stated, the principle involved in the entire program is simply that no commercial transport agency shall be privileged by public policies that withhold from its competitors freedom or benefits which it enjoys, thus being subsidized by statutes conferring advantages over competitors of which it is not possessed naturally.

All forms of transport with which the railroads compete enjoy such artificial advantages, in varying degree, under present policies. Some, because the laws specifically confer favors on selected forms of transport; others because they are relieved under the law of expenses incident to the service they perform which enables them to shift part of the service cost from the shipper to the whole public; and all of them because the laws impose specific obligations and restrictions on the railroads that are not applied to their rivals on the highways and waterways.

Measures which sought to carry out this program were introduced at the last session of congress; the Dill bill, S. 3171, for the regulation of buses and trucks, the Dill bill, S. 3172, for the regulation of water carriers, and the Pettigill bill H. R. 8100, to amend the fourth section of the Interstate Commerce Act. Similar measures will be introduced immediately after congress reconvenes. While the one general principle referred to herein is the major

argument in support of each of the three pieces of legislation proposed, material dealing with the particular manner in which this principle is related to each proposal, with special arguments applying in each instance, will be supplied in separate and subsequent releases.

In a supplemental report, written by Commissioner McManamy revising western trunk line class rates, the Interstate Commission has recently pointed out several conditions indicating that "trucking codes" are proving ineffective, and emphasizing the growing need for interstate regulation of truck transport on the highways. The report states that it is difficult to make any general statement setting forth the rates paid for truck transportation or comparing them with rail rates. "Truck rates," it said, "when published, are not adhered to and might be changed without notice." As to motor truck competition with the railroads the commission pointed out that the development of truck operation had increased at a "constantly accelerating pace" and that motor truck competition is now one of the most important and difficult phases of ratemaking in western trunk line territory. These conclusions of the commission are directly in line with the position of the railroads that federal regulation of truck transport, comparable to that applied to railroads, is essential to establishment of a sound national transportation policy.

way to their hearts in the approved manner so that thoughts of student days will bring back pleasant memories of Milwaukee Road service.

Catering to 2,100 patrons on a fleet of 10 football specials en route to Madison for the 1934 Minnesota-Wisconsin game was a big job, but our Dining Car Department did it so well that Assistant General Passenger Agent J. J. Osie was moved to whet his jack-knife and carve the tribute, pictured above, to L. M. (Large Meal) Jones and his forces. Meals served to patrons of the Twin City specials alone totaled 3,506.

L. M. Jones Honored

ANOTHER member of the Milwaukee Road family has been recognized by an outstanding organization.

Late in November L. M. Jones, superintendent dining and sleeping cars, was elected president of the Kiwanis club of Chicago for the forthcoming year. For the past year he has been chairman finance committee and was vice-president of the club in 1933.

Before being transferred to Chicago in 1924 Mr. Jones was active in Kiwanis affairs throughout the Northwest, when he was general agent, passenger department with headquarters at St. Paul.

"Your doctor's out here with a flat tire." "Diagnose the case as flatulency of the perimeter, and charge him accordingly," ordered the garage man. "That's the way he does."

Football Business Best in Many Years

"SEVEN RaHS and a Yea-a-a team. And let's make it big."

That's probably about what General Passenger Agent W. B. Dixon said when he reviewed the cheering figures covering football business handled on Milwaukee Road trains during 1934.

It was the biggest season for the transportation of organized parties in recent years, according to Mr. Dixon. The total number of passengers traveling individually or in small groups to and from football games is not definitely known, but arrangements necessitating from a single extra car up to a fleet of special trains were made for nearly 50 groups of players or followers of the sport. About 5,000 round trip adult tickets are involved in the organized movements alone.

Outstanding in football party movements during the season just closed is the business handled by the Milwaukee Road into Madison for the Minnesota-Wisconsin game late in November. Special trains were operated in both directions from Chicago, Milwaukee, Paul and Minneapolis. Including transportation of the Minnesota Gophers, 1934 champions of the Big Ten Conference, this age-old annual contest brought the Milwaukee Road more than 2,100 passengers traveling on round trip tickets in extra cars or on special trains.

Members of football squads, engaged

as they are in strenuous workouts during the playing season, require substantial food and although subscribing to a training table diet most players are hearty eaters. No one knows this better than L. M. Jones, Superintendent, Dining and Sleeping Cars, for years an ardent follower of football. Mr. Jones takes great delight in working closely with football coaches and trainers in the preparation of menus to be served the teams while on our trains and personally seeing to it that every member of the squad is well fed.

Since these sturdy athletes soon will set aside their football togs and take their places in the business world, Mr. Jones is finding a



Silent Friends

W. H. Shafer, Conductor

L. & R. Division

TOOK a skating trip on Old Man River one day and this is what I saw and heard: Skating north on the Wisconsin side gave me an excellent view of the magnificent bluffs on the Minnesota side, and what grandeur! Gazing at the highest ones, with their perpendicular sides, that tower five and six hundred feet high, they seemed as if ready to topple into the river, and what a stupendous task the Ice Age accomplished when it plowed a furrow through this mass of rock and created a passageway for the Mississippi to ramble in on its never-ending flow to the Gulf!

The going was good for about fifteen miles, then the wind suddenly shifted to the south, the sun came out from behind a cloud and softened the ice, thus making the going rough and forcing me to hike back. The ground, being bare of snow, made hiking easy, and a short-cut through the woods and lowlands gave me an opportunity to meet up with and visit with my Silent Friends, the trees.

Summer and winter, day and night, The woods are an ever and new delight; They give us peace and make us strong, Such wonderful balm to them belong.

—Stoddard.

They all appeared glad to see me, though void of foliage, and swayed and bowed as I wended my way. The first to greet me were the elders. They grow close to the river's edge, are not large, and belong to the dogwood family. Then came the willows—five varieties—namely, the white, black, green, yellow and red. The first three mentioned grow large and belong to the willow family; the latter two are small and are classed with the dogwood group. The ash followed next—two varieties—white and black. They belong to the olive family, and mixed with them were the soft-wood maple, the birch, basswood, popular and stately elm. The rough-barked cottonwood, too, had a tale to tell. One lone hackberry was sighted. He seemed out of place. A frightened bluejay, seemingly to come from nowhere, soared by with a harsh jay, jay, and disappeared. Among the trees bluejays do not migrate.

Wild cherry, plum and crabapple trees were quite numerous, and wild rose, raspberry and elderberry bushes were in evidence. Large wild grape vines, measuring from two to three inches in diameter, were wound around and clinging to large trees, mostly the ash.

A lone cowbird also came into the picture and appeared perplexed at seeing me. This bird resembles a black-bird, and is sometimes taken for one, though slightly smaller, with a short, blunt beak. While they migrate with the majority of the feathered gentry, they sometimes stay over, and when seen in the winter time, will usually

be alone, hovering near a spring or open water. This fellow would flit from tree to tree ahead of me and with an effort emit his peculiar call, sounding like eek eek ee e, and some of the time come within gunshot range, and he surely would have met with an accident had I had the means to do it with. Cow birds are bad actors—"nest parasites"; they deposit their seven to twelve eggs in the nest of other birds to be hatched and reared and deposit only one egg in a nest. The eggs are white, thickly spotted with brown and are large, being nearly an inch in length. As soon as the cow bird babies are able to shift for themselves they leave their foster parents and join bands of their own kin and travel about in pastures with the cows—that's how they came by their name. I have seen them fly upon a cow's back and pick off flies and eat them. The cows perhaps think them pretty good friends.

Getting farther away from the river and on higher ground the grand old oak acknowledged a welcome salute and sometimes while crossing open places a flock of prairie chickens would arise with a loud flutter and fly away. These birds would not rise out of the tall,

dead grass until nearly trampled. Being curious as to this, I investigated and found they had been nibbling on a small, green plant with four notched leaves about six inches in diameter and lying flat on the ground. This plant is known as one of the thirty-five varieties that constitute the Carex group and is found plentiful in meadows and low land. Quite a number of ring-necked pheasants were disturbed in their nests and appeared angry at being bothered, making a sharp cry sounding like cack-cack, cack-cack as they sailed out of sight. Two coveys of quail were flushed up and scattered in all directions.

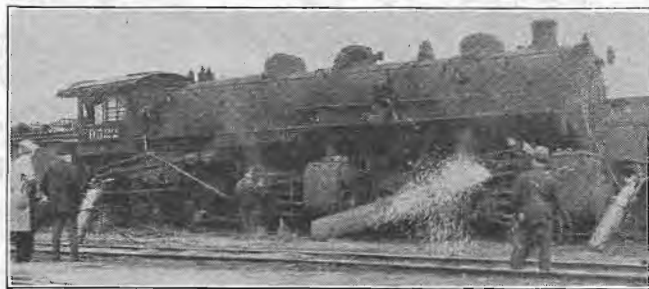
And in the distance after emerging from the woods and gazing across a vast expanse of meadow land three marsh hawks were seen circling and flying low and sometimes making a swift downward swoop and effecting a landing. For a short space of time they were getting a noon-day lunch on field mice, which are a delicacy for them.

And now we are on the extreme upper end of French Island, still ten miles from home, and while plodding along on county trunk B, expecting a pickup, a huge truck loaded with wood hove in sight with two men on the driver's seat and one on the load; they slowed down on seeing me and asked if I wanted a lift. That sounded good. I certainly did, and rode back to the city with them.

Nothing like the great outdoors, kind reader—whether skating, hiking or riding.

Trail's End

FORTY-TWO one time "kings of the rails" on The Milwaukee Road have been condemned at Tacoma Shops to pass out by way of the acetylene torch and the scrap heap. Pass that way, unless some of them, perhaps, may be rescued from an untimely end by purchasers from logging railroads, and even representatives of Japanese railroads have been looking them over,



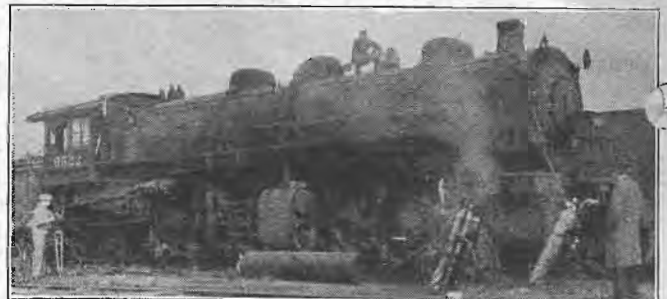
with a view, it is said, to acquiring some of them for service in Manchuria.

Old timers, most of them are; some of them went west from Milwaukee and Minneapolis, to pull passenger and

freight trains on the new coast line, when Milwaukee rails reached Seattle in 1908.

Among those sentenced to the torch are several that came to this company when it purchased the Washington, Idaho & Northern Railroad—known in the early days as the Blackwell Road. The Blackwell Road was furnished with the finest of power and the most elegant passenger equipment that could

be bought; its engines were aglitter with brass and shiny black jackets; its cars were the last word in luxury—and the trains that every morning left Spokane for the north, and every



ing pulled into Spokane station from Metaline Falls, left nothing to be desired or hoped for in the way of beauty, elegance and comfort. Sic transit gloria mundi, the cars, old and decrepit, headed for the scrap heap and the locomotives, once the pride of the crews, the station agents, the traveling public and even the small boys that lined along the right of way to see the glitter of bright work streak past. Locomotives of other series, too, are among the listed—some freight, some passenger—some that once proudly brought fast freight trains over the mountains; and some that still more proudly headed the long strings of yellow cars when first The Olympian and The Columbian rolled into and out of Puget Sound country.

Twenty-five years is said to comprise an "age" for a locomotive, and so these veterans have to move out of the way of "progress" and the scrap pile must be their sepulchre.

Lenox Chinaware Wins

ACCORDING to newspaper announcements, the White House has recently been supplied with a brand new set of Lenox china dinner service.

As Lenox ware composes the beautiful white and gold teacup and saucer which is presented to each lady who "pours" at the afternoon tea event on The Olympian every day, there will undoubtedly be an added pride in possessing one of these souvenirs.

Mrs. Roosevelt is said to have impeccable taste in the selection of house furnishings, and as Mr. L. M. Jones, superintendent of dining and sleeping cars of this company, himself, is never known to go wrong in such matters of selection, and he is the one who chose Lenox for these occasions, it would seem that honors are even and Lenox wins.

W. A. Robinson

ON December 17th, in Milwaukee, occurred the death of William A. Robinson, at the age of 83 years.

Mr. Robinson was a veteran of The Milwaukee Road, having begun his railroad career more than fifty years ago, in train service. Before his retirement several years ago, he was employed at ticket gate in old Union Station, Chicago. Mr. Robinson was an enthusiastic collector of old railroad lore, which he wove into tales of the long ago on the railroad, many of which were printed in this Magazine, also in other periodicals and newspapers. He was well known among the veteran body, and enjoyed friendships with many of the prominent railroad men of this country, who, like himself, took their initial steps in the work on The Milwaukee Road.

Mr. Robinson is survived by one sister and two brothers.

Yes, Sir

"Did you say you wanted those eggs turned over?"

"Yes, over to the Museum of Natural History."

Railway Business Woman's Association of Chicago

MISS DALE MAUCH of the Accounting Department is this year's chairman of the Bureau Division of the Railway Business Woman's Association of Chicago, which in November entered upon the ninth year of its organization with a membership of 360. Each railroad and bureau member of the association has its separate division that works in conjunction with the main organization, but also carries on its own social and welfare activities.

The purpose of the R. B. W. A. is to further the social and educational interests of its members, and to stimulate interest and pride in their work; to inspire employees to put forth their best efforts for the mutual benefit of themselves and their employers.

The association has scheduled a very full program for the winter, including a monthly dinner, classes in contract bridge, choral work and parties to the theater and opera. Bowling teams are holding weekly practice in preparation for the tournament to be held in February between the Chicago team and teams from associations in St. Paul, Minneapolis, Cincinnati, Cleveland and Buffalo. The ninth annual dinner dance of the association will be given at the Union League Club on February 16.

Miss Irene Shantz of the New York Central Lines is president of the Chicago association.



Edward E. Ross

The Royal Sons of Borneo

NEW railroad organizations are coming into existence these days and many are receiving much space in the news columns. It remained for an alert friend of the MILWAUKEE MAGAZINE, however, to discover that a fine old organization, outstanding in the Mid-West, has never been publicized and further that it has at its head a distinguished Milwaukee Road employee.

The organization is known as the Royal Sons of Borneo and meets semi-annually in Milwaukee. Its members are recruited from all over the United

States and are principally men in the employ of railroads or shippers who are interested in traffic.

President, and one of the founders, is Edward E. Ross, genial agent for the railroad at Chestnut Street, Milwaukee. For indefinite reasons he is known to his friends as "Gangster" Ross. Recently the organization held an elaborate dinner meeting at Milwaukee to initiate a group of nearly 100.

Although the doings of the Order are severely secret it transpired that the office Mr. Ross holds necessitates his garbing in the fashion of a popular comic strip character known as Major Hoople. It is further revealed that Mr. Ross' proclivities include much that is pictured in the comic strip activities of the exuberant major and in his maneuvers he is assisted by a representative of a friendly connection, Mr. Art Fetter, of the Rock Island Lines, who plays the piano exceedingly well and sings even better.

Friends of Mr. Ross, scattered over the Milwaukee system, will welcome the news of his recognition by a distinguished traffic organization as is the Royal Sons of Borneo.

The accompanying picture shows President Ross opening a business session of the organization. Unknown to the subject the photograph was secured with a candid camera by a camera-man who was told candidly to get out of the meeting before he could find out the significance of the upraised hatchet and the platter of raw vegetables.

The World War a Job for a Railroad Executive

THE railroad contingent which went from the United States to the World War, among which were Company D of the 13th Engineers, composed of Milwaukee Road personnel, will undoubtedly appreciate Lloyd George's attitude toward the fighting forces on the battlefields of France.

On this subject a writer in a Los Angeles paper says: "Lloyd George's fourth volume has just about deflated all the glorious conquerors of the World War. Haig, French, Kitchener . . . he hasn't left one of the great generals enough reputation to make an ordinary obituary notice. . . . In the nature of things the amount of genius that is in an army commander can't be ascertained until he gets into battle; then it is too late. There is no way for him to practice killing."

"As it turned out, the World War was a job for a railroad executive rather than a soldier; there could be no strategy with the flanks of both armies pinned down; it was largely a matter of transportation and supply."

Twin City Terminals—Mechanical and Stores Departments

N. A. H.

A MERRY CHRISTMAS AND A HAPPY AND PROSPEROUS NEW YEAR TO ALL.

Mr. George McMillan, veteran employee of the Minneapolis shops, passed away Dec. 9, 1934.

Mr. Oswald Roth of the store department returned to work after an absence of six months, account of poor health.

Mr. Adolph Jensen, former foreman, Minneapolis shops, was a caller at South Minneapolis.

Former Engineer Arthur Sandy packed and moved to Long Beach just as soon as possible after the snow and cold weather arrived and will remain until spring.

The Agricultural and Colonization Department

LAMB FEEDING GROWING In Northern Iowa-Southern Minnesota

FATTENING range lambs for market is a growing business in southern Minnesota and northern Iowa. It is growing because of several interrelated factors that, together, contribute to the success of the business.

At a recent meeting of 156 lamb feeders and interested guests, these points were brought out as being particularly important: (1) The district is intermediate between the range and market; (2) it is served by at least one road that can and does move lambs from the range to the feed lots with only one intermediate feeding; (3) most farmers are livestock-minded; (4) nearly all the farms produce the bulk of the ration fed; and (6) the farmers have a wide selection of markets for the fattened lambs. There are others but these seemed to be considered most important.

Proof of the soundness of these factors is revealed in the receipts of carloads at Iowa stations on the I. & D. Division and the I. & S. M. Division in southern Minnesota. In 1933 there were 561 carloads, while in 1934 there have been, to this writing, 831 carloads of lambs unloaded to be fattened on farms nearby.

WASHINGTON-IDAHO SHEEP RANGES

28 Now Served by The Milwaukee Road

IN Washington and Northern Idaho, many of the sheep ranchmen have irrigated farms down in the valleys where they winter their ewes. In the spring the lambs are born early on these irrigated farms, after which lambs and ewes are moved to summer ranges in the mountains. These summer ranges are leased from the National Forest Service, logging companies and others. When fall comes, the lambs are taken from their mothers, shipped to market from the range and the ewes returned to irrigated winter quarters.

The system requires a large amount of moving from winter quarters to range and back as well as shipment of lambs to market. In this moving from place to place the western railroads play an important part. But to enjoy the business the roads must serve range areas which may be reached easily from the unloading points. Therefore, there is plenty of competition getting lands blocked into tracts of sufficient size to pasture 1,000 or more ewes with lambs and provide access from the range to the rails.

From a small beginning a few years

ago, the number of such ranges we serve has grown until in 1934 there were 28 bands of ewes and lambs pastured on ranges reached by The Milwaukee Road. And from all those ranges, the marketable lambs moved to market via our rails.

4-H MEMBERS ATTEND CONGRESS

Over 200 Travel Via The Milwaukee Road

FROM Washington to Michigan, from Missouri to North Dakota, a total of eleven states, delegations of boys and girls attended the annual congress of 4-H Club members, traveling to and from via The Milwaukee Road. Among them was the National Health Champion from South Dakota and others who won honors in competition with 4-H Club members from all states in the Union.

The 4-H Club Congress is held annually in conjunction with the International Live Stock Exposition. Only those boys and girls who have been in club work for four or more years are privileged to compete for the right to attend the congress. He or she must have been a leader or winner in one or more projects in local or state contests. Therefore, the 4-H Club Congress is a gathering of the best club workers selected by states from nearly one million rural youths who are properly enrolled in this great national movement.

These boys and girls represented nearly every sort of club work, having been champions in their own state. There were girls who had won at canning, sewing, baking, preserving, home decorating, health, and boys who lead their states in producing corn, potatoes, gardens, growing hogs, calves, poultry or making farm equipment, furniture, and a number of other useful things.

In all, just over 200 club members, leaders and chaperons made the trip, spent four or more days in Chicago and took part in one of the greatest National Youth meetings held in the country. They have returned to

their homes full of new hope, new vision and new determination, with a host of new friends. They are accepting responsibilities of leadership in their home communities and because of the trip they enjoyed to their congress they have become better young men and young women.

GREEN PEA CROP

Port Angeles Farmers Grow 39 Carloads

THIRTY-NINE carloads of green peas are a lot of peas, as some one has rightly said, although thirty-nine carloads will no more than garnish the plates of the consumers in one of our largest consuming centers. But thirty-nine carloads grown and shipped from one small community in 1934, where none were grown three years ago, is nice new business.

During the past growing season a few farmers near Port Angeles, Wash., produced the foregoing carloads. They grew commercial varieties of so-called pole peas, picked them when properly matured for shipment east, and packed them in hampers designed to stand shipment as well as protect the pack. The best ten-acre field produced an average of 360 hampers per acre that sold for a gross return of \$420. The average gross return for the whole district was \$91 per acre, which was considered good.



An Aberdeen, Wash., Field of Telephone Peas



SAID TO BE HUMOROUS



Bad Luck

The holiday train was crowded. In one coach was a woman accompanied by a little girl and boy. The children were full of high spirits and gamboled through the coach, much to the annoyance of other passengers. Finally one could stand it no longer.

"Madam," she said, "if you can't keep your children quiet I shall lodge a complaint."

The mother sighed.

"Your misfortunes don't compare with mine," she replied. "My little girl has just swallowed our tickets, the boy has broken a coach window, I've left my purse at home, and we're in the wrong train."

A Tree-Toad Romance

A tree toad loved a she toad
That lived up in a tree;
She was a 3-toed tree toad,
But a 2-toed tree toad was he.

The 2-toed tree toad tried to win
The she toad's friendly nod;
For the 2-toed tree toad loved the ground
That the 3-toed tree toad trod.

But vainly the 2-toed tree toad tried,
But he couldn't please her whim.
In her tree-toad bower, with her
v-toe power,
The she toad vetoed him.
—The Raalte Vanguard.

Another 'Chute

Aviation Stude: "What happens, sir, if parachute fails to open?"
Sarge: "You come back, sonny, and I'll give you another one."—Sewanee Mountain Goat.

Nuts Are Nuts

"Daddy, are flies flies because they fly?"
"I suppose so."
"Are fleas fleas because they flee?"
"Sure; what of it?"
"Well, I told teacher that bees are bees because they be."

Raising the Bid

"I think that card playing—not the occasional game, but the constant round of bridge clubs—is ruining the American home," declared Clarence Darrow, after his recent return from Europe.

"A well-known club woman called on me one day concerning some legal papers and during our conversation remarked that she had just discovered that her husband was leading a double life."

"And what are you going to do about it?" asked her.

"Oh, I've redoubled," she replied with a careless laugh.

From the Faculty

Prof. Hahne (Economics): "Many students are like coffee—98 per cent of the active ingredient has been removed from the bean!"

Lines to a Bus

The poets may sing of the flowers,
But I'm in a humor to cuss,
And I want to sing of a horrible thing—
An overnight ride on a bus.

Some who had tried it warned me,
While others declared it was nice;
But I never heard of any fool bird
Who ever attempted it twice.

No matter what type the road is,
Good sand-clay, cement or gravel,
This one thing is true, and I'm telling
you,
It's a hell of a way to travel.

I lay on my back and tried it.
For a while this did pretty well;
But soon I was sore, could stand it no
more,
So lay on my neck for a spell.

I twisted my spine like a pretzel,
I balanced and hung by my knees,
And 'mid groans and grunts I did fancy
stunts
Like the man on the flying trapeze.

My seat o'er the wheel was slanting,
And harder it grew by the mile.
Sometimes when we stopped I gracefully
dropped
And lay for a while in the aisle.

My after-deck acted like fury.
I changed to my starboard in grief.
When pain reached this spot, believe
it or not,
I shifted to port for relief.

Off when we stopped by the roadside,
At some place not on the map,
I got out to eat, some guy got my seat,
And I had to hang by a strap.

If I be the umpire and scorer
And judge on this night of terror,
I'd call it a bust, shut-out, or just
No runs, no hits, one error.

Now I'm telling you how I feel.
If you disagree we won't fuss.
You do as you like; I'd rather hitch-
hike
Than try it again on a bus.
—The Rail.

Beauty

The curate was lecturing the class of girls on propriety.

"Beauty," he said, "is only skin deep, but the depth of goodness is unfathomable. Mere prettiness is a butterfly which is born and dies on a summer's day, but piety lives on and on through the centuries. Now which would you rather be—good or beautiful?"

"I'd rather be beautiful," said one girl, "and repent afterwards."

Not Responsible

Teacher (pointing to map): "Now, when you stand facing the north you have on your right hand the great continent of Asia. What have you on your left?"

Boy: "A wart; but I can't help it, mam."
—The Jeffersonian.

A Study in Bugs

Professor: "Name the five most common bugs."

Student: "June, tumble, lady, bed, and hum."

It is possible that the sun may explode and instantly destroy all the planets, asserts an astronomer. We plan to worry about this for five or ten minutes some day, if we ever catch up worrying about so many things we already have to worry about.—Jackson News.

Cheerio

Stude: "So the president expelled you. How did you take it?"

Ex-Stude: "I congratulated him on turning out such a fine young man."

Freight Auditor's Bowling League

Week of 12-11-34

Team	Won	Lost	Average	High Games
1. Switching	21	21	606	4
2. Review	15	27	637	8
3. Interline	22	20	626	8
4. Earnings	26	16	629	8

Player	Actual Average	Player	Actual Average
Becker	173	Helwig	169
Miller	144	Croake	143
Nickels	135	Weyforth	153
Ludwig	154	Orlowski	161
Specht	181	Pufun't	152
Ganzer	150	Kreiter	145
Ewalt	145	Larson	176
Bialas	161	Braun	156

High team series, Earnings, with score of 2,096.
High team game, Review, with score of 791.
High individual series, Specht, with score of 618.
High individual game, Larson, with score of 246.

THE PATTERNS

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.

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

8370. Becoming Daytime Frock.

Designed in sizes 34, 36, 38, 40 and 42. Size 38 requires 2½ yards of 54-inch fabric with ¾ yard of 39-inch contrast. Price 15c.

8367. Matron's Distinctive Frock.

Designed in sizes 36, 38, 40, 42, 44, 46, 48, 50 and 52. Size 46 requires 5¼ yards of 39-inch fabric with ½ yard contrasting. Price 15c.

8376. Make Lingerie for Gifts.

Designed in sizes 14, 16, 18, 20; 32, 34, 36, 38, 40 and 42. Size 18 requires 3¾ yards of 39-inch material and 6 yards of lace. Price 15c.

8382. Tailored House Frock.

Designed in sizes 36, 38, 40, 42, 44, 46, 48, 50 and 52. Size 44 requires 4¼ yards of 35-inch fabric and ¾ yard contrast. Price 15c.

No. 11. Doll's Set of New Clothes.

Designed in sizes 14, 16, 18, 20, 22 and 24 inches in length. The 20-inch length requires 1½ yards of 32-inch fabric and ¼

yard contrasting for dress with short sleeves and ¾ yard for chemise. Price 15c. 8146. Gay and Becoming.

Designed in sizes: Small, 34-36; medium, 38-40; large, 42-44, and Extra Large, 46-48 inches bust measure. It requires 2½ yards of 35-inch material for a medium size. To finish with bias binding requires 7½ yards 1½ inches wide. Price 15c.

8356. A Pretty Blouse.

Designed in sizes 14, 16, 18, 20; 32, 34, 36, 38, 40 and 42. Size 18 requires 1½ yards of 39-inch material with short sleeves and 2¼ yards with long sleeves. Price 15c.

8381. Smart Jumper Frock.

Designed in sizes 4, 6, 8 and 10 years. Size 6 requires 1¼ yards of 35-inch fabric for the jumper and 1 yard for the blouse, with 3 yards of ribbon for trimming. Price 15c.

Favorite Recipes

Stuffed Veal Cutlet.—Mix together one quart of stale bread crumbs, scant teaspoon salt, two teaspoons ground sage, dash of pepper, six tablespoons of melted butter. Cook in skillet until the crumbs are lightly browned. Spread on slice of veal, roll and tie tightly. Sprinkle with flour, or dip in egg, crumbs and egg, re-place in skillet, with enough butter or salt pork fat to brown. Place in a casserole, add one scant cup of hot water and bake in a moderate oven for one hour, or until

tender. This may be served hot or cold. If served hot, a mushroom sauce is a garnish. A pound and a quarter slice of the meat serves five or six.

Crown Roast of Pork. Stuffed and roasted, this crown piece of pork has the good taste of roast turkey. Have an eight-rib loin roast circled by the butcher, bone side out. Make a stuffing like that given above and pack in the center. Arrange on a trivet in roasting pan. Season with salt and pepper and roast in a hot oven for 15 minutes, then reduce heat to 350 degrees and cook until done, about 30 minutes the pound, as pork must be well cooked, be wholesome.

Cabinet Pudding.—Soak one-half package of sparkling gelatine in a little cold water. Make a custard of yolks of three eggs, beaten, two cups scalded milk, one-third cup sugar, salt to taste, and one teaspoon vanilla. Cook in double boiler, strain, cool, and add one tablespoon cooking brandy. Place a mould in a pan of ice water, decorate with candied fruit, and pour over the custard mixture. When firm, add a layer of lady fingers that have been soaked in the custard; then a layer of macaroons, also soaked in custard. Repeat, being sure that each layer is firm before adding the next. Serve with whipped cream.

Lima Bean Soup.—Soak one cup of dried lima beans in one cup of cold water over night. Drain, and combine with seven cups of water, one small onion, sliced, one medium carrot, teaspoon salt, pepper to taste, one-eighth teaspoon dry mustard. Bring to the boil and simmer gently until beans are soft enough to rub into a puree. Then add one tablespoon brown sugar, one tablespoon vinegar and a lump of butter. The butter may be placed in the soup dish, a small piece in each individual serving.

Fruit Tapioca.—One-half cup pearl tapioca soaked in cold water over night. In the morning cook in same water in double boiler, with salt and a one-inch stick of cinnamon, until transparent. Remove from fire and add one tumbler of currant jelly, one-fourth cup of sherry wine, seeded raisins cut in pieces, and shredded citron. Add sugar to taste. Turn into serving dish, cool, and serve with cream.

Erratum

IN the list of those taking part in the tree planting at Milwaukee, in celebration of the completion of the grade separation work there, which accompanied the picture on page five of December issue, the name of Mr. J. Wetherell, assistant engineer, was inadvertently omitted. Mr. Wetherell is standing fourth from the left.

Immune

Neighbor: "I presume that when your son went to college he was inoculated with the love of learning?"

Father: "Yes, but it didn't take."



A Twenty-five-Year Veteran: Carl J. Struve, Equipment Maintainer, Spaulding, Ill.



THE MILWAUKEE RAILROAD WOMEN'S CLUB

Austin Chapter

Mrs. A. C. Andersen, Historian

AUSTIN Chapter held the final meeting of the year Dec. 17th. Beginning with 8:30 p. m. dinner which was enjoyed by a large number. The tables were made attractive with lighted tapers and a cake made by Mr. W. J. Lieb which centered the birthday table. A decorative feature of the room was a beautiful Christmas tree from which gifts were exchanged. After the business meeting cards were played and prizes awarded the following: Contract bridge, Mrs. H. B. Hinckley, first, and Mrs. G. A. Van Dyke, second. Auction bridge, Mrs. Leonard Bardouche, first, and Mrs. W. R. Smith, second. Five hundred, Mrs. Anna McLaren, first; E. J. Blomily, Sr., second.

Mrs. F. F. Luskow, wife of Roadmaster Luskow, a new citizen of our city, was a visitor.

We are giving a Christmas party for the kiddies Dec. 22nd and will raffle a turkey, goose and chicken to raise money to defray expenses.

Last month we raffled a quilt which netted us \$18.25 and also held a rummage sale from which we realized \$25.17.

Thursdays have been pleasantly spent by a number of our ladies in quilting. A picnic dinner is served at noon and several quilts have been completed under the direction of Mrs. J. D. Williams.

Up to and including Nov. 30th, 1934, we have spent \$240.70 for welfare work, reaching 10 families. Five Thanksgiving baskets were distributed and Christmas baskets will also be distributed.

The officers for next year have been elected and are as follows:

- Mrs. E. J. Blomily, Sr., President.
- Mrs. G. A. Van Dyke, Second Vice President.
- Mrs. Frank Doering, Corresponding Secretary.
- Miss Inez McCarthy, Historian.
- Mrs. Geo. Haseltine, First Vice President.
- Mrs. Fred Valentine, Recording Secretary.
- Mrs. Leon Comeau, Treasurer.
- Chairmen:
- Mrs. F. J. Holmes, Constitution and By-laws.
- Mrs. O. C. Peed, Welfare.
- Mrs. A. C. Anderson, Ways and Means.
- Mrs. Carl Voelker, Good Cheer.
- Mrs. H. J. Keck, Membership.
- Mrs. B. H. Brown, House and Purchasing.
- Mrs. W. J. Lieb, Program.
- Mrs. W. Whiteside, Social.
- Mrs. H. B. Hinckley, Auditing.
- Mrs. J. Harris Igou, Safety First.
- Mrs. J. D. Williams, Sewing.
- Mrs. Oscar McGee, Telephone.

Savanna Chapter

Mrs. R. Schreiner, Historian

MRS. OSCAR KLINE was re-elected president of Savanna Chapter at the first departmental meeting, held Monday evening, Nov. 12th, in the Lydia T. Byram Community House. Other officers re-elected were: Mrs. L. V. Schwartz, 1st vice president; Mrs. Boyd Latham, 2nd vice president; Mrs. H. E. Buswell, recording secretary; Miss Marie Clifford, corresponding secretary, and Mrs. Raymond Schreiner, historian. Mrs. Albert Lahey was elected treasurer to succeed Mrs. G. W. Humphrey.

A memorial service was held for the late Mrs. Lydia T. Byram. Mrs. Kline read a beautiful tribute to her memory and the Milwaukee Women's Club sextette sang the last toast song which was sung to Mrs. Byram at one of the largest get-together luncheons at Chicago. The words of

A Happy New Year

The old year's book has been laid away,

It's soiled pages recorded the last event;

A bright new one opens before us today,

May it be filled with peace and content!

Have no regret for the past mistakes,

For that thoughtless deed, or unkind word,

Put away the memory of trials and heartaches,

Forget the unhappy things you've heard.

Somewhere, someone is longing

For that letter you've meant to write,

Someone, too, for a visit is waiting,

Perhaps, is needing you tonite.

On these little acts, so much depends,

Tho' they seem such trifles to heed;

If we could see in the hearts of our friends,

We would know they fill a great need.

While your good resolution is newly-made

Try to plan this year as the best;

Do the thoughtful deeds you've long delayed,

Trust in God for all the rest.

Give Him first place in your life each day,

The honor for all your success and fame;

Be generous with your love, brighten someone's way,

Your faith in God, and your fellowmen proclaim.

By BERNICE R. BOLAND.

the song were composed by Mrs. Harriet Connell, of Mount Carroll, and were sung to the music of "Ah, Sweet Mystery of Life." A resolution of condolence to Mrs. Byram's family was adopted, and those present at the meeting stood in silent tribute to her memory.

During the business session plans were made for a card party to be held December 14th. Instead of an admission fee, donations of food to be accepted, which will be put into baskets and distributed to needy families at Christmas.

This meeting was arranged by the mechanical and store departments. A pot-luck supper was served at 6 o'clock.

The following program pleased all: Two selections by the Community Church Quartette composed of Paul Miles, J. L. Brearton, Rev. T. Stuart Cleevorth and L. V. Schwartz. Mrs. Paul Miles was the accompanist. Two readings by Miss Jean McGovern; two cornet and trombone duets by Dick Fuller and Sylvester Alden, accompanied by Miss Virginia Stevens; a novelty dance was given by Lorraine Girne, Evabelle Stratton, Ruby Knapp and Mary Cravotta.

Dancing was enjoyed the remainder of the evening.

The next departmental meeting will be held in January.

The December meeting was held the evening of the 10th. Plans were completed for filling the Christmas baskets to be sent to needy families of Milwaukee employees. Plans were also made for a cake and pastry sale to be held in January, and committees were appointed for the next

departmental meeting in January by the operating department.

We regret to report that John Reagon, conductor for many years on the Iowa Division, died at his home in Savanna on November 17th.

The death of Mrs. August Wieneke on December 7th indeed saddened our chapter, as Mrs. Wieneke was one of our active club members.

Seattle Chapter

Mrs. M. McDougal, Historian

ON December 13th the Milwaukee Railroad Women's Club of Seattle gave a very unique Christmas party and luncheon which concluded one of the most successful years of the club's activities.

Mrs. H. E. Moody was hostess, and later Santa arrived plus whiskers, pack and a gift for all. Later games and cards were indulged in and this all made for a gala occasion and one long to be remembered.

The past year has been one in which exceptional interest has been shown, the books claiming the largest membership in the club's history. Special tribute should be made to our past president, Mrs. J. W. Axelson, whose untiring efforts have contributed much toward making the year's work so outstanding.

On November 13th the annual bazaar, luncheon and dinner were held. Mrs. M. W. Hurd and committee may well be complimented for the successful outcome both financially and socially. Mrs. A. W. James was hostess at the luncheon and Mrs. Clyde Medley at the dinner.

Mr. Harry Jones generously supplied large yellow chrysanthemums from his well known garden for the decorations.

Mrs. A. W. Wiley presided at the bazaar booth, which was decorated so effectively that no one could resist buying little what-nots to brighten many a Christmas tree later.

The following are the new officers elected for the ensuing year and our kindest thoughts go with them, wishing them a most happy experience and a year of success:

- President—Mrs. F. W. Rasmussen.
- First Vice President—Mrs. J. M. Axelson.
- Second Vice President—Mrs. M. W. Hurd.
- Secretary—Mrs. S. O. McGalliard.
- Corresponding Secretary—Mrs. C. G. Hulburt.
- Treasurer—Mrs. J. T. Graybell.
- Historian—Mrs. F. W. McDougal.

Green Bay Chapter

Mrs. Thomas McLean, Historian

GREEN BAY Chapter held its November meeting on the first and the pot luck supper which preceded seems to be a regular number on the program. It surely creates sociality in the club. The president, Mrs. Martyn, presided. After the reading of the club motto, the regular order of business was taken up.

Mrs. Cheaney, welfare chairman, reported one family given relief. Mrs. Keyes, sunshine chairman, reported 10 personal calls, 9 telephone calls, 5 messages of good cheer and 8 families reached. The president then called on Mrs. Cheaney, chairman of the nominating committee, who submitted her slate and the following officers were elected for the ensuing year: President, Mrs. Geo. Gunn; 1st vice president, Mrs. E. A. Palmer; 2nd vice president, Mrs. Karyn Martyn; recording secretary, Mrs. Ella Grebe; corresponding secretary, Mrs. T. F. Buechler; treasurer, Mrs. Kate Carlson; historian, Catherine Browning.

The meeting was then turned over to the program chairman, Mrs. Baenan, and cards were played. Our next meeting was held December 6 and was presided over by Mrs. T. F. Buechler, 1st vice president, due to the absence of our president.

Routine business was taken up. Motion made and carried that we give a Christmas party for the children at the depot. Mrs. Baenan, program chairman, and

Mrs. Carlson, purchasing chairman, were given charge of the affair.

Mrs. Buechler urged all members to attend the social the following Tuesday, which would be in the nature of a pound party. She also stated that the club would spare no means in trying to give cheer and comfort to those of the Milwaukee family who were less fortunate.

The club extends sympathy to Mrs. Fogal on the death of her mother, and to Mrs. C. H. Ballard, whose aunt passed away at Ottumwa, Ia.

Meeting adjourned and was followed by cards. Since our last meeting our president, Mrs. Martyn; welfare chairman Mrs. Cheaney have both entered the hospital and our best wishes for a speedy recovery are extended to them.

Our chapter also extends best wishes for a prosperous New Year to the governing board and all Milwaukee chapters.

Three Forks Chapter

Mrs. Frank Echard, Historian

THREE FORKS CHAPTER has been meeting as usual, the third Tuesday of the month, after the summer vacation.

In August a fair was sponsored by the chapter and the town of Three Forks, which was a credit to all. The display of fruits and vegetables from here and the surrounding section was fine; and in fact every department was well represented and a neat sum was realized for the chapter.

In October we enjoyed a visit from Miss Lindskog. She gave us some helpful suggestions and paid a touching tribute to the memory of Mrs. Lydia T. Byram.

The November meeting was well attended and the election of officers took place, after which bridge was played and light refreshments were served by the hostesses, Mrs. E. B. Gray and Mrs. A. A. Torggrimson.

On Nov. 23rd we were shocked and grieved to learn of the passing of our dearly beloved member, Mrs. Charles R. Rader, at a hospital in Livingston. She had been our secretary two years and was always willing to do anything to further the welfare of Three Forks Chapter. Our deepest sympathy is extended to the bereaved husband and relatives.

Union Station Chapter

Kathleen O'Neil, Historian

PRECEDING the meeting held Nov. 6th supper was served to about 45 members in the Harvey cafeteria.

A short business meeting was held in the club room and the following officers were elected to serve during the coming year:

Mrs. W. R. Dolan, president.
Miss Grace Doyle, first vice president.
Mrs. C. L. Taylor, second vice president.
Miss Antoinette Welling, Recording Secretary.
Mrs. J. N. Davis, corresponding secretary.

Miss Fern Olson, assistant recording secretary.

Miss Mary Von Colln, treasurer.
Miss Kathleen O'Neil, historian.

After the meeting members of the chapter and their guests, numbering about 75 in all, enjoyed a trip through the new postoffice. The trip was most educational and those attending carried away with them the thought that they never would be careless in sending letters or packages. The attention that is given all mail and the endeavor on the part of the Postoffice Department to dispatch this mail promptly was a very interesting feature. Another very interesting point was the method of canceling stamps, and we learned how stamp collectors are able to obtain stamps that are not obliterated by this canceling machine, simply by bringing them to a certain window and they are put through a different machine, and while the stamp is canceled it really looks very much intact. The little tray that carries the letters appears to be almost human. The trip was well worth taking and was much enjoyed.

Sixteen

Of course, one of the most important events of each season in the Christmas Fund Party. The party this year was held Nov. 21st at the Hotel Sherman. Dancing was enjoyed in the Crystal ballroom, the music being furnished by the Lil Hawks orchestra. Cards were also enjoyed in the Louis XIV room adjoining the ballroom, with prizes for each table. The party, despite the inclement weather, proved to be a great success, both socially and financially.

The regular meeting was held Tuesday, Dec. 4th. Supper was served in Harvey's cafeteria to about 50 members and guests.

Following supper, through the courtesy of Mr. L. J. Benson, colored moving pictures covering the two years of A Century of Progress were shown by Mr. Tom Northcott. Mr. Northcott is to be complimented on the fine collection of pictures and am sure that everyone present saw things in the pictures they overlooked "taking in" the Fair, and we certainly thank Mr. Northcott and Mr. Benson for the very pleasant evening provided by them.

A luncheon meeting of the board was held in the club room Friday noon, Dec. 7th, at which plans were completed for the annual Christmas party.

The sincere sympathy of the chapter is extended to the family of Mrs. Elizabeth Graves, who passed away very suddenly the morning of Dec. 1st. Mrs. Graves was one of our most active workers and her willing hands and cheerful manner in all our undertakings will not soon be forgotten.

Madison, So. Dak., Chapter

Mrs. Paul H. Pfeiffer, Historian

ON November 13th the regular business meeting of the club was held. Miss Etta Lindskog of Chicago, secretary general, was a special guest.

Reports were read and other routine business transacted. Officers were elected as follows:

Mrs. Carl Berg, reelected president.
Mrs. Hans Westby, first vice president.
Mrs. Joe Lawler, second vice president.
Mrs. Roy Wood, recording secretary.
Mrs. Guy Winesburg, treasurer.

Mrs. Claug McAdam, corresponding secretary.
Mrs. Harry Kelly, historian.

Plans for two parties were made. A benefit card party was held November 27th in the I.O.O.F. hall, and a Christmas tree party is to be held December 21st in the depot waiting room.

Mrs. Joe Lawler will have charge of the entertainment.

Fay Crabs, Joe Lawler and Paul H. Pfeiffer are the committee in charge.

Refreshments were served and a very enjoyable and profitable evening was spent by those present.

Avery Chapter

Mrs. W. J. Craig, Historian

ON October 30 the regular meeting of the Avery Chapter was called to order by Second Vice President, Mrs. Frank Kroll, Junior.

Eighteen members answered roll call with "Flag Etiquette."

Reports were read and approved. Membership Chairman Mrs. R. A. Frank reported we had won a membership prize of \$15. She has won this prize through her untiring efforts, for she turned in a list of 94 members. Mrs. Frank, we congratulate you. This is a record and we are proud of it.

Sunshine lady, Mrs. H. E. Theriault, reports 16 personal calls, 2 good cheer cards and gifts at an estimated cost of \$2.50, with no expense to the club.

Our business meeting was short for we all knew our hostesses. Mmes. R. Townsend, Pete Fous and F. Schmalhorst, had prepared an evening of fun. At pinochle, high score went to Mrs. Brown and Mrs. Schmalhorst, Sr., won a prize for making us laugh the heartiest. A most delicious lunch was served.

On October 26, we had a pinochle party in the club rooms where we raffled a table apron which netted us \$14.15. Prizes went to Mrs. E. F. White and Mr. R. W. Capon.

The regular November meeting was held on the 21st, with Mrs. M. Koehler, President, presiding.

Roll call was answered with "Thankful Thoughts," and it was indeed interesting to notice how many were thankful for health.

Secretary and treasurer reports were read and approved.

Our librarian, Mrs. L. W. Dietrich, announced she would open the library on Friday afternoons from 2 'till 4 and every second Friday for the rest of the winter, next date being December 7. This is sure good news to Avery folks.

After reports of chairmen of various committees were read, the following officers were elected for the coming year:

Mrs. C. C. Heigel, president; Mrs. Martin Koehler, 1st vice president; Mrs. Ralph Townsend, 2nd vice president; Mrs. W. J. Craig, secretary; Mrs. E. T. Husaboe, treasurer; Mrs. C. C. Ham, historian.

Social committee chairman, Mrs. Hady Pears, announced we would have an Xmas party for all our members in the club rooms, on December 15.

A motion was made and carried to have our next regular meeting on December 19. After the business of the meeting was over we spent a social hour at pinochle and later enjoyed a well served lunch.

November 24 a pinochle party was held in the club rooms where we also sold a fruit cake at Chinese auction. After a short run of spirited bidding, "time" was called, and Mr. Loren King won the cake. This must have been Mr. King's luck, for he also won high score at pinochle. Mrs. O. W. Cloninger held ladies' high award. A most delicious lunch was served and every one reported a fine time. Five dollars and fifty cents was cleared on the fruit cake.

Avery Chapter wishes you all a Happy Prosperous New Year.

Tacoma Chapter

TACOMA Chapter held its election of officers on November 26th, resulting as follows: President, Mrs. C. P. Miles; first vice president, Mrs. H. E. Hatch; second vice president, Mrs. Carl Hoffman; treasurer, Mrs. J. R. Clark; recording secretary, Mrs. L. Kusch; assistant secretary, Mrs. W. Jennings; corresponding secretary, Mrs. H. W. Wilson; historian, Mrs. C. Houston.

The regular luncheon preceding business meeting served about 75. The committee for the luncheon was composed of Mrs. John Smaby, chairman, assisted by Mmes. Charles Snyder, George Perry, W. Reimers, Charles Negley, E. L. Swalley, W. G. Andrews, Walter Jennings, George Nick and H. O. Davis.

The sympathy of the chapter was extended to Mrs. W. Stollker in the loss of her sister; and to Mrs. A. H. Goldsbrough in the passing of her brother.

A pound party was planned for December 17th to help fill Christmas baskets, the evening to be spent in playing cards.

A Christmas party for the children was also planned for December 21st, with Santa Claus arriving in the usual way, via the Milwaukee Road.

The new officers will be installed at the next regular meeting on December 31st.

Tacoma Chapter wishes for all, a very Happy and Prosperous New Year.

Black Hills Chapter

Mrs. Matt J. Anderson, Historian

BLACK HILLS CHAPTER held the November meeting at the home of Mrs. L. Boyds on November 12, with Mrs. Fred Diehl as assistant hostess.

The Chapter is nearing the end of one of its most successful years. The ways and means committee, with Mrs. Stanley Core, chairman, has begun a series of dances, which were so successful last winter, both socially and financially. The committee, together with the president, Mrs. Clifford

Smith, and Mrs. Arnold Saxer, social chairman, have had charge of these entertainments and a nice sum has been raised to carry on relief and sunshine work.

Most enjoyable of the social events were the annual summer picnic held at Canyon Lake Park, with about 80 members and families present, and the Hallowe'en pot-luck dinner, held October 31st. After dinner, the evening was spent in games and music.

At the November meeting annual election of officers was held, with the following results:

President, Mrs. Thos. Hickson; first vice president, Mrs. Joe Feuerhelm; second vice president, Mrs. Matt J. Anderson; secretary, Mrs. Carl Zickrick; treasurer, Mrs. M. Boyden; historian, Mrs. I. Wintrode.

Madison, Wis., Chapter

ON November 8th, Madison Chapter was royally entertained at Janesville by that chapter. About 25 members were met at the train and taken on a sight-seeing trip over the city. Then to Mrs. George Ryan's house for coffee and cookies, and to visit informally with our general officers, Mrs. Kendall and Miss Lindsog.

Beloit Chapter joined the group and at 1 o'clock a delicious luncheon was served by Janesville Chapter in their clubhouse.

Talks by the general officers and the various presidents were greatly enjoyed. Our thanks to Mrs. Gregory for a perfect day.

Our regular meeting was held November 14th, with an attendance of forty. Treasurer's report showed a balance of over \$300 in the treasury, with a voting membership of 112 and contributing membership of 106, the largest roster in the history of this chapter.

Following the reports, election of officers was held. The nominating committee submitted the following names and the secretary was instructed to cast the unanimous ballot for the ticket as presented: President, Mrs. R. Mathis; first vice president, Mrs. M. Welty; second vice president, Mrs. P. Smithson; treasurer, Mrs. J. Psekner; secretary, Mrs. C. Knope; historian, Mrs. G. Mahaffey.

A birthday party followed for all members having birthdays in November. Appropriate songs were sung by members, led by Mrs. C. Mahaffey, accompanied on the piano by Mrs. John Lyne.

Spokane Chapter

Mrs. L. H. Mohr, Historian

IN spite of the inclement weather an unusually large number attended the business meeting held in the club rooms at the Union Station on Tuesday, November 27th, with our president, Mrs. O. B. Moody, presiding.

The treasurer's report was given by Mrs. Herman Falscheer, Sunshine Committee by Mrs. Frank Fisher, Membership by Mrs. Nathan Jones, Mutual Benefit, Mrs. P. L. Hays, reported 125 telephone calls and 35 personal calls.

A nominating committee, consisting of Mmes. L. H. Mohr, P. L. Hays and Wm. Hunter, presented the names of the following for election:

President, Mrs. George Hill; first vice president, Mrs. Chas. Lilliwitz; second vice president, Mrs. A. L. Meeks, Spirit Lake, Idaho; recording secretary, Mrs. Ned Breeden; corresponding secretary, Mrs. Wm. Cummings; historian, Mrs. Nathan B. Jones; treasurer, Mrs. Herman Falscheer.

Owing to the fact that our next business meeting would occur on Christmas day, it was decided to change the date to December 20.

Tomah Chapter

Mrs. Ben Shaw, Historian

ON September 17 a carload of people including Girls' Club and members of the Tomah Chapter went to Chicago to attend the Century of Progress. A very delightful and beneficial day was spent there viewing the fair and Chicago. These girls

had earned their own expenses by making a quilt and selling it. They are still continuing their meetings under the directions of Mrs. Aug. Gabower, our second vice president. Each girl expects to have a quilt of her own on display at our Xmas party on December 15.

Our October meeting was held in the community rooms on the 3rd of that month. We decided to have every other meeting in the afternoon instead of evening to accommodate our Sparta members.

We were entertained by our Tunnel City members at this October meeting, who presented a delightful play.

Our sympathy goes to Mr. and Mrs. Ed. Wilson and Mrs. Ruben Rosa for the loss of their mothers; also to Mr. R. Gleason for the loss of his 13-year-old son.

Our November meeting was held the afternoon of the 7th. Every member was urged to bring a quilt block 18 inches square. This would make seven quilts, which are to be used for relief work. Mr.

Douglas, president of the Gas Co. in Chicago, presented the chapter with \$5 at this meeting through his local representative, Mr. Seiben; also a gas stove and two baskets of groceries. Mrs. Gabower held the lucky number for the stove, Mrs. Kemsey for the larger basket of groceries, and Mr. Blaschke for the smaller one.

Our Christmas party was planned at this meeting, which is to be combined with our annual banquet.

Election of officers was held at this meeting, the following officers being chosen: President, Mrs. Wm. Hovey; first vice president, Mrs. Ira Fawver, second vice president, Mrs. Fay Ramsay (Sparta); treasurer, Ada Last; secretary, Mrs. V. Blaschke; historian, Mrs. E. Wallace. A program of illustrated songs for entertainment was given.

We have no itemized account of our garden reports this year, but we find more people have had gardens, thereby making our list bigger than before.

Old Times, Old Manners

(Continued from page 5)

Among the old timetables of interest, is one framed, outlining the operation of a special train bearing the German royalty, Prince Henry, brother of the Kaiser, from Chicago to Milwaukee. This was contributed by Conductor C. H. Allbright.

Endless, indeed, are the treats to follow as the leaves of these old books are turned, and days may be spent as well as pages printed, all of perennial interest and appeal to all Milwaukee Road folk.

But let us not overlook one high light, for here is a real, honest-to-goodness "dime novel," real "yellow covered literature" that Jimmie and Billie had to sneak out behind the old barn before they even dared to bring the inhibited volume to the daylight.

"Caught in the Toils," by Nick Carter, is the title, and let's see, by whom is this contributed? Believe it or not, the legend on the cover indicates it came from J. A. Valentine. The volume seems well-worn, well-thumbed, too. Peeking into the opening pages, we find the yarn features a robbery of a C. M. & St. P. train near Western Union Junction. This is by way of introduction to the story:

"You sent for me and I have come."

"The remark was addressed to the president of the Chicago, Milwaukee & St. Paul Railway Company, by a very countrified-looking individual, who had just entered the presence of that official.

"The president looked up, rather non-plused for an instant.

"I sent for you?" he exclaimed.

"Yes."

"You must be mistaken, sir."

"I don't think so."

"Who are you, if I may ask?"

"I am Nick Carter."

"The devil you are!"

"Nick smiled.

"I have been called many names in my experience," he said, "and that one is among them. Nevertheless, I am Nick Carter, at your service."

And so the atounded railroad president had his introduction to the famous detective, or whatever the notorious man-hunter called himself. And the reason for his presence in the office of the president, the story goes on to tell, is that the passenger train which left Chicago for Milwaukee on the Chicago, Milwaukee & St. Paul Railroad at 11 o'clock on Wednesday night, November 11th, had been held up and robbed a little more than a mile beyond Western Union Junction, by a gang of train robbers.

It is a blood-curdling tale and the man-hunt covers most of the known United States; and of course it would not be a regulation thriller of the period, if there were not a gal or two, and the robber band finally run down.

Much of the interesting material in the Museum, especially old station ledgers and train books, have been brought to light by Mr. Charles H. Lapham, who, in his travels about the railroad, has spent some time among the cobwebs of station lofts and in visiting among old-timers of the rail in many places.



Ford Motor Company Sales Party in Union Station, Kansas City, Prior to Departure for Chicago on Two Special Trains

ON THE STEEL TRAIL

THE DIVISION NEWS-GATHERERS

Guy E. Sampson.....Train Director, Bensenville, Ill.
A. M. Dreyer.....Fullerton Avenue, Chicago
Rudy M. Eckman.....Care Trainmaster, Perry, Iowa
John T. Raymond.....Dispatcher, Marion, Iowa
Miss E. L. Sacks.....Care Trainmaster, Dubuque, Iowa
Miss C. M. Gohmann.....Care Superintendent, Ottumwa, Iowa
Miss S. M. Clifford.....Care Asst. Superintendent, Kansas City
Miss C. M. Browning.....Care Superintendent, Green Bay, Wis.
Miss Naldea M. Hodges.....Care Superintendent, La Crosse, Wis.
W. J. Kane.....Care Superintendent, Aberdeen, S. D.
Miss E. Stevens.....Care Superintendent, Savannah, Ill.
Miss Leda Mars.....Care Local Agent, Minneapolis, Minn.
Miss N. A. Hiddleston.....Care Mechanical Department, Minneapolis
Mrs. O. M. Smythe.....Care Car Department, Minneapolis, Minn.

V. J. Williams.....Care Superintendent, Austin, Minn.
Mrs. Lillian Atkinson.....Care Asst. Superintendent, Wausau, Wis.
William Lagan.....Care General Agent, Sioux Falls, S. D.
Harriet Shuster.....Care Refrigerator Department, Chicago
Mrs. Dora M. Anderson.....Care Local Agent, Moberly, S. D.
Mrs. Edna Bintliff.....Care Dispatcher, Mitchell, S. D.
A. M. Maxeiner.....Local Agent, Lewistown, Montana
Miss Ann Weber.....Care Agricultural Department, Chicago
R. K. Burns.....Care Superintendent, Miles City, Montana
Mrs. Nora B. Decco.....Telegrapher, Three Forks, Montana
Albert Roesch.....Care Superintendent, Tacoma
R. R. Thiele.....Local Freight Office, Spokane
F. H. Bradt.....Care Superintendent, Transportation
Miss Laura Babcock.....Care Local Freight Agent, Seattle

Around the Seattle Terminal

With L. B.

NEW Year Greetings to All. May 1935 bring you Happiness!

Mr. and Mrs. F. E. Berg plan to spend the holidays with their daughter, Geraldine, in Austin, Texas. Miss Geraldine is Children's Librarian at the Austin Public Library.

Guy Truscott of the Police Department, sends a postal card from his "Dude" Ranch high up in the Wenatchee Mountains, on Blewett Pass, saying he is "snowed in" and that his place would be an ideal setting for a New Year's party.

The correspondent notes with pleasure that Mrs. Fred Muehlhausen is looking exceptionally well after an enjoyable six weeks spent in Iowa and Chicago visiting with friends.

Willa Lindsey was seen around the freight office last week.

That "contented" look in Perishable Freight Inspector Roberts' eyes comes from eating plenty of duck, he says, during the Thanksgiving Holiday. Mrs. Roberts and Bert spent the day with her brother at Carnation, Washington.

A. C. Anderson is back at Seattle Ocean Dock working as swing-watchman. Mr. Anderson has been with Tie Gang No. 2 during the summer months.

When a dog bites a man, that isn't news, but when a bowler takes his game so seriously that he grinds off a tooth, that's news!

Trainmaster Cleveland was in the office on business and the correspondent could not help but notice the interest this man has in his job of railroading.

The chrysanthemums that decorated the Women's Club Rooms at their Thanksgiving luncheon were beautiful, Mr. Harry Jones. Their coloring and size were perfect. Many of the guests thought as I did, that they were hot house grown. Mr. Jones has approximately 600 chrysanthemums in his garden which include 60 of the small variety and about 75 of the larger family. At the Chrysanthemum Exhibit here in November, he was awarded eleven ribbons besides receiving ratings as to size, beauty and texture.

John Jackson is now checking at the Pacific Steamship Terminal during Mr. Berg's absence in Texas.

One of the local steamship companies featured an all-expense Thanksgiving Day Cruise to Victoria, B. C., round-trip-ticket, luncheon, special Thanksgiving dinner, all for \$4.50. W. J. McMahan was inquiring if he could get a half-rate. Did you say he wasn't SCOTCH?

Mr. W. L. Ennis, Mgr. R. S. & C. P., Chicago, spent a few days in the Seattle Terminal on business.

The correspondent wonders if Andy, who runs the King St. Station restaurant, knows how much publicity the Milwaukee boys give his place of business? Let's see, there is Chet MacLennan, Stan Holtum, Herb Carpenter, Bill Woodard, Jack McMahan (it used to be only Herb) who fre-

quent the place daily at noon time, and they never finish telling about the EXCELLENT food. One would think that was the only place in town at which to eat. But, you never hear of these same fellows taking their wives there to enjoy that EXCELLENT food, do you? Neither does any one else. Aside from a linen tablecloth and a glass of ice water, it must be that bit of "femininity" that dishes out the service! Suffice to say, Herb, they are a bunch of chiselers, or would you call 'em cream-puffs or cookies?

Mr. Coburn is expecting Mrs. Coburn home any day now. She has been visiting in the East for six weeks and Carp is hoping she will be home to cook him his Christmas dinner.

Mr. and Mrs. Barney Zilley are home after an extended trip to cities on the Atlantic Coast.

Tom McCaull, former engineer on Seattle Yard switch engine, is now engineering on Nos. 7 and 8 between Spokane and Avery.

An orchid to Adam McGill (with apologies to W. W.) for his assistance in gathering items for our Column.

Ward Y. Bell was calling on friends in the General Agent's office while in Seattle on a combined business and pleasure trip. Mr. Bell used to work in Mr. Hillman's office, but is now connected with the Richfield Oil Company at Portland, Oregon.

Now that the Democrats have all been elected and the Amendment to the Constitution, imposing a tax on all single persons, did not carry, we wonder what Laura Babcock will have to "wail" about?

Speaking of elections, the Democrats around the Local Freight must have collected on their bets, for there is a lot of new haberdashery in evidence—Agent Campbell with a new cravat; MacMahan with a new top coat and hat; Roberts all toggled up in a new suit and Guy Anderson wearing one of those "college boy" overcoats, the college influence due, no doubt, to his proximity to the University.

C. B. Hyett was telling the correspond-

ent about a niece of Mrs. Hyett's who visited with them over the Thanksgiving Holiday—Mrs. Blanche Moore and her two daughters, who are now making their home in Portland, Oregon, while the daughters are in school there. Mrs. Hyett and Mrs. Moore, although relatives, had never seen each other until Mrs. Moore came to Seattle.

Daisy Webb got a 10-pound turkey at the Milwaukee Women's Bazaar, Friday night, the 23rd.

Ellen Sjogren, Accountant at the Local Freight Office, recently visited with her brother, Reverend Don P. Sjogren, of Spokane.

The C. M. Campbells spent the Thanksgiving holiday in Portland, Oregon, with relatives.

Adam McGill, our popular switchman, says he spent that day switching cars around the yard—adding in sotto voce, that he was taking care of the Yard while Mr. Campbell was away.

A word to those chiselers—There is nothing that warms a woman's heart like RED CARNATIONS!

Iowa Middle and West

Ruby Eckman

THE marriage of Miss Evelyn Donovan to Frank Eaton of Rochester, Minn., was announced the fore part of November by Dr. and Mrs. M. J. Donovan of Perry. Dr. Donovan is one of the company doctors at Perry. His daughter is a graduate nurse. The young people went to California after the Thanksgiving holiday and will make that place their home.

Charles Book of the B and B Department is now a grandfather. A boy weighing seven and one-half pounds was born November 15th to Mr. and Mrs. Clifford Charlet. Mrs. Charlet is a daughter of Mr. Book. The little one was born at their home, so Charles had a chance to spell the young father in the care of the infant.

Division Master Mechanic W. N. Foster had a birthday on November 14th and it was celebrated by a group of his friends with a chicken dinner and a social evening following.

The arrival of little Donna Lee Whiteaker at the home of Mr. and Mrs. F. H. Whiteaker in Council Bluffs, November 14th, gave Engineer Harry Julian the title of grandpa. The mother is the eldest daughter of Engineer Julian.

Walter Hawks, son of Machinist Harry Hawks of the Perry rounhouse force, and Robert Searles, son of Conductor Dan Searles, rigged up a covered wagon and made an overland trip to Arkansas. The boys put automobile wheels and an auto top on the wagon, bought a horse, and with a complete camping outfit started out the first of October. They used six weeks making the trip to Arkansas and enjoyed each day, especially while going through the Ozarks. They plan to stay in the South if they can find work.

James L. Stover died at the home of his



Mrs. Thomas Manamee, of Seattle. L. B.'s Pet "Grandma"

daughter, Mrs. Charles Wagner, in Perry in November. He was 72 years of age and had made his home in Madrid prior to the time he came to Perry when he suffered a stroke of paralysis.

Miss Marian Fox, daughter of Engineer Owen Fox, was honored at Simpson College in Indianola, Iowa, where she is a junior. For the third year Marian was selected as first violinist in the college string quartet.

Miss Audry Wagner, daughter of Conductor Frank Wagner, was a guest dancer at the Peacock Inn in Sioux City during the Thanksgiving week. Miss Audry is a talented young lady and her friends in Perry were glad to hear of the honor accorded her.

Section Foreman Adelbert Wilcox and wife have gone from Dawson to New York to spend the winter with relatives. Mr. Wilcox took a several weeks' leave of absence and will sit by the fire while Albert Stangl, the relief foreman, directs the work on the Dawson section.

The Milwaukee was well represented in Northern Iowa during the last few days of November, when there was open season for pheasant hunting. The birds were not as plentiful this year as in previous year and the game wardens were more plentiful, so no one reported getting more than their quota.

Miss Janette Kressen, daughter of Roundhouse Foreman A. J. Kressen of Perry, had \$90 to spend all by herself just before Christmas. One of the theaters at Perry operated a gift plan known as Bank Night and Janette happened to be the lucky lady.

Conductor William Shank's friends were all glad to see him back to work about Thanksgiving, after a severe spell of sickness.

There was a happy reunion at the home of Engineer Bert Cline on Thanksgiving day when the family had the pleasure of having William Garvey of Boston with them. Mr. Garvey is a brother of Mrs. Cline and the only relative she has in the United States. The two came from Ireland when small children but had not seen each other for a good many years.

Vera Cummins, sister of Switchman George Franks and Switchman C. E. Robbins' wife, was married in the latter part of November to Michael Cahall, an employee of the Perry Packing Co. They will make their home in Perry.

D. R. Poole, section foreman at Jamaica, is authority for the report that there is one cow on his section which will get through a right-of-way fence even when she is wearing a "yoke." Mr. Poole and his men were on the line recently when they saw the animal, wearing the yoke which was supposed to keep her from going through the fence. When she wanted to get the grass on the right-of-way she stuck her head through the fence, gave her body a swing, and went sideways through the fence. They would not have believed that it could have been done had they not witnessed the proceeding.

The promotion of S. F. Philpot, perishable freight inspector at Sioux City, to the position of agent at St. Paul made a welcomed transfer for Nels Niheen, inspector at Perry. Nels went back to his old job at Sioux City, a change he has been craving for a couple of years. Edward Koepke of Davenport is handling the work at Perry.

Herman Hollis, one of the Federal men killed by "Baby Face" Nelson near Chicago recently, was a nephew of the steward of the Perry fire department and a brother-in-law of Milwaukee brakeman Francis Glenn of Perry. Both families attended the funeral of the young man, which was held in Des Moines.

Machinist Helper Carl Fish of the Perry shops force has a new baby boy in his home. The lad is a grandson to Machinist Charles Johnson, also of the Perry force. In a few years Charles and Carl will take the lad with them on their fishing trips to Minnesota.

Section Foreman D. R. Poole has a new son in his home, born the latter part of November.

OUR 1935 SLOGAN

"FIND THE CAUSE

AND

APPLY THE REMEDY"

WILL "CLICK"

PROVIDED EMPLOYEES

CONCENTRATE THEIR

EFFORTS ON CARLOAD

INSPECTIONS

AND ENDEAVOR TO

ANALYZE THE DAMAGE

WITH THAT END IN VIEW.

ONE DAMAGED

OR DELAYED SHIPMENT

SPELLS

"DISSATISFACTION"

SUBSEQUENT

MISHANDLING OF

SIMILAR SHIPMENTS

MAY MEAN "DISASTER."

THINK AND PRACTICE

CLAIM PREVENTION

Wisconsin Valley Division Notes

Lillian

A HAPPY AND PROSPEROUS NEW YEAR TO ALL.

Mr. Carl Radant, father of Fred Radant, passed away at the home of his son Emil in the town of Stettin. The funeral was held at St. John's church; interment was in the church cemetery. The division employees extend sympathy.

Mrs. Isadore Livernash is critically ill in a hospital at Milwaukee, where she was taken suddenly ill while visiting with relatives.

Miss Margaret and Patricia McGinley attended the funeral of a relative which was held at Tomah, Wis., on Friday, December 7th.

Mr. and Mrs. W. Freeborn and Mr. and Mrs. John Brown drove to Madison, November 17th, where they saw the Wisconsin homecoming game with Illinois.

Mrs. Frank McCullough of Wisconsin Rapids, former resident of Wausau, passed away at her home suddenly Thursday evening, November 29th. Interment was in Pine Grove Cemetery in Wausau following Eastern Star services at the grave. Friends and employees on the division extend sympathy.

Mr. and Mrs. Edward Dieble attended the Wisconsin-Minnesota football game at Madison on November 24th.

Mr. Arthur Sternnetzky of Milwaukee spent Thanksgiving day with his parents at Wausau.

Mr. and Mrs. M. E. Donovan spent a few days at Milwaukee visiting their son Harold, who is attending Marquette.

Dubuque-Illinois Divn., 2d Dist.

E. L. S.

MR. H. R. JONES, Car Foreman, Madison, was a caller at Dubuque Shops offices Nov. 17th. He and Mrs. Jones were guests of friends at Dubuque over the week-end. Mr. Jones was formerly a car foreman at Dubuque Shops, and his many friends here were pleased to greet him again.

Ellsworth Parnell from Ann Arbor College, Mich., and Tom Graham from Iowa University, were home for the Thanksgiving holidays and are expected again for the Christmas and New Year's holidays.

Mr. H. (Dutch) Rudnick, formerly a pump repairer on this division, and who had been seriously ill for a number of months, died at his home at McGregor Nov. 22nd. Funeral services and interment at McGregor Saturday, Nov. 24th. Friends on the Division extend sincere sympathy to Mrs. Rudnick and family.

The Green Pastures show troupe which gave a performance at Senior High School, Dubuque, Nov. 27th, was handled over our road from Davenport to Dubuque, and the next day to River Jct., from where they went to Eau Claire, Wis., for an engagement there that night.

Mr. Otto A. Rampson, dispatcher, was called to Portage, Wis., Dec. 6th, on account of the death of his father, aged 90 years. Funeral services and interment made at Portage. Sympathy extended to the bereaved relatives.

Mr. L. E. Dunham, conductor on 35 and 38, laying off several weeks on account of having a severe case of flu, is being relieved by Conductor W. L. Wiedner.

Mr. Joe Dean, agent at No. Buena Vista, was on a vacation and hunting trip from Nov. 19th to Dec. 3rd. Understand he was unsuccessful and failed to bring home either feathers or fur. Relief Agent Arnold Sturm had charge of the station during his absence.

Mr. Chas. Pullen, Caller, Dubuque Shops, went pheasant hunting during the season and secured his quota.

Sympathy is extended to Operator L. E. Webb, Marquette, whose mother passed away at McGregor November 18th. Burial made at West Union.

Mr. C. W. Petters, agent, Guttenberg, was on leave of absence from Nov. 7th to Nov. 17th, inclusive, and was relieved by A. Sturm.

The quarry at Cattese has practically completed operations for the winter months.

West Coast News

A. M. R.

MRS. O. GEILHART, wife of the section foreman at Bayne, was called east by the sudden death of her father, which occurred at Abrams, Wis.

The sister of Brakeman W. A. Stoliker was suddenly stricken in Seattle and passed away on November 18th.

Dave Ehrlich of the accounting department here suffered the loss of his sister recently. She was struck by an auto while crossing through the campus of the University at Seattle and almost instantly killed.

The young son of Chief Dispatcher Corbett, who has been ill in the hospital at Spokane with acute arthritis in his right leg and arm, has been moved to the St. Joseph's Hospital in Tacoma. We regret to report at this writing his condition shows no improvement.

Prosperity has evidently rounded the corner over at the office of District Accountant Clarke, if one is to judge by the new autos recently purchased by employees of that bureau. Incidentally, this office isn't so far behind, the score to date being four to three in favor of the bureau.

Mrs. Ed Herzog and children are visiting in Minneapolis and other nearby cities. Just who Ed is visiting we are unable to say, but we hope he has his alibis all lined up correctly. A good alibi improperly used is worse than the truth.

During the storm and stress of closing our monthly accounts the district accountant's office of Tacoma pauses a moment to congratulate and felicitate our well known co-worker, Mr. Frank Opie, who after the manner of all men from the beginning of time, has recently taken unto himself a wife. The happy event occurred at Olympia on November 24 and the blushing bride was Miss Lillian Melius of Chehalis. The bride is a trained nurse, having recently finished her training at Tacoma. While the groom is . . . but what's the use—you all know Frank. So here are our heartiest congratulations and well wishes to this estimable couple, and may their life jointly together be as smooth and pleasant as a trip on our own Olympian.

Kansas City Terminals

S. M. C.

TALK about "Winter lingering in the lap of spring," this summer was so hot that it didn't cool off until December. Not cold enough for anti-freeze solutions in automobiles until December—but now how it is making up for lost time.

Mr. Dignan, general yardmaster, spent a vacation upon the Grand River where he has a cabin. He reports that he got 13 ducks and 16 quail but I am sorry to say that not a one of us saw even a feather. They also have wonderful fish there (so we hear).

Too bad, but every time our bunch go to Lawrence, the Jayhawks lose. Mr. Larson, Jim Talbott and Bus Beem drove up twice to watch some one else take the game away from them. We understand that Mr. Larson is also very much disappointed in certain Nebraska games, too.

What's the matter with the Chevrolet and Hup that certain of our family had to borrow a Buick for a short trip?

"Happy" Loshe has been appointed car supervisor at Coburg. He is making good and still deserves the name "Happy."

Since Capt. Carlson's hand bag disappeared the other officials on the division are watching their grips very carefully. While Mr. Carlson says he believes he knows who took the bag, to date it has not been recovered, and he is very much concerned over handcuffs, blackjack, razor and other personal effects which the bag contained.

Brakeman Chas. Waters passed away suddenly the first part of December. The

sympathy of the Milwaukee family is extended to his relatives.

Mrs. E. R. Morrison, wife of our legal representative here, has been ill with "shingles" but is much improved.

Northern District—Car Dept.

O. M. S.

G. C. D. S., F. J. SWANSON returned from a trip through Northern District, inspecting cars for ear-marking in connection with retirement program.

Mr. Gust Larson was company business caller at Hastings, Minn., quarry relative to conditioning hot boxes on air dump cars being loaded with rip rap.

Gen'l Inspector F. H. Campbell from Milwaukee was a recent visitor at South Minneapolis shops.

Mr. F. J. Swanson and Supervisors J. Memsey, J. C. Weatherell, O. C. Brandt, F. J. Tschohl, also F. H. Campbell, Carl Wood and F. Nitz, from Milwaukee, rode various football specials from Minneapolis to Madison. Messrs. Johnson and Hauger from car department office watched the Gophers roll up their scores.

Asst. Foreman J. C. Weatherell and Lead Air Brakeman P. Garvey inspected air dump cars loaded by the company at Hastings, Minn., Dec. 8th.

We are sorry to report the death of two of our carmen who passed away recently: Peter Hegre, formerly employed in the heavy car shop, and Bernt Pensveen, employed on the light repair track. Our sympathy is offered to surviving family. Also to Mr. Ole Bjornsvick in the loss of his wife following brief illness.

Coach yard foreman J. E. Buell is happy. A snow train in the yard, Dec. 11th and 12th, cleared away much of the snow, which is a great relief in performance of work and avoidance of injury.

Our genial neighbor, Wm. C. Creighton, of the store department, was the smiling bridegroom Nov. 17th when married to Miss Ida Witte at the home of the bride's relatives in North St. Paul. Congratulations, "Bill," and may we wish the bride much happiness? Cigars and candy were much in evidence at store department office when Mr. Creighton returned to work, we hear.

Our general car foreman, J. Hemsey, became one year older on Dec. 12th and was recipient of a happy birthday card—tax

exempt—and many flowery wishes and greetings. Many happy returns of the day, Sir J.!

We wish to welcome Miss Agnes Tweder, stenographer to the car department office fold. Miss Tweder is helping out on the co-ordination report.

We wish all our friends, near and far, Merry Christmas and Happy New Year.

Chicago Union Station

Anne Weber

MERRY Christmas! Happy New Year! Hope each and every one will have a most happy Christmas and that 1935 will bring to a realization some of our fondest dreams.

Marilyn McNichols has gone and done it. She flashed that smile of hers at Mr. Rank and is now working in his office. Good luck to you, Marilyn. Hope you enjoy your new position.

Evelyn Joan arrived Thursday, November 15, to brighten the home of her parents, particularly Evelyn Anderson Fendt.

Helen Jane Boylan with her proud mother (Abigail Casey) paid a visit to the office. Helen Jane has not decided as yet whether or not she will be a stenographer in Mr. Ennis' office.

Catharine Maney, of the general freight office, was married to David Shea on November 16. The happy couple left that same day for California, where they will make their future home.

Lorraine Ascher, formerly employed by the Milwaukee Employees Pension Association, said "I do" to Edward C. (Red) Theis, of Mr. Lodge's office, on November 10. A honeymoon trip to California was taken.

On Sunday, December 23, The Grigs—a north side women's club—will entertain a group of "little unfortunates" in the Milwaukee Road Women's Clubroom with a Christmas luncheon and party. Margie Bowles of the passenger department takes this opportunity to thank the clubroom committee for their graciousness in permitting The Grigs to use the room on this occasion.

All the employees from Mr. A. E. Lodge's office, as well as Mr. Lodge, went down to Fred Harvey's and had Hollywood pictures taken of themselves. One of the draftsmen mounted these pictures on a

large piece of cardboard and now this "rogues' gallery" will be hung in the office. A photograph of the group picture was taken and now each employee has a print of his fellow workers. What do you think of the picture?

Our sincerest sympathy is extended to Vyra Kosh (Agricultural Department), who was called to Des Moines to the bedside of her dying mother. Vyra's mother passed away November 12th.

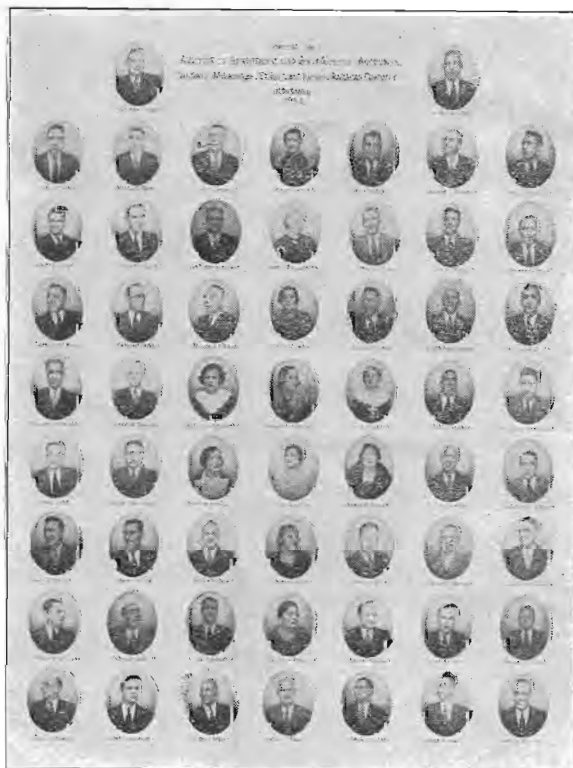
To Sam Amour (general manager's office), whose mother died at her home in Terre Haute at the age of 64 years.

To Frank (A. E. Lodge's office) and Catherine (typing bureau) Freeman, whose father passed away at his home on November 28.

To Vila Graves (typing bureau), whose mother died November 30, and

To Otto Landberg (A. E. Lodge's office), who also lost his mother on December 5.

It is good to have Sam Grafensten back with us in the passenger department and to see Wallace Van Buren back in the shipping room after being at the Fair.



"The Rogues' Gallery."

"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

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

Nora B. Decco

WELL, did you like what you got for Christmas? So did I; that is, I like some better than others, but Christmas is one of those times when you take whatever you can get and consider yourself lucky. But some of us have quite a bit to be thankful for, at that. We don't have to wear ties and we don't have to smoke cigars and make believe we like them; so why should we complain? We are not.

Have to get the news in early this time, as the magazine lady is in a big rush for something or other, and so there won't be anything startling that I can think of in the January issue. I can't think of anyone to blame for it, so will just let it go.

Agent Pitman's good-looking young daughter June is a student at Montana College at Bozeman. The agent and Mrs. Pitman wander down this way quite often nowadays, en route to or from Ringling.

Operator Harrington, regular first at Three Forks, is on a lay-off yet, still counting sheep. Operator Beill, Operator Kemberling and Operator Jost have all been in his place since he took his vacation.

Operator Melen is working second at Deer Lodge and Mark Hite is now on third there. Dave Goggin says "he didn't neither

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pay fifty dollars for that coat"; he didn't even buy it; some one gave it to him for his birthday or something. Um—yes, I'll bet they did. I wish some one would buy me a coat for my birthday. I'd have another birthday right away.

Operator De Chant at "gs" Butte was speeding and some one else going in the opposite direction was also speeding when they met. "D" couldn't remember if he had a straight meet or a wait on the other fellow and lost the orders; in fact, for a short time he couldn't even remember the number or the time or anything; but he was able to get to work the next day, just about, and I hear he looks swell. Where did I hear of that old rule of law or something that "when two cars (or trains) meet at a crossing, both shall stop until the other gets by"? . . .

Train Dispatcher J. R. Weatherly, who works now and then as agent at Gallatin Gateway, and Mrs. Weatherly are spending the holidays in Kansas City, Mo.

Richard Hayes of Chicago made a trip over lines west, stopping off between trains for a short visit with his mother here, Mrs. M. Voss.

Engineer Townsley's daughter Edna. Mrs. Frank Irvin, who has been quite sick in the Bozeman hospital, has returned home and is doing very nicely. Mrs. John Williams was in the car going over to Bozeman the day Edna came home, and, reaching out to shut one of the car doors, was thrown from the car to the side of the road and hurt quite seriously. She has been doing very well, however, since the accident and will soon be up and about again.

Dick Griffith, signal maintainer from Lennep, was on the sick list and spent a week in Three Forks recently. George Murray relieved him.

The sudden death of Mrs. Charles Rader of this place, wife of Rocky Mountain Engineer Charles Rader, in Livingston, Nov. 23rd, shocked the entire community. While Mrs. Rader had been ill for about two weeks, she was greatly improved and had planned on returning home in a day or so from the hospital. Her death saddened the town and the division, as she was one of the most loved of women.

Everyone who knew her loved her, and her place can never be filled. She was first in everything, church, charity, whatever was wanted, she offered her unfailing help, and the husband and sisters who remain have the deepest and most sincere sympathy of everyone in this great loss.

Twin City Terminals

Leda Mars

MR. JOHN F. KENAFICK was injured Nov. 30th when the car on top of which he was riding was derailed and he was thrown to the ground, fracturing his skull and causing other injuries. He is slowly recovering at Northwestern Hospital, although at this writing, Dec. 11th, his condition is still serious.

Mr. Kenafick is actively interested in and largely responsible for the enactment of the Railroad Retirement Act.

His many friends and co-workers wish him a speedy recovery.

A recent visit of Edward R. Knoke and his family to a ranch in North Dakota brings to mind the following amusing incident of a prior visit Ed made many years ago when he was just a kid.

They were busy around the corrals one morning when young Ed appeared upon the scene, fully clad for a hard ride, barring the fact that he was barefoot. On inquiry, imagine the surprise and amusement when the young man informed us he intended to "ride 'em slick heeled," an expression used by hard-boiled riders to convey the idea the rider meant to ride without spurs, and not in bare feet, as young Ed supposed.

Gene Jacobsen of the local freight office visited her sister in Madison, Wis., and also attended the Minnesota-Wisconsin football game.

Mr. Frank Rogers was one of the many football fans who attended the game at Madison.

Harold Murphy is the proud father of a baby boy born last month. Congratulations.

The many friends and acquaintances of Mr. Wm. E. Sinclair were very pleased to learn of his appointment to the position of assistant general Northwestern freight agent, with headquarters at Minneapolis, effective Dec. 1st.

Mr. Sinclair has been with the traffic department in this territory since 1919, coming here at that time as traveling freight agent, and being promoted to commercial agent, Minneapolis, in June, 1932. This column wishes to offer its sincere congratulations and best wishes for his continued success.

The Milwaukee Division of the Railway Business Women's Association are sponsoring the bridge party to be held at the Zinsmaster Baking Company, Jan. 22nd. Miss Cecelia Murphy of the traffic department is in charge of arrangements.

D. & I. Division—First District

E. S.

ON Nov. 24th at Elgin occurred the wedding of Miss Helen M. Krunnfusz, daughter of Mr. and Mrs. Henry C. Krunnfusz, Elgin, to Mr. Sam Campe, Jr., son of

TUBBING AND RUBBING NEVER WORRY JELT DENIM

WE CAN'T WASH THAT
EXTRA YARN OUT OF
LEE JELT DENIM!

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GUARANTEED
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GET paid for all the time you work—use the famous Lee time and record book for railroaders—a dozen handy features. Just write your name and address on margin of this page and mail to us for the handy book, also sample of Jelt Denim, and your Lee dealer's name.

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EVERY
PAIR

Mr. and Mrs. Sam Campe of Chicago. The bride was lovely in a gown of ivory satin, worn with a court length tulle veil, and carried a bouquet of bride's roses. The matron of honor was attired in turquoise blue. The bridesmaids wore gowns of tile color crepe. Albert Krunnusz, brother of the bride, served as best man, and Frank Noto and Francis Steffes as ushers. A six o'clock wedding dinner was served to the couple and 40 relatives and close friends at the Fox Hotel, followed by open-house from 7:30 to 9 at the home of the bride's parents. Following a honeymoon spent in New York and the East, Mr. and Mrs. Campe will make their home in Savanna, where Mr. Campe is employed in the yard office. Congratulations and best wishes are extended to the young couple.

Mrs. M. W. Stark was a guest at a luncheon and conference of the Illinois Republican Women's Clubs held at the Chicago Woman's Club in Chicago, Dec. 4th.

Sympathy is extended to Iowa Division Engineer August Wieneke and family on account of the death of Mrs. Wieneke, which occurred at the family home in Savanna, Dec. 7th, following a three weeks' illness of bronchial pneumonia. Funeral services were held Dec. 9th, with interment in Savanna.

Sympathy is also extended to Traveling Engineer P. H. Hughes and family on account of the death of Mr. Hughes' mother, which occurred Dec. 7th at the family home in Milton, Jct., Wis.

The Savanna Chapter, Milwaukee Women's Club's annual "donation" card party was held Friday afternoon, Dec. 14th, in the Lydia T. Byram Community House. Donations of canned foods and other non-perishables were accepted in place of the customary fee charged at a public card party, and the donations received are used in filling Christmas baskets for needy Milwaukee families at Savanna.

We regret to report the death of another one of our old employees—Engineer Frank Sutherland, whose death occurred on Nov. 29, 1934. Mr. Sutherland was born July 31, 1862, and entered the service of the Milwaukee as a fireman in October, 1880, being promoted to an engineer on Feb. 6, 1886. Sympathy is extended to the Sutherland family.

Another year is closing and with the approach of the holiday season we extend to the D. & I. Division employees and their families the wish for a very Merry Christmas and the hope that as the New Year is ushered in it will bring with it the "Prosperity" that has been around the corner for so long, and that it will be a much brighter and happier year than the one just past.

West I. & D.

Edna Bintliff

WELL, at least no dust storms to welcome the new year in this year—and what with the Merry Christmas just past and the fine prospects for the coming year, it really should be a most Happy New Year. Would not be surprised if the government would have to ship cattle back into South Dakota next year to take care of the surplus crop, or else ship the crop out to some less fortunate states.

The Women's Club at Mitchell helped with the Merry Christmas, too, by giving a party and treat to the children. Mattie Paullin had charge of the entertainment and Louise Lane the president, was general manager of the party. Sure and it was a good one, too.

Which reminds us that Perry Paullin has taken to himself a bride, Miss Irene Smith, of Mitchell. Best wishes, Perry.

Also Howard Wallace of Mitchell and Miss Diehl of Rapid City were married recently. They are at home at Atlanta, Ga., where Howard is employed.

Our new agent at Mitchell, Mr. H. B. Peterson, formerly of Sheldon, Ia., is on the job. Welcome to the West I. & D., Mr. Peterson.

We are very glad to see "Doc" Lawrence around the office again.

Twenty-two

Charles Bross, car foreman of Aberdeen, was a Mitchell visitor recently.

C. L. McCollum, agent at Vivian, is on the sick list. We hope that he may soon recover.

Elias Martinson, retired section foreman of Mitchell, is spending the winter with his daughter in Texas. He has promised to send us some grape fruit.

Joe Andres, son of O. H. Andres, engineer, Mitchell, was in a serious auto accident recently. Serdel Hetland was also in the same accident. The accident occurred west of Mitchell when a truck load of corn attempted to pass another truck which had parked along the highway, resulting in a head-on collision with the Hetland car. One occupant of the car was killed and all were seriously injured. At the present time both Mr. Andres and Mr. Hetland are improving.

Helen Hasslinger made a short visit in Burke, S. D., with Mrs. Dunnigan, recently.

We regret to report the death of Mr. Wm. Hasselbring, of Mitchell. Mr. Hasselbring had been ill for about eighteen months and passed away early in December. We extend our heartfelt sympathy to Mrs. Hasselbring.

M. Langer, auditor from Chicago, submitted to a minor operation at a Sioux City hospital recently.

Mr. Philip Hasslinger went to Sioux City to hear the San Carlo Opera Company in "Faust" a short time ago. Mary McCormick had the leading role. Phil reported an excellent performance.

Mr. Vaughn, father of Mrs. Fred Schirmer, passed away early in December. Mr. Vaughn lived in Yankton, S. D. We extend our sympathy to Mrs. Schirmer at this time.

Our checker, Mr. Keller, is just about the best shot we have heard of yet. He shot five pheasants with one shot, going thirty-five miles an hour! Now, if he could shoot five pheasants with one shot at thirty-five miles an hour, how many pheasants could he shoot with two shots going fifty miles an hour? You tell us; we never were good at math.

Although he is almost grown up now, we are still going to tell you that Heinie and Margaret Schirmer have a new son by the name of Stanley.

Nels Quandal spent Christmas in Chicago, visiting his daughter.

J. W. Shelby certainly did a good piece of house cleaning at the freight office. It shines like a new dollar. Mr. Shelby is rethring this month after more than fifty-two years' service with the company. Well, all we hope is that, even if he does retire, that he makes us a visit once in a while. It just would not be natural without him around, and we certainly would miss the gum he always carries with him, too.

Lola McComish is home from Chicago, where she had gone for medical attention. We hope that she is on the way to recovery now.

Stanley Core was a Mitchell visitor re-

cently. He was telling us something about being a hunter in the western part of the state. We are still waiting for that picture with your "kill," Stanley.

And now we must ring off, wishing every one a most Happy New Year as well as a prosperous one.

L. & R. Division Notes

N. M. H.

THE L. & R. Division extends its sympathy to the family of Mr. W. J. Sheeley, who passed away on December 7, 1934. Mr. Sheeley started working for the Milwaukee Road in 1890 as a machinist apprentice at Sioux City, Ia. He worked as a machinist from September, 1907, to 1910, and was then promoted to roundhouse foreman at Sioux City, acting in that capacity until September, 1918, at which time he was transferred to Portage, Wis., working as roundhouse foreman at that point until his death.

The employees also wish to extend their sympathy to Mr. T. J. Marlow, clerk at Camp 20, La Crosse, Wis., in the loss of his wife.

The L. & R. Division has had a great deal of snow the past few weeks and from the reports from some of the employees, guess driving isn't so good. Understand that Mr. J. C. Opie, roundhouse foreman at Wabasha, made a business trip to Red Wing the first part of the month by auto. Joe thinks the going is not so good.

After considerable difficulties in getting stuck in the snow during recent snowstorm, our third trick operator at Wabasha, Frank Poeschl, has decided to tie up his car for the winter. Good idea, Frank.

P. J. Roundy, machinist helper at Wabasha, is driving a new 1934 Chevrolet sedan.

Edw. Hall, boilermaker helper at Wabasha, is still reported on the sick list. Mr. Hall has been off duty for the past three months and it is hoped that his recovery will soon enable him to report for duty.

Conductor W. R. Ahrens is confined to St. Elizabeth's Hospital with an infection. He will not be able to resume work on his run on the Chippewa Valley for some time. Mr. J. S. Fitzwater is relieving him on this run.

The early morning arrivals for duty, Jerry Hayes, Sharp Brown and Joe Opie, have for the present discontinued their usual line of discussion and are now devoting their time to the practice of singing Christmas carols and hymns. It is understood that they are being interviewed for their services by the various church organizations to sing Christmas carols this year. We are anxiously waiting to hear them. Wonder if they are looking forward to obtaining a contract with the radio broadcasting stations?

Mr. F. C. Beck checked in as agent at Weaver December 8, a temporary position for the present.

It will interest our readers to know that



C. L. McGrew's Rock Garden Abutting Right-of-Way at Red Wing, "Where Tin Cans, Ashes and Rubbish Once Flourished."

From May 1 to November 15, 1934, the Hallett Construction Co. shipped three thousand cars of commercial gravel from their pit to Locks 5 and 5-A near Dresbach and Winona, Minn. In addition to the commercial gravel, Wabasha handled about 1,500 cars of company gravel used in surfacing the track this season.

Understand that during the recent snowstorm E. Hazelwood thought his car was an Austin and tried to drive under a mail truck to get by. What is there to this, Carl?

Mr. W. J. Waterbury, signal maintainer, whose headquarters were at Lake City, has transferred his headquarters to Wabasha. We all welcome you back, Warren.

The La Crosse-River Division extends season's greetings to fellow employees, with "A Merry Christmas and a Happy New Year."

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

R. R. T.

WITH sincere regret we chronicle the death of Mrs. Anna Steidle, wife of George Steidle of our Spokane switching force, who died at this city on Nov. 21st after a long and painful illness at the age of 32 years. The funeral took place Nov. 23rd in Spokane. Besides her husband and her son Gordon she is survived by a brother and two sisters, all living in the Central States. Many who befriended her during her protracted illness will sincerely mourn her departure; with them we extend our sympathy to the sorrowing relatives.

We are pleased to note that Miss Olive Morgan, stenographer in the office of W. P. Warner, division freight and passenger agent at Spokane, has recovered from her recent illness and operation and is again at work in her quiet and efficient way.

We regret to note that Section Foreman George Fallas of Spokane yard is still absent from duty because of illness.

C. B. Barrett, agent at Ewan, Wash., at this writing is absent on sick leave to undergo a major operation. We tender our best wishes for his early recovery. He is being relieved by E. M. Young.

Another one who was recently off duty because of illness was F. M. Sever, agent at Cusick; however, he is again on the job. He was relieved by V. H. Webber.

Engineer Rousch of the Pend d'Oreille line, at present on the extra board, has taken leave of absence for several months on account of illness and is about to leave for some point in Nevada in search of health.

It just seems as though we had been hit by a regular siege of sickness of late; here is another one. Our own Don Hays, yard clerk at Seattle, is home in Spokane, due to illness. Here's hoping it will be of short duration.

Fireman James McBride, running on Nos. 15 and 16 out of Spokane, was off duty for several trips lately because of the serious illness of his wife, who was a patient at one of the Spokane hospitals for several weeks. At this writing she is well on the way to recovery.

To give the brighter side of life a turn also, we are glad to learn that George Dolan, engine maintainer at Spirit Lake, has recovered from a serious operation which he recently underwent and is again at work; while Berlin Woffert, fireman on the main line of this division, is also out of the hospital again after a recent major operation.

Fireman Bob Nelson of St. Marie's, running on Nos. 7 and 8 between Spokane and Butte, was one of the recent deer hunters who came home successful, having bagged a fine buck.

Henry McGinnis, car inspector at Spokane, recently went out after deer near his ranch in the wilderness of the Montana mountains. Having had no luck all day, he was about to turn homeward at dusk when he saw a big buck stealthily moving in the underbrush. He fired but



Shoveling 10 tons of coal in less than 3 hours gets Andy Quinn's hands plenty grimy... but

I GET THEM CLEAN IN NO TIME NOW SINCE I STARTED USING THIS LAVA SOAP

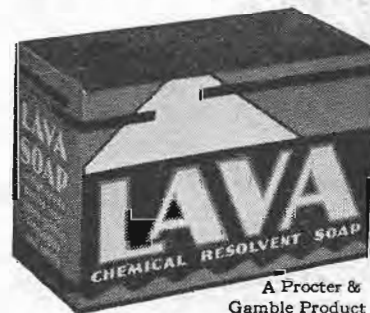


ANDY QUINN is the fireman on the Illinois Central's evening fast mail between Chicago and Champaign, Ill. By the time Andy's ready to put the engine in the engine-house after a run, his hands are grimy as hands can be. But he doesn't waste time trying to get clean with ordinary soap. As he's telling Engineman John Rance in the picture above, he gets his hands clean in a jiffy with Lava Soap.

Lava Soap is the railroad man's favorite from Coast to Coast because it's about the only product made that gets grimy dirt fast, yet is safe for the skin. Here's how Lava works. First, its quick, thick lather gets the surface dirt... and ordinary soaps stop there. Then its finely pulverized pumice gets the ground-in dirt—even around knuck-

les and nails. All the while, its glycerine—used in most expensive hand lotions—and other soothing oils protect the skin.

Because Lava gets all the dirt and kills germs, it helps prevent infections. Saves money, too, because it lasts 3 times as long as ordinary soap. Works in any water—hot or cold, hard or soft. Get Lava today.



A Procter & Gamble Product

TAKES THE DIRT... PROTECTS THE SKIN

missed; the startled buck made a tremendous leap, at least ten feet high, to clear the brush, and when in midair Henry got him with a second shot; the buck rolled over and over about thirty feet on an old logging trail through the brush and lay stone dead. When Henry came up he found that it was a splendid ten-point buck and that the second bullet had severed two main arteries just below the heart, which, you will admit, is some marksmanship. The venison was mighty good; we know, because we had some of it.

They are not all so successful. Now, for instance, there is Ed Casebeer of the extra board, who recently went deer hunting in the wilds south of St. Marie's, Idaho. He found tracks enough, in fact too many. First he would follow one track up hill, then another one down hill, then some other one along the valley, then some more up the mountain sides; then the tracks played out altogether and Ed had a strong suspicion that the deer were hiding behind some nearby log and laughing at his perspiring efforts to catch up with them. Finally, after keeping this up all day, he had to come limping home and get medical aid for a strained knee, being in fact laid up for several days. Queer, isn't it, what some folks consider fun?

Conductor George Louiselle is now on the Spokane-Marengo run, while Conductor McAuley is now on the Spokane-Coeur d'Alene run.

P. H. Murnane, third-trick operator at Othello, was off for a few days recently, taking a physical examination at Spokane. He was relieved by A. A. Blond. The latter also relieved R. W. Johnston, agent at Othello, for a few days, while Mr. Johnston transacted business at Spokane.

Engineer Herbert Haas, of Nos. 63 and 64 at Spokane, recently returned from a brief visit with his brother, who lives at Washington, D. C. We understand that while there he hobnobbed on intimate terms with various members of the Brain Trust and impressed them very favorably with his views on insurance, his favorite hobby. Paying a visit to the White House while Mr. Roosevelt was away at his New York State home to vote, he took the chance to sit in the presidential chair (presumably while the janitor was not looking). We understand that he filled it quite acceptably.

One evening his brother gave a party for him. During the evening the brother surreptitiously sneaked down into the basement, connected up a private microphone circuit and impersonated a radio announcer with a news flash that there had been a terrific earthquake and following conflagration at Spokane and that the city had been virtually wiped out. Naturally Mr. Haas became wildly excited and was on the point of packing up and leaving for home on the first train when the hoax was revealed to him. What he did to his brother we have not heard, but at all events he consented to stay a little longer.

Not long ago our good friend John Stiltz of the Spokane yard force, of whose hunting and fishing exploits our readers have often heard, went down on the Spokane river after ducks. Stealthily prowling along the river bank, he suddenly spied a lone duck leisurely feeding out on the broad expanse of the stream. It may not be strictly according to Hoyle to shoot at a feeding duck, but a duck is a duck these days, and John was determined not to come home empty-handed, so he took careful aim through the opening in the underbrush through which he had spotted the duck and with his accustomed accuracy registered a bull's-eye on the bird. He was about to consider some way to retrieve the victim when to his consternation an irate sportsman emerged from a blind in the brush (which John hadn't even seen) and wrathfully demanded what the blue blazes he meant by shooting his decoy duck. At first he threatened to confiscate John's gun; when John naturally demurred to this, he finally compromised on a cash payment of two dollars, which John paid—we shall not say gladly, but anyway glad enough to get

away without further argument. And he didn't get the dead duck, either.

Engineer George Ruedi of the Spirit Lake is back at work again after a vacation trip to Boston and other points in the New England states.

Engineer Wm. T. Emerson and Mrs. Emerson went to Seattle to eat Thanksgiving dinner with friends in that city.

Engineer William G. Sisson of the Pend d'Oreille passenger run returned Dec. 1st from an absence of three weeks, of which he spent one week sick abed, another week or more recuperating at the home of friends in Seattle, and the remainder recuperating some more on a hunting trip after small game. Now he is back on the run again in good condition.

Iowa and S. M. Division

V. J. W.

ELECTRICIAN J. HARRIS IGOU returned to work December 10th after a month's illness.

Mrs. Harry Vandover has returned to her home after having undergone an operation at St. Mary's Hospital in Rochester.

Engineers Charley Gillece and John Ryel have left on their annual trip to California. John Ober will leave for California soon and Oscar Ober will spend the winter in Florida.

The boys at the shops recently received word from Henry Dopita, formerly a painter at Austin shops and at Western avenue, who returned to Czechoslovakia and writes that if we think things are bad here we should see that country. From his letter one would expect that he will be back soon.

Engineer Wm. Owen, the oldest engineer on the S. M., is taking the winter off. Mr. Owen is 87 years of age and has been an engineer on the S. M. since 1882.

Engineer Theo. Esser is reported as improving after having undergone an operation at Rochester more than a month ago.

Do the office girls know their Sunday school lessons? Rose romped home with third prize of \$50 in a Bible contest and Violet received one of the \$5 prizes.

Section Foreman Tom Thompson of Lyle is taking the winter off. He is being relieved by Chas. Wyborny.

Section Foreman Henry Daby of Mankato expects to lay off January 1st for the balance of the winter. He and his family will visit in Portland, Ore.

Roadmaster F. F. Luskow moved his family to Austin the past month. Mr. Luskow has made his home in Lanesboro for 27 years.

Bess Campbell, agent at Butler, S. D., has resumed work after a short vacation the first of the month.

Dispatcher S. C. Sorenson was off a few days early in the month. Dispatcher Bill Ende relieved him.

Dispatcher Al Seeman returned to work December 3rd after a couple of weeks in Chicago on schedule work.

Conductor Tom Murphy is laying off for the holidays.

We understand that the recent heavy

snow storm was good for other than agricultural purposes. Haw is wearing a new winter cap.

Mrs. Frank Larson is reported as improving at her home. She returned December 10th after two weeks' treatment at St. Olaf's Hospital.

Clerks Harold Scott and Leonard Flannery have gone in for some pretty heavy exercise. Each has organized a basketball team in his church to compete in the city church league. Scott has qualified as the Roy Reigels of basketball by shooting for the enemy basket. However, he appears to be the critic's choice as all city "standing guard."

We want to take this opportunity to pay tribute to that great big apple cheeked favorite of the rodeo, Officer John "Eppy" McDermott. Ep is not the only custodian of law and order for our fair city, but is ever ready to offer a helping hand in the affairs of the railroad. Recently when all efforts to get an old horse up in a stock car had been exhausted, Eppy was called in and after a few deft twirls of the rope transfer was made. No doubt the old hoss knew a real "Tom Mix" when he saw one. Thanks, Ep, and now we are going to take our Collier's back in No. 5, order up wheat cakes and sausage, and wait for another mule man to come in off Route 4 and swell his chest. Operator "Pete" Berg says the officer is even handier at "Crick-et" than he is at wrangling horses.

If you haven't already done so, better drop in at the dispatcher's office and get your "free sample" from the Fuller brush man—L. M. F.

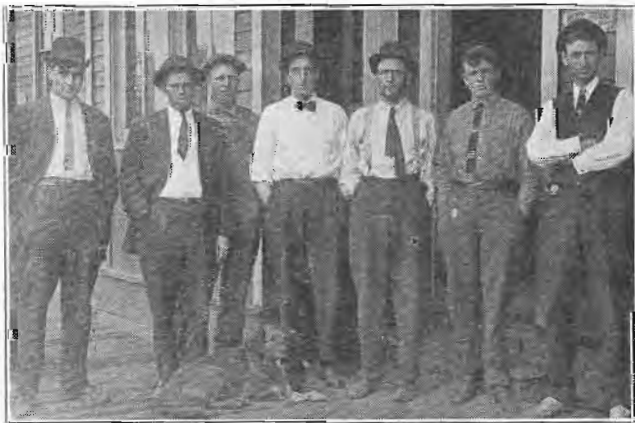
Latest news from the Milwaukee Employees Credit Union is that the nation will be cut on Friday, Jan. 25th, the night of the annual meeting. All members are urged to attend; the amount of the dividend to be paid on shares will be announced and officers elected for the coming year. There are 82 members in the union, which to date has loaned over \$2,500 to members, in just a little over six months. Requests for loans are exceeding the balance on hand and new members are welcome. If you have been thinking of joining, do it now and attend the annual meeting. Bring in your books to have the dividend added to your pass book.

Season's greetings.

Chicago Terminals

Guy E. Sampson

MERRY CHRISTMAS, Happy New Year are the season's wishes of one friend to another, and we can think of no better way to start our column this month, as it will be printed in the midst of the holiday season when the spirit of "Good will to all men" predominates. If we are merry and happy the last week of 1934, we are more liable to go into 1935 prepared for a more prosperous year than if we spend the last days of the present year trying to make ourselves and others believe that the world and all in it is upside down and not a pleasant place to live. Make others happy and you will be made happier your-



Marmarth, N. D., Station Force in 1911

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PROMPT AND EFFICIENT SERVICE

self. If we try to make some one else unhappy our actions will act as a boomerang and reflect the same on our own lives. And so for 1935 let every employe on our great railroad make themselves a committee of one to try and eliminate every accident to himself and those working near him. One man can't keep all the rest from danger but if each one keeps himself from an accident, what great results will be accomplished in 1935. Start January 1, appoint yourself on our one big committee and if every employe will do this and keep himself safety conscious and free from accidents during 1935, the Milwaukee Railroad will do something no other organization has been able to do, turn in 12 successive no accident monthly reports. Let's go. It can be done and we are the ones who can do it.

Mrs. Lang, wife of Engineer Roy Lang, spent a couple of weeks in Miami, Fla., where she went to attend an Eastern Star convention.

Mrs. John Wolf and Mrs. Walter Madill, wives of two Milwaukee Railroad engineers, spent a few days at the Ball Health Resort in Excelsior Springs the first part of December. Employes of our railroad are learning that they can get wonderful results and enjoy a few days at a popular health resort right on their own railroad.

Switch Tender Johnnie Holland of Galewood was passing around cigars on December 8th. And why not, for on that day, when a son was born to Mr. and Mrs. William E. Holland, John became grandpa for the first time in his many years spent in this world. Congratulations, John, and to the proud parents as well.

On Thanksgiving morning, Mr. Frank Sutherland, an Illinois Division passenger engineer, passed away at the home of Mr. Robt. Tanning in Bensenville. Frank contracted a cold in October which continued and instead of improving, pneumonia set in, causing his death. Deceased was a warm friend of his co-workers as well as the high officials of the railroad, knowing many of them personally. Sympathy of all is extended to bereaved ones.

Mrs. Hampton, wife of Operator George Hampton, and their youthful son a few weeks old spent a couple of weeks visiting George's sister and other relatives in Milwaukee the latter part of November, George, by the way, drove up in time to be there for Thanksgiving dinner, and the other two-thirds of his family returned home with him. George says in the winter time "No place like home for the family," although they had a fine time in Milwaukee.

Several Bensenville railroad families had the pleasure of having their sons home from college during the Thanksgiving vacation.

Switchman Thor Klevan enjoyed an auto trip to Florida and back just before the snow hit these parts. Spent about a week down in the sunshine country.

Did you ever stand in the bright sunshine and see a snowstorm raging a few blocks away? Well, on Dec. 10, 1934, while

Twenty-five

a blizzard was raging from the lake to Hermosa, people at Cragin were standing in sunshine watching the storm. Believe it or not, it's too bad Mr. Ripley was not there to see it. In the city, street cars, autos, and in some places even railroad engines were stalled, while at Bensenville not even an inch of snow fell. Ain't nature grand and wonderful?

Switchman Ed Stevans, who had the misfortune to have a foot amputated some time ago, is getting along nicely and will be home for Christmas.

And so with a Merry Christmas and a Happy New Year wish to every official and employee of this great old Milwaukee Railroad we will close, hoping for a far better safety first record for 1935 than we have ever had before.

The New Hub of the I. & D.

William Lagan

AGENT HENRY J. and Mrs. Brown returned to Hawarden, Ia., the first of November from a visit in Long Beach, Calif. However, Henry, instead of resuming work, decided to return to California for at least the winter months. Their many friends wish them a most pleasant stay while away.

Dispatcher A. G. Elder of Sioux City has been in Chicago attending to business. While away he was relieved by Norman Gorman of the Sioux City office.

Perishable freight inspector S. F. Philpot and family of Sioux City left for St. Paul, Minn., December 1st, where Mr. Philpot has been appointed warehouse foreman. Their many friends wish Mr. Philpot every success in his new position and want them to know that they are sorry to see them leave this division.

Hunting season has closed in South Dakota, and while it was not as good a season as some we have had, some of the out-of-state nimrods now have their names emblazoned in South Dakota's Hall of Fame. For instance, we have Phills Field and Bradfords Cope, which will be known as game refuges for pheasants and in time will assume the same importance as Lake Jefferson has in the past as a refuge for the wily ducks.

Section Foreman Martin Gran of Yankton has been transferred to Baltic, N. D. Eddie Adams, former trainmaster's clerk of Sioux Falls, spent Sunday, December 9th, in Sioux Falls for a change.

We understand that Trainmaster Bierman does not profess to be a hunter, but that down around Inwood, Ia., not so long ago he twirled his trusty lasso with the result that he led a red-headed songbird home for Thanksgiving.

At this writing the remodeling at the Sioux Falls freight house is about completed and ready to be painted. All concerned seem to be quite well satisfied with the new arrangement.

The Women's Club are preparing for their annual party before Christmas which they have for the benefit of children of the Milwaukee employees at Sioux Falls. This annual affair is really one of the nicest shows put on in the city of Sioux Falls and the ladies always receive many nice compliments and praise from not only employees but from many townspeople as well.

The telegraphers at Sioux Falls now have a new private office at Sioux Falls and are much pleased with the new deal. They have all new equipment and a new desk of which they are quite proud. The boys bought a new ash tray, figuring that the new desk will stay new longer, and have issued warnings regarding the use of it.

H. & D. Division

W. J. Kane

ERE this issue of the magazine reaches you the 1934 Holiday season will be history. It is my earnest hope that this season has been kind to you and that it brought to you the utmost of joy and contentment. At the same time I cannot help

but feel that sorrow has cast its shadow over some of our homes, and perhaps in some instances through the violation of Safety Rules. Perhaps the failure of one of us to obey these rules has misled another employee who looked upon us as exemplifying Safety First to make a fatal mistake, or perhaps there was an unfluenced violation on the part of the employee concerned in the accident. Whatever the circumstances are surrounding the violation, we should pause on the threshold of this new year, honestly examine our conscience, determine where we have been found wanting, and correct ourselves so that there will be no recurrence of our shortcomings, obedience to the Safety rules, and loyalty to the railroad we serve will help to bring about the return of the prosperity for which we have all waited and which it is my wish the year 1935 will bring to you.

We must not overlook any opportunity to decrease freight claim payments. The loading, unloading and handling of freight shipments, in freight houses or in trains should be with such care as to prevent damage, and in fact we should handle them as though we were handling our own personal property. Freight claim payments are simply a waste of money and their curtailment will help the prosperity of our railroad and be of benefit to each of its employees.

We expect this year the Ship By Rail Association of South Dakota will have a good opportunity to be of considerable service to the railroad in fostering the enforcement of existing truck laws and supporting any proposed laws that will bring the trucks and busses down to a more nearly equal competitive basis with the railroad. We should all be active members of this association and attend the meetings regularly.

When considering money waste on the railroad we must not overlook the fire problem. Fire hazards should be removed and if we are unable to do so personally at once the matter should be reported promptly to division officers so that such action can be taken to eliminate the hazards.

Then, too, there is the handling of material and supplies. There is no question but what there are some of us on the railroad who do not feel that railroad material and supplies have any value. If any of us have such an idea we should correct it, and see that the conservation of such items is given careful attention. These are suggestions of how we can all help during the year 1935.

It has just been called to my attention that ever since Opr. Jerry Beck at Ortonville was held up, the gun squad visits him regularly. However, while this is a good thing, I am sure Jerry wouldn't need them if he saw his perspective first.

The cities of Montevideo and Aberdeen, through the co-operation of the railroad organization put on an elaborate Christmas party for the children and enjoyed by the adults as well. They will long be remembered by those who attended.

Engr. Chas. Fox on the Fargo Line has been in continuous service for 43 years without losing a day on account of sickness.

The other day I noticed a shiny new Chevrolet drive up to the depot at Aberdeen and Divn. Eng. Blake stepped out of it, and believe me he is sure proud of his new acquisition.

I notice Martinson wearing a bearskin coat the other day. If he thinks it has been cold this winter he should have been here when we had it 30 to 50 below.

Bill Kramer, now secretary on the medical car, and former cop and stenographer on this division, visited in his old stamping grounds at Milbank for a few days last month.

Some time ago Condr. Pat Cully kicked over a lump of Roundup coal while on a trip on the west end; the lump broke open and disclosed a prehistoric frog, perfect in every detail. Pat took it home to Aberdeen, and after a lot of investigating by private parties we now learn the specimen

reposes in the museum of the University of Wisconsin.

Just recently we learned of another such case where a lump of coal broken open by Luther Yeggy, coal handler at Bristol, disclosed one of the ancient frogs. However, the specimen was destroyed beyond any value by him in efforts to see all there was to it. Apparently he wouldn't make a good geologist.

Fireman Marshall Drown of Montevideo sustained a broken wrist while wrestling with a hog which he intended to butcher.

Lineman Young, now specializing in wiring up stove pipes in Asst. Supts. Office at Montevideo. Understand wire installed so as to take care of the expansion and contraction feature.

Frank Gobershock, regular flagman on Nos. 15 and 16 for the past three or four years, has taken the Monday and Thursday run. Herb Lewnau has moved over onto the Tuesday and Friday run.

E. W. Lollis, proud possessor of a new air-flow Chrysler. Understand he took our genial train director, W. C. W., out for a ride and when reaching a speed of 90 m.p.h. both decided roads were a little too slippery for faster speed.

Pat Lawler, conductor, has gone on an annual trip west for the winter.

Understand Frank Natzel, Montevideo, is receiving bids from surrounding towns to act as Santa Claus. Evidently he is gaining reputation in territory surrounding Monte.

Bill Wells is wearing a new sheepskin overcoat. Evidently he expects a long and cold winter.

Kansas City Division

K. M. G.

THE season's greetings to all Milwaukee employees and members of their families. May the New Year bring to each one a full share of good health, prosperity, happiness and contentment.

Henry Cravatso and wife of 445 S. Willard street, Ottumwa, returned on November 17 from a visit of one month in California. On November 23 they celebrated their fiftieth wedding anniversary. Mr. Cravatso has been employed in the roundhouse at West Yard for many years. We wish them many more years of good health and happiness.

Engineer Fred Orvis purchased a new Chrysler eight sedan in the month of November.

I. Guymon, father of Mrs. J. W. Sowder, passed away on November 22 in the Sowder home, where he had practically made his home for the past four years. He was 83 years of age and had been confined to his bed on account of illness for only two days. His remains were taken to Harris, Mo., on Saturday and funeral services held there in the afternoon.

Many Milwaukee people spent the Thanksgiving holiday out of the city. Mrs. C. L. Stutsman joined Mr. Stutsman in Cedar Rapids for the occasion. Mrs. C. L. Ross visited in Davenport, Ia. Mrs. W. F. Bottenfield, son and grandson, were guests of relatives in Cedar Rapids. Mr. and Mrs. Jed Chandler were in Peoria, Ill., as guests in the home of Mrs. Chandler's sister.

Mr. and Mrs. Merle Dunham of East Orange, N. J., were in Ottumwa for a vacation of several weeks during November. Mrs. Dunham is the former Cecelia Thorne, who was employed in the mechanical department, West Yard, for a number of years.

Roadmaster A. C. Tubaugh is enjoying his 1934 vacation in the sunny south, spending a part of the time in Birmingham, Ala.; Jacksonville, Key West and Miami, Fla.

Harrison Lovin, Sigourney, Ia., has gone to Chicago, Cincinnati, O., and Morristown, Tenn., to visit.

Miss Mildred Kissinger of the accounting department, Chicago, spent the week-end of December 8 in Ottumwa, on account of the illness of her mother. Mrs. Kissinger has been ill for several months and is slowly improving.

Hilma Pierson, at one time of the stenographic department in the office of the superintendent of the C. B. & Q., Ottumwa, is temporarily employed as stenographer in the office of Superintendent Givens on account of illness of Nell Bowen.

Engineer J. W. Hunter, who was a patient in the hospital at Iowa City for some time, has resumed service.

Mrs. Joe Reard went to Pierre, S. D. to visit her sister during the Thanksgiving season.

LOST—December 4. Somewhere in Ottumwa. Man's traveling bag. Finder notify C. F. Carlson, captain of police, Kansas City, and receive reward.

Iowa (East) Division

John T. Raymond

RECENT and beautiful definition of success: "The measure of our value to others."

Jennings Hotchkiss and a room mate, students at Iowa State College, Ames, visited Mr. Hotchkiss' parents, Mr. and Mrs. W. J. Hotchkiss, Marion, during the Thanksgiving vacation.

Through the courtesy and thoughtfulness of Geo. Layton, we received a clipping giving an account of the death of Mrs. Catharine Culbert, 86, of Savanna, Dec. 6th. She was the wife of locomotive engineer, deceased, who was widely known on the division in early days.

Engineer G. W. McElwain of Marion was off duty in December, Engineer R. E. Strayer relieving on 26 and 26 between Marion and Calmar.

Mr. and Mrs. A. J. Elder, Mrs. W. H. Hill, Janet Elder and Virginia Smith spent Thanksgiving with the Grant Dahl family at Savanna.

Locomotive Engineer E. E. Brokaw has taken the Maquoketa-Dewitt run. Engineer L. F. Johnston of the run is off on an indefinite leave of absence. George Lines now has one of the freight runs between Marion and Calmar, with Sunday layover at Calmar, which gives Walter McRae the Marion Sunday layover.

Conductors James Pringle and Jack Higgins are off duty on account of illness. Conductors Tom Costello and W. I. Farrell relieving.

Mr. and Mrs. F. J. Cleveland of Marion spent the week end Nov. 17th in Des Moines visiting their son Walter and family.

Miss Janet Lothian, a student at Iowa State College, spent the week end Nov. 17th at Marion with her parents, Mr. and Mrs. W. K. Lothian, and her grandmother, Mrs. C. E. Mitchell.

E. J. King has been appointed agent at Hawkeye and E. E. Swartz agent at Waucoma.

It's a fine form of service to be a contributing factor in presenting news of your division each month to The Milwaukee Magazine.

Welcome, L. B., you did fine. With the permission of Mrs. Kendall and the kindly encouragement and co-operation of Agent Will Campbell, who knows everything and everybody around Seattle terminal, there can be no failure.

Some day, and we hope in the early future, we will be rich enough to have a 64-page magazine and put the new correspondents' pictures in the magazine. Until then we will have to imagine from the description of Miss Bunker's costume and the office color scheme that L. B. is of the feminine gender. Good.

DELICACIES FOR THE TABLE

Specialties

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

E. A. AARON & BROS.

CHICAGO, ILLINOIS

We forgot to scan the index of the newsgatherers before we wrote the above, and the index shows we imagined correctly.

Talking to an old retired railroad friend the other day at Cedar Rapids, who properly estimated the value of being a member of the Milwaukee Veterans Association, he wanted to know if he could not belong. Said he knew a lot of the fellows and would enjoy the fellowship and asking about the requirements, and when told said he could only figure out 19 years' service in the aggregate, instead of 25 and was quite visibly disappointed. If you are eligible we would advise you to co-operate with your old friends in enlarging and perpetuating one of the finest organizations in the U. S. A. You know the old saying, "Procrastination is the thief of time."

Mrs. G. L. Wieneke, wife of Engineer G. L. Wieneke, passed away Thursday morning, Dec. 6th. Funeral service and burial at Savanna Saturday, Dec. 8th. The heartfelt sympathy of the Employees Magazine and friends on the division are extended to Engineer Wieneke and the surviving members of the family in their bereavement.

Benjamin C. Sears, 62, of Marion, died at his home suddenly early Monday morning, Dec. 3rd. He was born at West Yarmouth, Mass., came to Marion and entered the employ of the Milwaukee Road May 8th, 1906, and has served as passenger brakeman and baggageman. Mr. Sears was an officer in the Presbyterian Church and a member of the I. O. O. F. and the Brotherhood of Railway Trainmen.

Funeral services were Wednesday, Dec. 5th. Mr. Sears was widely known and his genial personality will be greatly missed by his former associates who greatly regret his passing away. Deepest sympathy is extended to the bereaved family.

Mrs. Ora Miller of Marion, who has been ill for a long time, passed away at her home Dec. 11th. She was the wife of Roadmaster Miller of the Middle Iowa Division, who came to Marion from Moberly about four years ago. Mrs. Miller's deep interest

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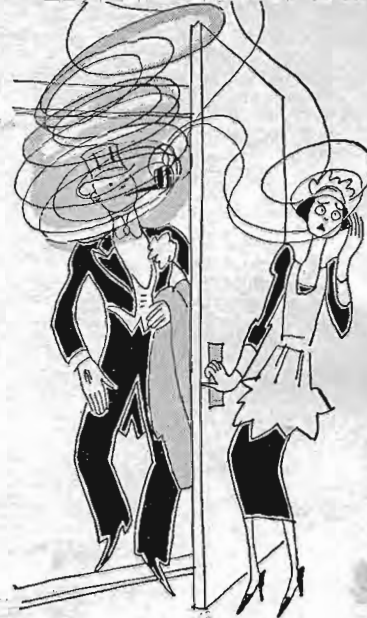
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17

"WE DIDN'T SEND FOR THE EXTERMINATOR!"



DON'T BLAME the new maid for confusing the dinner-guest with the man who routs roaches! Who wouldn't be dazed by the murky fumes of that mucky pipe?

Any pipe grows unhappy with neglect and brutal tobacco. But a well-cleaned pipe and a mild, fragrant tobacco like Sir Walter Raleigh—well, that's a happier story! Sir Walter is a kindly blend of cool Kentucky Burleys. Well-aged; slow-burning; delightful to tongue and nose, Sir Walter's raised pipe-smoking to the head of the table. Try a tin; it may be the tobacco you've long hoped for.

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It's 15¢—AND IT'S Milder

for the welfare of the human family was well expressed by her being actively associated in the activities of the Milwaukee Women's Club, the Women's Relief Corps, the Methodist Church and the Eastern Star Lodge. She was a great lover of music and composed a song in honor of the Milwaukee Women's Club at its beginning which was adopted by the club, and she went to Chicago from Moberg to the annual general meeting of the club that year with her party to give the song.

Mrs. Miller has made many friends in Marion since coming here to reside and these, together with the many friends in railway circles, regret her death and join The Milwaukee Magazine in expressing their sympathy to the bereaved family in their great loss. The funeral services were held Thursday afternoon, Dec. 13th, interment at Springville, Ia., cemetery.

John T. Reagan, 64, died at his home at Savanna Friday morning, Nov. 16th. He was stricken with paralysis last April and has been in ill health since that time. He had been an employe on the Iowa Division since Sept. 1st, 1891, in both passenger and freight service. Mr. Reagan was a high type of man, well known and highly esteemed by the officials and employes on the railroad. His death is deeply regretted by many friends. The funeral was held from St. John's Catholic Church Monday at 9 a. m., Nov. 19th, where requiem mass was sung. The pallbearers were all Milwaukee conductors, J. H. Lakaff, Fred Winston, Ben Freeze, Wm. Rehbock, Orville Mullen and John R. Brown. The interment was in Catholic cemetery at Sabula.

The Milwaukee Magazine joins with many friends in expressing deepest sympathy to the surviving members of the family in their bereavement.

Mrs. Philip Shoup of Marion returned home about the middle of November from Philadelphia, where she spent some time with her daughter, who was recovering from an operation.

Preceding and after the Reagan funeral at Savanna the writer had an opportunity of renewing the acquaintance of a number of Iowa Divn. and former Iowa Divn. employes among them being H. P. Buswell, Clyde Kinney, John (Buddy) Cain, C. T. Welch, Fred H. Shipley, Roy Hummell, Grover Patterson and W. L. Hugo.

"Buddy" Cain, looking well, has been with the Milwaukee Road 60 years. He fired four years for Veteran John Horan out of Parrie du Chien. Looks to me as if "Buddy" is to be another one of our number in the "Believe it or not column."

Big-hearted Locomotive Engineer Roy Hummell gave us an auto ride to Lyons and Clinton via Fulton, where he met Agent H. P. Thompson and Agent F. W. Houston, "Si" Landis, William Kinder, B. P. Dvorak of the agents' force; the switch crew force, A. G. Keith, and P. H. Kiley and W. Hoover. We returned via another route, visiting at Sabula, where Roy's mother lives with his three children. After a nice visit with Mrs. Hummell and calling on Agent F. N. Rathbun there, we returned to Savanna about 4:30 p. m.

Fullerton Avenue Building

A. M. D.

AS this article was written prior to the so-called "Holidays," we wish all you boys and "gels" a Merry Christmas and a Happy New Year. We also hope that Santa Claus will be good to you.

We hope that Santa will bring T. J. Martin a new pipe (get a whiff of the old one if you want to know why); that, for obvious reasons, F. J. Zapotocky will receive a new alarm clock; that Fred Miller will get back at the thieves who held him up; that Mr. Engstrom will receive red golf balls so he can play in the snow; that C. Preihs will get a book entitled "How to Play Bridge"; that Erna Reck will receive a new fender; Clarence Becker a new head of hair; H. E. Martin, a successful Republican candidate, Harold Fletcher a golf course without trees; the Loan Association enough cash to pay another dividend; the Ship-by-Rail Club another party for the

employees, and last but certainly not least, a tremendous increase in business for the Milwaukee R. R.

By the way—a good New Year resolution would be for the employes to make a greater effort than ever before to gain additional business for the Milwaukee R. R.

Here is a new list of World War veterans who joined the Pioneer Post of the American Legion since the last article was written: Alfred Dinoffria, Harold Fletcher, Calmar Gasmann, Fred Grabenstein, Paul Jacobson, Carl Meier, Art Montgomery, David Ramsay.

John J. Buelting, Southern District Accountant, is the proud father of a nine-pound baby girl, born December 5. The youngster will be named Janice Josephine. John, we certainly wish to extend our congratulations to you.

We have been advised that Robert D. Mintz of the Paymaster's Office has been holding out on us. We understand he is married. For further details see Robert.

F. J. Zapotocky was asked where one of his clerks was and here's his reply: "Taking some records down to Colonel Jones." You old timers will appreciate that.

Margaret Porten of the Central Typing Bureau, while bowling with the C. M. St. P. & P. R. R. team in the Railway Business Women's Ass'n League on December 3, rolled a 251 game. She had eight strikes in a row. Besides Miss Porten, the team includes Helen Retzke and Cecelia Ewald of the Car Accountant's office and Elsie Dreher and Mae Teske of the Freight Auditor's office.

Erna Reck of the Computing Bureau insists that for the benefit of automobile fenders, headlights, bumpers, etc., motor-men of street cars should put out their hand when they intend to stop—especially when the pavements are slippery.

Mildred Zerk was elected Secretary of the Elsin Club, a junior organization of Vega Chapter O. E. S. Congratulations, Millie.

Ralph Klotz and Vic. Detloff expect to have a most enjoyable Christmas, both being fathers of sons; so electric trains and motion picture machines will certainly brighten up the season for Ralph and Vic. Why didn't you boys buy toys for the youngsters?

Larry Wozny and his family spent several days in Kansas City visiting friends and freezing. "Chi" looked pretty good to Wozny.

John Moloney and his wife spent the Thanksgiving Holiday and several days thereafter visiting relatives in Iowa and Nebraska.

Miss Muriel Johnson, Marge Asp and Bernice Ruwich of Norway, Mich., came to Chicago via the C. M. St. P. & P. R. R. to spend the Thanksgiving holiday and were entertained by the Pine Tree Patrol Leaders of Boy Scout Troop 864, of which R. E. Reinert of the Freight Auditor's office is a member. The evening of the 30th was enjoyed with dancing at the Aragon and the evening of December 1st was enjoyed at the home of Mr. and Mrs. H. Morski, 5039 Cullom avenue, where bridge and keno took up the most of the time, this being followed by a delicious lunch, ending with dancing at the home of Mr. and Mrs. C. Kowalski, 5029 Patterson avenue.

The library of the Women's Club is one organization that has never heard of the depression. If anything, hard times have helped it for while the Public Library has added but few books in the past several years, this library with no operating expense has been a steady buyer of books as they are published. Some time when ambition gets the better of us we may write the not very long history of the library and its growth from a few donated books to its present size, with something in the way of a belated tribute to the several librarians, but for the present we will be content with the all too brief mention of some of the late books that have been made available for five cents a week: Experiment in Autobiography—H. G. Wells

The intimate story of H. G. Wells' life—

from his humble birth through his youth, manhood and love affairs, of his literary and public career to recognition and increasing fame. There is frank, lively comment on men and affairs, religion, government, love and marriage.

"Forty-two Years in the White House." Irwin H. (Ike) Hoover.

Ike Hoover, Chief Usher of the White House, was the only man who ever knew the daily lives of ten presidents—from Harrison to Franklin D. Roosevelt—and their wives. His record is an amazing human document.

"Father Goose." Gene Fowler.

The story of Mack Sennett. Superficially a biography of a pioneer of the celluloid culture, the book is quite as much a history of Hollywood manners, morals and influences as it is the story of Mack Sennett's incredible career in Cinelandia.

Retreat from Glory—R. H. Bruce Lockhart.

With the same frankness and in the same colorful style that gained so many enthusiastic readers for his widely discussed "British Agent" (now filmed), Bruce Lockhart continues the story of his adventures.

"Pitcairn's Island." Nordhoff and Hall.

You haven't finished the story of the famous "Mutiny on the Bounty" until you read this concluding volume of that great trilogy of the sea. It tells how the ring-leaders of the mutineers fled from Tahiti and established a tiny kingdom on an isolated island.

"Half Mile Down." Wm. Beebe.

A fascinating narrative of adventures in the deep, by a famous scientific explorer, author of "Jungle Days," beginning with a history of diving. It swiftly concentrates on Dr. Beebe's underwater explorations.

Other interesting books that are shiny new are:

"Diamond Jim Brady." Parker Morell.

"City Editor." Stanley Walker.

"Cingalese Prince." Brooks Atkinson.

"One's Company." Peter Fleming.

"Ten Million, The." Mark Hellinger.

I. & D. Items

eca

THE I. & D. Division extends sympathy to Engineer Chas. E. Fields and family on the death of Mrs. Fields Dec. 4th. Burial services were conducted at Monona, Ia.

Galen Meuwissen, son of Chief Dispatcher L. R. Meuwissen, Mason City, has been appointed editor-in-chief of the 1935 Iowa State College yearbook. Galen is in his senior year at Ames, taking up a course in dairy engineering.

William Mutschler, son of Chief Clerk C. E. Mutschler, Mason City, is one of twenty-six whose names have been announced to be formally pledged to Knights of St. Patrick of Iowa State College, Ames, Ia. This organization is a national honorary for engineers with chapters in practically every engineering college in the United States. Bill is taking up chemical engineering and is in his senior year.

J. C. Titley, right-of-way engineer, of Mr. Ellington's office, Chicago, arrived in Mason City Nov. 23rd on business.

H. L. Kinney, chief clerk to agent, Mason City, was absent from duties a few days the latter part of November on account of sickness.

O. A. Beerman, trainmaster, returned to Mason City Nov. 21st after relieving Chief Dispatcher Platt at Mitchell, who spent two weeks' vacation.

Supt. W. F. Ingraham, Mason City, conducted Operating-Traffic Meeting and Division Staff Meeting at Mason City Nov. 19th. Mr. E. A. Meyer, manager of Safet, First, Chicago, was in attendance at the meeting during the day.

H. I. Quandahl and wife, interchange clerk, Mason City, spent Thanksgiving at Mitchell, S. D., with Mr. Quandahl's parents.

Superintendent and Mrs. W. F. Ingraham returned to Mason City Dec. 4th after a week's trip east, where they spent Thanksgiving with their son William at Buffalo,

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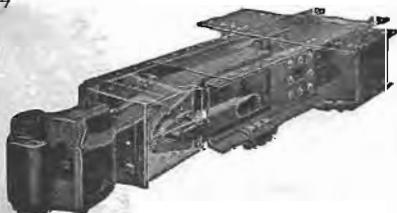
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N. Y., and visited son Sidney at Washington, D. C.

J. W. Bailey, file clerk, superintendent's office, Mason City, left Dec. 2nd for Sioux City to take up work in Assistant Superintendent Doud's office. J. Harold Phillips, Clear Lake, is at the file clerk desk at Mason City at the present time.

Now that the pheasant season has passed by, almost everyone seems to be back to normal. After the first day or two there seemed to be much groaning and moaning about sore muscles and stiff joints. No names need be mentioned, but every evidence that some of the boys can't take it. It is understood that Duke did his part during the course of events. We are told that F.H.D. also went hunting.

J. Bodenberger, general road foreman, Milwaukee, accompanied by J. H. Wood, representative of the Texaco Oil Co., were in Mason City Dec. 4th.

We have it from an authentic source that Carl Donovan of the Mason City yard office just recently had quite a skirmish on his front porch with somebody's stray yellow cat. Funny, though, we seldom hear of getting slapped in the face by a cat. Carl has given us no account of just what happened, but it seems there was a broom connected with the story.

Outside of this and F.H.D. postdating his correspondence to L.R.M., everything in the yard office is apparently on the up and up.

O. Larson, car foreman, returned to Mason City Monday, Dec. 10th, after assisting with some work on a bridge at Austin.

Correction: The Colonel says it is Greensville, not Greensboro.

Your correspondent takes this opportunity to extend to one and all a very Merry

Christmas and best wishes for a Happy and Prosperous New Year.

"While coming into Sioux City yesterday, Nov. 9th, on train No. 108, I had a conversation with a man who advised me that he was taking the C & N. W. Corn King from Sioux City to DeKalb, Ill.

"I asked him if that station was not located near some Milwaukee point. He informed me that it was just as convenient for him to get off the train at Genoa, Ill., but that his brother had been advised some years ago that our Arrow did not stop there.

"A perusal of the timetable developed that the Arrow does stop at Genoa for passengers boarding same beyond Savanna. After accompanying him to the depot ticket office at Sioux City, he purchased a first class ticket and berth to Genoa, a total amount of revenue of \$18.02."

Northern Montana

Max

WE had a glorious time on our vacation arriving in Chicago for the Northwestern-Notre Dame football game and had a ring-side seat, thanks to the boys in Mr. Dixon's office. We went to our old home town, Galena, Ill., where there was more rain in three days than there has been in Montana in two months. While in Chicago visited with J. L. Brown, superintendent of transportation, where we saw Charley Prieth, former traveling demurrage inspector, who wanted to be remembered to the boys on the old Northern Montana. While in New York City took in the Army-Notre-Dame game. We were not so fortunate in getting a good seat there but it was worth the price to see 80,000 people at the Polo Grounds. Had Thanksgiving dinner with our daughter and family in Binghamton, New York. One would not know that there was a depression on from the number of people at the theatres and the business, being done in the cities of the east. There was a general feeling that business was on the up-turn.

Assistant Superintendent Fuller left Lewistown, December 2nd, for Seattle for medical treatment. He was operated on for a bladder ailment at the Providence hospital and is getting along nicely. It will be several weeks before Mr. Fuller will be able to return to his duties. His many friends both on the railroad and in Lewistown hope for a speedy recovery.

Jake Schaefer, rate clerk in the freight department at Lewistown and one of the oldest employees among the clerks, in point of service, died suddenly at St. Joseph's hospital at 8:30 Tuesday night, December 11th. Mr. Schaefer had been ill for some days and was taken to the hospital just after 8 o'clock. He had been there only 25 minutes when he passed on, a heart attack proving fatal.

The funeral was held December 14th, delegations from the Elks and Eagles lodges, together with many railroad men, crowding the hall. Mrs. R. H. Yaeke and husband, of Rudyard, Montana, were the only relatives able to attend, Mrs. Yaeke, being a niece of Mr. Schaefer.

As a tribute to Mr. Schaefer, the Milwaukee offices were all closed during the funeral.

Mr. and Mrs. W. J. Thompson and son, Robert, will spend Christmas with Mr.

Twenty-nine

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

FOR SALE—Lyon & Healy Melophone, silver plated with gold bell, built in F and E flat crook. This horn is made left handed same as a French horn. Leather case included.
This instrument cost me \$90, will sell for \$20. Marlow Stoltz, Perry, Iowa.

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

REVOLVER—S&W Military and Police, Cal. .38, Special, 6 inch barrel. Excellent condition. With belt and holster. \$30.00. 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, Eggleston, Minn.

FOR SALE—Thoroughbred Beagle puppies, hunters, not show dogs. Black hawk strain from the hunters paradise, The Kickapoo Valley. Males, \$7.50, females, \$5.00. T. J. Crawford, agent, Readstown, Wis.

Thompson's parents at Syracuse, New York. Jos. L. Jost, of Three Forks, will look after the ticket business at Lewistown during Mr. Thompson's absence.

Mr. and Mrs. W. J. Retallick will go to Longview, Wash., where they will attend a family re-union during the holidays.

Mr. and Mrs. William H. Harper left for Walla Walla, Washington, to spend Christmas with Mr. Harper's parents.

Dale Middleton, of Harlowton, is acting as car clerk at Lewistown for several weeks.

Guy L. Kester, formerly car clerk at Harlowton, is on the rate desk at Lewistown pending assignment of the position to a senior employee.

Miss Dorothy Jones has returned to Lewistown from Buffalo, New York, where she has been employed for several years.

H. C. Brisbaine, traveling freight and passenger agent was in Lewistown in attendance at the several motor bus hearings.

Leo Scheewe, of Great Falls, has been appointed temporary agent at Hilger.

William L. Reeser, of Lewistown, relieved Agent Haggerty at Square Butte for two weeks.

The Doctor's Unable Assistant

Husband (to family doctor, on telephone): "My wife has a severe pain in the back of her neck, and complains of a sort of soreness in the pit of her stomach."

Doctor: "She has malarial colic."

Husband: "What shall I do for her?"

Here central switched on a machinist who was talking to a man about a boiler.

Machinist (answers on same line): "Say, I think she is covered with scales inside about an inch thick. Let her cool down during the night, and before she fires up in the morning take a hammer and pound her thoroughly all over."

And so the family doctor wonders just why he lost his patient.

Thirty

FOR SALE—House and two and one-half lots in Neshkoro (Marquette County), Wisconsin; large pleasant rooms, located in small town in vicinity of numerous lakes. Good fishing grounds—also hunting. Price reasonable. Write to H. A. Wentland, 713 South 30th Street, Milwaukee, Wisconsin. Telephone Orchard 4019W.

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. Kireh, 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 50x187 foot lot. Paved street, beautifully landscaped. Two-car garage. For sale at depression price. Located in Villa Park, Illinois, fifteen miles west of Chicago and three miles south of Bensenville on the "Milwaukee." Write Thomas C. Taylor, 2228 N. Kilpatrick Ave., Chicago.

EXPERT DEVELOPING, PRINTING, ENLARGING—Developing, 6c; $2\frac{1}{4} \times 3\frac{1}{4}$ prints, 4c; $2\frac{1}{4} \times 4\frac{1}{4}$, 5c; 4x5 prints, 7c. Enlarging—4x5, 20c; 5x7, 35c; $6\frac{1}{2} \times 8\frac{1}{2}$, 49c; 6x10, 45c; 8x10, 50c. Ray Melzer, 869 Union Station, Chicago, or 1155 N. Pine St., Glenview, Ill.

ROLL FILMS developed and 8 MIRRO-GLO prints, 25c. Enlargements on Double Weight paper, 5x7, 25c; 8x10, 40c each. Especially equipped to copy old faded photographs. Size to 4x5, 75c; 5x7, \$1.00 each. Extra prints either size, 25c each. All work guaranteed. O. Dahl, 1011 North L Street, Tacoma, Wash.

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.

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 railroad people through their own publication. If you know of a prospective advertiser who wants more business from 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.

CONTENTS

Holiday Greeting	H. A. Scandrett	3
Old Times, Old Manners.....		
Some Comments from Passengers.....		6
Star Lake, Wisconsin.....	F. A. Gould	7
An Understanding Attitude.....	O. W. Dynes	8
Remedial Legislation Stimulant to R. R. Recovery.....		8
Football Business Best in Many Years.....		9
Silent Friends.....	W. H. Shafer	10
Lenox Wins		11
W. A. Robinson—Obituary.....		11
The Royal Sons of Borneo.....		11
Railway Business Women's Association.....		11
The Agricultural and Colonization Department.....		12
Said to Be Humorous.....		12
Freight Auditor's Bowling League.....		13
The Patterns—Favorite Recipes.....		14
The Milwaukee Railroad Women's Club.....		15
On the Steel Rail.....		18

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

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Improved Bridge Maintenance

Kill the old rust and pits by an application of NO-OX-ID "A Special." Action of the material will cause large accumulations of rust scale to fall away. These bare patches should be touched up. When the NO-OX-ID has penetrated thoroughly, simply remove any excess NO-OX-ID, and rust scale that has loosened from the surface, and apply a coating of NO-OX-ID Gloss Filler Red as a prime coat. The composition of NO-OX-ID is such that it acts both mechanically and chemically. Then use your standard paint for a final coat, if desired, or complete the job with the NO-OX-ID method. NO-OX-ID gives long life and eliminates necessity of recleaning at time of recoating.

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