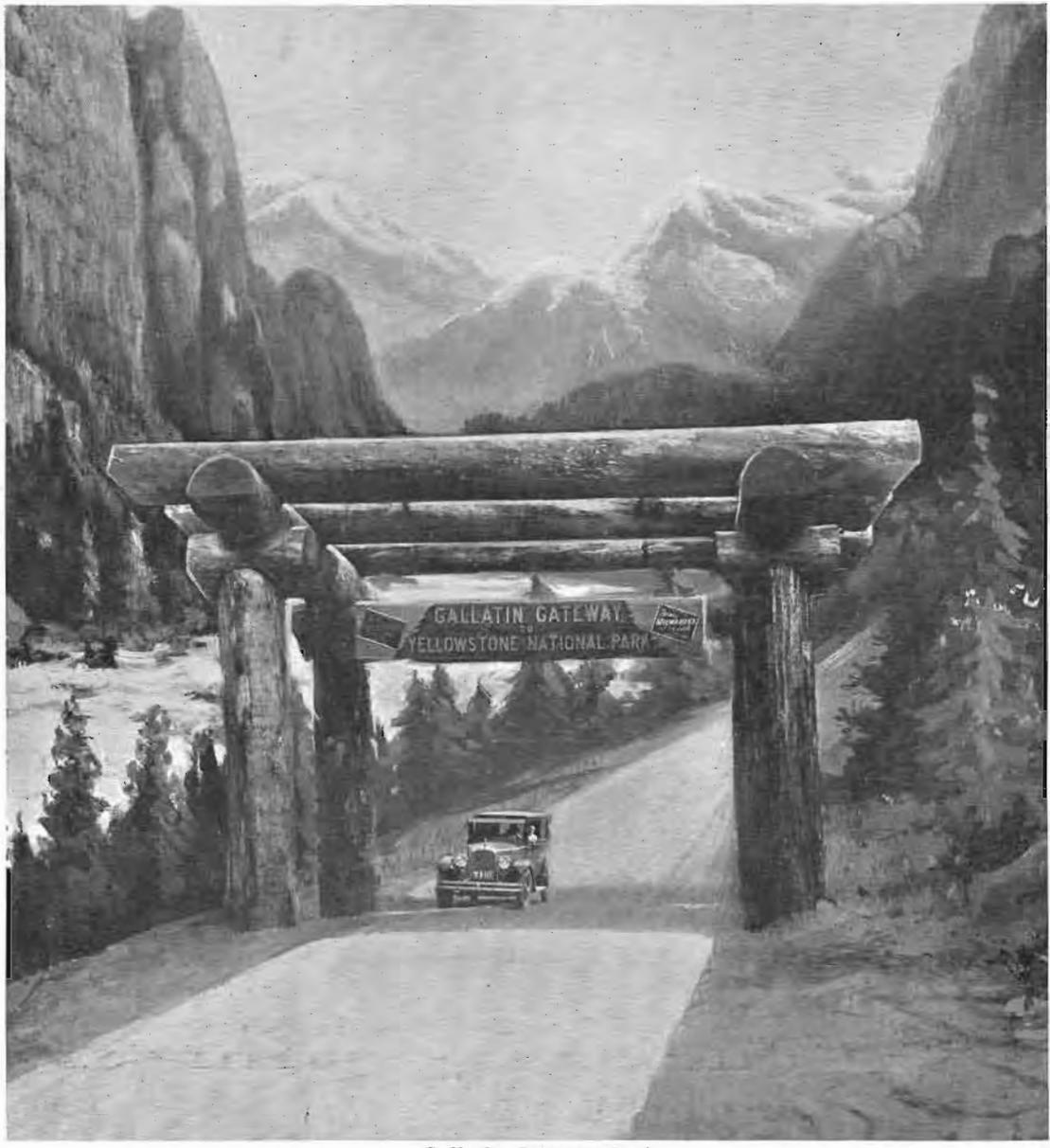


The MILWAUKEE MAGAZINE

CHICAGO
MILWAUKEE
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AND PACIFIC

MAY, 1932



Gallatin Gateway Inn'

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Summer Vacation Lands and Lakes

Gallatin Gateway to Yellowstone Park

Ray Myles

WITH the inauguration of the now famous Gallatin Gateway on August 1, 1926, The Milwaukee Road opened to the world a most scenic and picturesque entrance to this great National Playground.

Our Gallatin Gateway is a revelation and it is also an evolution. One can picture the time when the explorer and trapper blazed a trail along the sparkling Gallatin river. With the years and the increasing footsteps it widened. Then came the first imprints of the iron shod wagon wheel. Log bridges spanned the tiny brooks and creeks. Later came the more solid road. Soon the sharp turns gave way to long sweeping curves and a most modern roadway now carries the great rubber tired yellow motor coaches of the Park Transportation Company. Even since 1926 the improvement has gone on and on and today the Gallatin Gateway road is a mountain boulevard.

Greeting the traveler as he alights from the Milwaukee train at Gallatin Gateway is the magnificent Gallatin Gateway Inn. Here in the great west—at the very foot of the snow-capped Rockies, is a hotel, modern, perfectly equipped and with an air of comfort that has an immediate appeal.

Meals at the Inn are under the supervision of Mr. George Rector and the wide-spread fame of those meals is equalled only by those of our dining cars.

It is from the Inn that the Yellowstone Motor Coaches depart with their loads of expectant tourists and it is at the Inn that the tourists gather on their return to talk over and over the marvelous adventures of their trip through the Park of Wonders.

The lobby and lounge of Gallatin Gateway Inn are full of interest as the tourists prepare for the departure to the Park. It is an inspiring sight to watch and in a measure to partake of the excitement. From all points of the compass come these travelers. For some it



Gallatin Gateway Inn



On the Gallatin Gateway Highway

is the first adventure from the daily hum-drum of an uneventful life; for others it marks another page in an already eventful existence, but for each it is an experience destined to become an unforgettable memory.

Away go the motor coaches en route to the Magic Land.

Through the typical western town of Gallatin Gateway and across the Gallatin river go these happy tourists now well on their way. Ahead looms what seems to be an impenetrable mountain barrier, but as they approach the rocky mountain walls seem to separate in welcome and soon they disappear into the historic Gallatin Canyon.

Off to the right are Spanish Peaks—snow covered and reaching into the

heavens. Here at their base is the Flying D. Ranch—a half million acres with 15,000 head of cattle grazing on its mountain slopes.

To the left is Sheep Rock, its perpendicular wall of yellow rising from the silvery waters of the Gallatin.

Now the motor coaches pass under the famous Gallatin-Gateway Arch—marking the boundaries of the Gallatin National Forest—the great arch that will for many years to come stand as a monument to The Milwaukee's initiative in opening this most picturesque entrance.

Climbing high along the mountain wall our tourists soon reach Sage Brush Point with its magnificent view of the Canyon. Far below is the Gallatin river. And always that great sportsman—the trout fisherman.

Now the coaches swing by that landmark of the Gallatin—Karst's Kamp. Soon to the right will loom Lone Mountain, a Montana reproduction of famous Mt. Rainier.

Then the Gallatin Rest Camp—a snug little resting place deep in the heart of the Canyon.

Away again go the motor coaches, while off to the right are the buildings of the well known Elkhorn Ranch.

The coaches now cross the line into the Park and our tourist friends move along swiftly over fine roads—up hill and down—and before long are on the famous loop road of the Park.

Our great National Park is so well known that its appeal is universal. Many return time and time again to visit its wonders. To describe its phenomena is a task for a literary giant—to attempt a reproduction of its colors would require another Angelo.

One can scarcely call himself an American until he has seen this wonder spot of our great country.

—And a fitting prelude to this, Nature's incomparable symphony is Gallatin Gateway.

Yellowstone National Park Revisited

A Letter from One Who Went the Second Time

Dear Editor:

WHEN friend wife and I read your story in last June's Magazine, we determined immediately that we would take that advice about *going again* and get into our blood the real thrills of the park, the kind of thrills that stay with you down to the smallest detail, spreading out over the general picture like the gleams and glints of sunlight through the woods and the bright little dashes of color that mean flowers by a roadside in a beautiful painting.

We had the regulation two weeks and we determined to spend it all in Wonderland. We set out on The Olympian and had a fine trip. We met some people who were going to the park for the first time and so far as we could discover we were the only ones on that train who were making a "repeat" visit; so we had the pleasant anticipation of seeing in these first-timers just ourselves over again, the while that we ourselves were seeing sights that were familiar,—like greeting old friends from whom we had been separated, but held in keen remembrance.

At Gallatin Gateway Inn, we found some people whom we had seen there before, we had a wonderful breakfast and got away on the park coach to a splendid start. Two of our traveling companions, going in for the first time, were on the same coach and we looked forward to their enjoyment with almost as much pleasure as we were anticipating in our own.

In due time we pulled up at Old Faithful Inn just as the old monarch of the Geysers was putting on his specialty and it was grand to see it again. Up went that magnificent column of steaming hot water, on and on up, and up one hundred and twenty feet, it seemed as if it were really higher than when we had seen it before, but of course it was not. It was just the thrill of seeing it again. The sixty to seventy minutes between performances of Old Faithful gave us a chance to get comfortably settled in the charming Old Faithful Inn, have our dinner and be ready to dash out at the first rumblings that give warning of the next outburst. How we did start when those rumblings came, and it was as if we had never seen anything like it before when we rushed out to witness the display. That is the way of this bewitching place,—you know already the signs and portents of impending geyser action, but when the eruption comes you are atingle again in the same way as when you first saw it.

Old Faithful was of course alight throughout the evening by means of a search light on the roof of the inn,

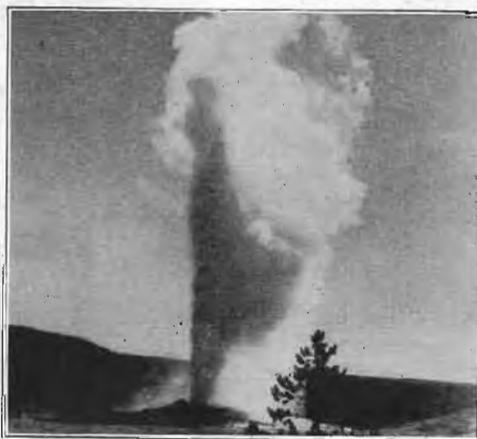
and we could enjoy his acts while we sat in the cozy hotel lounge that looks out on the scene. At night we dropped to sleep by the splash-splash of the numberless restless waters up and down the Geyser Basin and the booming of Old Faithful on his regular round.

In the morning we were up and out early eager to call on our old friends the hundred and more geysers, great and small, that spangle the plateau and send up towering clouds of steam or gently sputter and stew closer to the ground.

To see again the wells of boiling mud all colored up in rainbow hues bubbling and spewing with queer sputterings and grotesque resemblance to pots of cooking mush, paint pots of the old devil himself, they are called; and the numerous little geysers that broke away every few minutes and gave their little act, sending up clouds of steam which form varying shapes that do not require too great a stretch of the imagination to really see the resemblance to the form for which they are named.

We were fortunate that morning when we went out with the regular daily party to see some of the big geysers in action—Grand and Castle and the Giantess gave wonderful exhibitions, and as these larger ones do not operate on any regular schedule their coming adds immeasurably to the excitement of the day. Giant Geyser, the monarch of the Basin, does not play as often as his consort, but when he does consent to put on his act, and you are fortunate enough to be on hand for it, you've seen the most magnificent display of geyser action in the known world. Well, that may be said, moreover, of this entire Firehole Geyser Basin, there are no known geysers in the world at all comparable to this splendid aggregation.

The Basin is covered like a pavement with the deposit of these hot waters which



Old Faithful

also build themselves a cone around the mouth of their spout and the mineral elements in the waters color the pavement in spots and many of the cones with gorgeous tints and shadings which the sunshine glorifies and gilds into one of the grandest scenes of beauty and marvel that the park contains.

After we turned into the Park at West Yellowstone, we were just as excited as if we had never seen any part of it before. We watched as eagerly for the first view of the great Geyser Basins with their countless spouting vents of steam, the distant view of some of the tall geysers in action and all the wonders of the weird valley—I say we watched as eagerly as if it were all undiscovered country—only of course we did know what to look for and did have a foreknowledge of the incomparable thrill of the magnificent sight. Coursing along close to the Firehole River, we made a few short stops for all to see the famous paint pots, and as we drove along up the valley, we passed some of the small and lovely little spouters, and to all of them we gave the greeting of old friends as we found ourselves back in their company again.

You see, we had time on this trip to take in all of the little details which the wonder of the first view had rather dimmed in our memory and so our picture of the Geyser Basin is rounded up into perfect memory that age and the passing of the years cannot dim.

We had elected to take the regular park trip of five days, while we could decide just which of the wonder places we wanted to return to; or which of the side trips we thought we would like to take, which we planned to do on horse back, with a guide.

We had the morning of the second day in the Geyser Basin, and as we had already made the tour under guidance, we decided just to roam around and renew our acquaintance according to the dictates of our fancy; so we let the party start off for the rounds while we loitered along the dazzling travertine pavements, watched some of the larger geysers get ready for action, some of them putting on splendid performances while we stood by; and when we reached the tall cone of Giant, we were full of hope that the old master was preparing for action; small spurts of water came shooting up, dying away and then shooting out again. As we had only to get back to Old Faithful Inn for luncheon and be ready to go on immediately thereafter, we lingered near for a long time, but Giant is a temperamental fellow—he likes to "keep you guessing" and so he did that morning. Some times the hot streak would spurt up ten feet and higher and then sink back, keeping that up almost the entire morning—but nothing came of it, and so you see we shall have to go back to "The Park" yet again to witness the great sight of the Geyser Basin.

The drive from the Geysers over to Yellowstone Lake brought back to us in all its glory the splendors of the mountain scenery. Winding up over



Moonlight on Yellowstone Lake

the Continental Divide, dipping a bit and recrossing again, we found vistas of magnificent distances that had not before impressed themselves on us, while the nearness of the rugged old monarchs of the range all about us, gave us new pictures of beauty and a renewed sense of its unspeakable grandeur. The flowers and the woody scenes along the roadside we now had time to attend to, because the panoramic whole did not demand our undivided attention as it necessarily must on the first visit.

One can never forget the first view of the majesty of Yellowstone Lake, as it is seen from a distant height where the road rounds a bend and the great blue expanse of water bursts on the sight. Surrounded by chains of snow-topped mountains, the winding shore line stretches away beyond the view as gradually the road lowers to the lake level and toward the close of the day, we pulled up at the Lake Hotel. On our first trip we had not taken a boat ride on the lake, so we lost no time now, in "booking" ourselves for that pleasure. As the sun was sinking behind the westward hills, we put out on that shiny blue expanse in time to have the unforgettable thrill of the sunset over lake and mountain, and the later glory of the moonlight scene; and early the next morning we went out again to see the sunrise and incidentally to take a second look at the boiling pool of water which has made for itself a raised cone of limestone deposit in which it boils and stews while the calm cold waters of the lake lap its sides yet unable to reach in to cool it off.

Next morning the drive across Hayden Valley, in sight a great part of the way of the Yellowstone River, we soon sighted the herd of elk that roam the nearby hills, and we enjoyed watching

Four

the old master of the herd as he stood at attention slightly in advance of his feeding charges his antlers etched against the sky as his watchful eye and ear caught every sight and sound, ready to give the alarm if anything untoward was on the breeze. But they must have become accustomed to the stags and their occupants for while his sensitive nose was raised a little higher, as he scented the wind, he did not sound the alarm call and the herd grazed peacefully on.

roar of the waters came up to meet us that the Falls and the Canyon were ahead.

As the great river gathers to make its first mighty leap the thunder of the cataracts came up to us like the paean of a great organ, and when the splendid scene swept into view, with instant accord we decided that Grand Canyon was to be the stopping off place for our vacation—with jaunts out to see other sights and scenes, to be sure, but always to come back to the majesty and magnificence of that glorious climax to all the Park wonders.

The Upper Fall pours over its precipice 108 feet like a laughing mermaid making ready for a real plunge, and then singing its great anthem it dashes over its 308 foot wall in a wild splendor of blue water and silvery spray, landing on the canyon bed to wind away a thousand feet below the rim, in a glory of color and impressive grandeur that beggars words. The gorgeous color of the pinnacled, rocky walls of the canyon cannot be put into language any more than can the spell of the scene be described.

Looking deep into the great depths where the old river is singing bravely as it rushes down its glorified bed. Deepest orange, carmine, grays and soft yellows mingle in a riot of color, enhanced in their beauty by the deep green of the verdure that here and there finds a precarious foothold on the steeply sloping sides and reaches its apotheosis in the dark hues of the pine forests that mantle the summits.

It is a place where silence holds sway and you steal away from the company to sit amid the overwhelming beauties and glorify the "Great Engineer" whose handiwork it is.

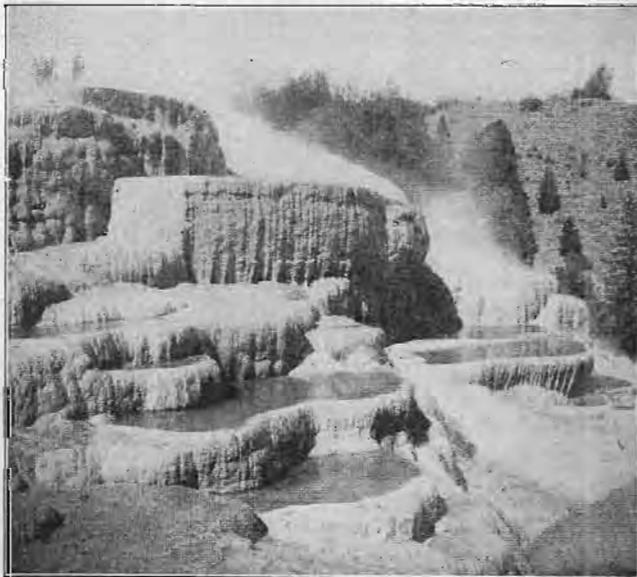
Here we summarily left the regular tour, and elected to follow our own sweet will. We wanted to get the Canyon into



The Falls and Grand Canyon of the Yellowstone

The myriads of flowers in this sunny valley make one long to tarry a while and study them on their native heath. Uncle Sam says "must not pick," but he issues no ban on making friends with them so you may know what to call them if you ever meet them again.

As the Valley narrowed we, who had been there before, knew that the great spectacle of the Park was soon to spread itself before us. Foamy white-caps gathering as the current increased told even before the



Mammoth Hot Springs

our blood and all its loveliness so photographed in our consciousness that it would remain with us to the end of our days.

After that, we took horses and rode to Mount Washburn, where from its lofty height we beheld the panorama of the Park and the wild confusion of mountains that spreads away to the rim of the horizon; we "hiked" along the rim of the Canyon and penetrated the depths of the forests; and we went down to Tower Falls where the turrets and pinnacles of the canyon walls can be seen in their magnitude.

We left the Canyon after a joyous week and went on over to renew our acquaintance with Mammoth Hot Springs and all the mysterious workings of Nature which have built up the marvelous terraces that shine and glisten in the sun as they rise to unbelievable heights. Here we refreshed our eyes and minds with the kaleidoscope of color that plays all about the limestone formations around the Springs and felt again the thrill of stepping gingerly over the hot pavements wondering if its seeming frailty were only seeming, or if we might go through to enter upon an expedition of discovery into first causes down in the earth's depths where these great mysteries are in the making. But while they tell you that in the region of Yellowstone Park the earth's crust is thin which accounts for this releasing of hot waters in their manifold forms, it is still several miles thick right there and so we walked without tremor over these strange crusts, giving respectful consideration to the fissures here and there, out of which

little jets of steam are pouring and in whose mysterious depths the muffled hissing and grumbling evidences the eternal forces that work within the earth far down below the ken of man.

We loitered for a little while at the Norris Basin, in some ways, the weirdest exhibition of the Park and probably the most recent development of this watery volcanic region; and we paused to study at close range the strange obsidian cliffs and rested our steeds a moment within ear of the whistlings and moanings that landmark that is called "Roaring Mountain" and we tarried around a while in the Middle Basin where the monster Excelsior used to play, and whose great pool still boils but seems to have forever ceased to send its great column of boiling water, sixty feet in diameter to a height of three hundred feet. We cast yearning looks toward this quiescent giant, but had to content ourselves with the play of some of its minor neighbors and visits to the Lower Basin to sit awhile in the presence of the Great Fountain Geyser and marvel over the slowly boiling Fountain Paint Pots.

Then, after two wonderful weeks we still had not begun to know Yellowstone Park,—but with the beginnings of something more than a passing acquaintance, we are even now planning to go again and visit the petrified forests, climb some of the heights, perhaps camp out in the sparkling atmosphere, visit some of the many charming little lakes and go fishing in the streams. It's *our* playground, you know. T. E. D.

country club and the resort hotel. It's all there and it's yours at whatever price you can pay, lakes and streams and resort hotels, large and small, and country and golf clubs; there is cottage life and camping out in tents or tiny cabins where life is mostly on first principles and a do-as-you-please atmosphere pervades.

Oh, it's grand to be foot-loose if it's only for two wonderful weeks, and be able to spend the time in the cool of Northern Wisconsin or Michigan. You will find it's "about what the doctor ordered" to set you up and put "pep" into your worn-down nervous system.

It is easy to reach, this North Country Eden, from Chicago on "The Fisherman" or "The Tomahawk" for Wisconsin points and The Copper Country Limited for the Michigan Peninsula,—a night's ride and a waking after a fine sleep, in the midst of it, the sun is shining like molten gold, the lakes are sparkling; the grand old rivers rolling silently, are calling you always to follow on, the trails are beckoning and the dark green wall of the forests is sending its message of cool retreats and restful solitudes.

Northern Wisconsin

Up through the beautiful valley of the Wisconsin River rimmed with high hills—those moraines of old—the railroad follows the course of the stream and the beauties of the picture unfold with every mile. Almost every station is the getting-off place for some one or more of the lakes and their resorts or quiet retreats where the simple life prevails. If you have been up in this region before, you are knowing just what is ahead and are looking forward with eagerness to your own particular stopping place. If it is the first time, your enthusiasm is growing and your anticipation heightens.

At your destination in plenty of time to get your bearings that first day, unlimber your fishing tackle, arrange the golf sticks and set the old golf bag up in a conspicuous place as a harbinger of health and happiness; or saunter down to the stables to take look-see for a likely trail pony. So whatever is your choice your joys are ready and awaiting and you can be off to a fine start without a moment's delay. Yes, indeed, it's good to be alive up there in the cool clear air, amid the woods and waters of Northern Wisconsin.

In Northern Wisconsin there is room aplenty and lakes galore,—no less, it is

Summer in the North Woods

The Beauties and Blessings of the Land o' Lakes

IN THE far-off ages when the earth was young, a great ice cap stretched down from the polar regions deep into the North American continent and while it was slipping and sliding its slow way southward, it was grinding out deep holes and making high ridges with the dirt it brought down with it. And then when the ice at length melted and receded, the released waters went along with a rush scouring out valleys and seeking the line of least resistance, as waters do, in the deep beds where the ice once had been. Kames and kettle holes, moraines, osar, etc., is the terminology of the geologist for North Country conformation, but to the eye of the layman the picture is of ten thousand sparkling little lakes, rivers great and small, broad valleys and high hills, all adorned and rimmed with the verdure which the Great Engineer spread over the land to prepare it for habitation.

This is the land of Northern Wisconsin and of Upper Michigan, a land that thrills you with the sheer beauty of it, sets you atingle in the elixir of the crystal pure air and gives you the zest for enjoying all of its attractions, and for putting in a summer vacation where everything seemingly has been provided for top-notch enjoy-

ment, whatever may be your mood and choice—whether it be for the solitudes of the forests, the languid joys of drifting over placid waters, for boating, or canoeing on the lovely rivers, or just resting under the shade of the trees and "lookin' lazy" at the varied picture; or whether you are all for sport,—for fishing—king of sports,—for riding over winding trails in the deep wildwood, for golf, for dancing and the social whirl, for the life of the



A Summer Home in the Land o' Lakes

said, than 518,000 acres of watery playground lakes and streams all forest-girt, in whose cool depths lurks the king of fresh-water fighting fish, the lordly muskellunge; here too are black bass and trout guaranteed to give the rigor of the game when once they are hooked onto your line; and there are pickerel, perch and pike in countless hundreds. If you crave fish and bacon diet, just bring along the bacon and depend on these waters to supply the rest.

The fishing grounds extend over the entire acreage of lake and stream, you are free to choose your own way to fish and if you find yourself in need of any particular accessory, or you decide that the tackle you have brought along is not quite what you want, you can supply yourself on the grounds. Every dyed-in-the-wool angler wants his own outfit, of course, and it is better to bring it along for various reasons, one of them being that you don't want to miss an opportunity to display your stock to the brother Waltons who are gathered about the evening camp-fire.

Guides and boats are always available, and you can even rent an entire camping outfit if you wish. Rates are moderate and the supplies all that can be desired.

This particular section of the North Country is famed everywhere for the fishing and every year scarcely has the opening day of the season dawned before the smooth surface of the waters is cut by the flashing oars of the fleets outward bound to favorite spots for casting, trolling, or whatever, and the evenings around the camp-fires of the early season ring with the stories of the day; while the bacon sizzles, the coffee sends up its pungent aroma and the fish are frying.

Boy, what an appetite and what a day! It's great just to be alive when the season opens and the fish are biting.



Summer Cottages

But that is the way all through the season up there. You are sure of your "catch" and as to the appetite,—leave that to the tonic air and the rigor of the sport.

But fishing, paramount as that sport is to a confirmed angler, isn't all there is to enjoy in the North Woods—not by any means. There is health and rest and wholesome pleasure of every kind for all the family,—for dad and mother and the baby, too. Swimming, canoeing, hiking, riding and of course, golf, as well as all other milder and more strenuous games,—everything for a summer holiday; and

it is the ideal place to just do nothing. Engage a cottage equipped for housekeeping and send the family along early, and so easy of access from Chicago, Milwaukee, the Twin Cities and other centers of the middle west that it is no trick for pater-families to make it every week-end. With the conveniently arranged train service, it is easy to leave the office Friday afternoon at quitting time, hop aboard The Fisherman or The Tomahawk and join the youngsters for the Saturday morning swim or make up the familiar foursome on the golf links. Two days of this kind of outing in the life-giving air and you are ready for the business routine when you arrive back at the desk on time Monday morning. It does really seem that God must have made this particular summer playground for these times when one's pleasures have to be taken with one eye on the office and one corner of the mind on what's doing there.

The cost of this kind of summer vacationing, moreover, is not too heavy. The distance from business is not so great as to make railroad fares a burden and the cost of living up there is within reach of the modest purse while the reward in health, energy, revived courage and happiness is worth many times the price.

A Special Summer Attraction

Minocqua, Wisconsin, plans to establish itself as the Capital of the Great Northwoods this summer

The progressive people of that picturesque village in the heart of a land of pines and lakes are planning a great outdoor exposition and mid-summer

festival beginning August 6 and continuing for four days.

Five acres adjacent to the Milwaukee Road station at Minocqua will be used to stage the exposition, which will include a zoological exhibit of animals that inhabit Wisconsin's north woods and also live specimens of the game fish abounding in northern waters as well as a collection of birds and wild fowl.

An Indian village will be erected and inhabited by a tribe of fullbloods and used as a background for their native games and occupations.

In addition to daily band concerts and amusement features there will be contests that will include casting, trap shooting, log rolling and wood chopping. Interesting and educational exhibits will be conducted by merchants and manufacturers.



A Woodland Bridle Path

A special feature of the exposition is the production of an historical pageant, "The Dawn of Liberty," in which more than 100 persons will participate.

Upper Michigan

Since earliest times in this country, what we know as the Upper Peninsula of Michigan has been a land of legend and with a background of history that belongs purely to this North American continent. In the eye of imagination one sees the red men stealing softly on moccasined feet through the forests; hears the almost soundless dip of their paddles as their canoes ply the lonely waters where the loon's call alone breaks the stillness. Sees the white trappers coming in,—the picturesque coureur du bois and the red men gradually going, waging a losing fight with the white invaders. Sees the woodsmen and the traders entering—hears the sound of axe laid to the age-old monarchs of the forests and the whine of the saws at the mills; sees the prospectors among the metal ribbed mountains and finally the entrance of all the attributes of modern life.

A grand playground, now, among its lakes and streams in the pure clear air that means health and strength to all people, amid scenic beauties of many types—the grandeur of high hills, beetling promontories that tower above the sweeping waters of the lakes and line the courses of the rivers; the splendid picture of serene valleys and little streams and lakelets as numberless in their profusion as they are beautiful to look upon.

The Copper Country Limited train takes you into the heart of this beguiling land and at the end of the journey there are hotels, cottages and camps wherever you choose to go, to meet the requirements of every taste and amusement to fit the mind and the pocket of every visitor.

One need not forego his annual vacation, ever, because of the bugbear of expense, for in the North Country, the "Land o' Lakes," you can live as cheaply as at home and have a wonderful time, too.

The Pacific Northwest

Vacation Land

OFF to the mountains, or down to the sea for vacation. If you have grown up among the highlands, mountains are like "the hills of home"; or if a lowlander, the sea, perhaps sings a home song to you, but wherever you came from, you'll find inspiration and rest and peace amid mountain scenes, and buoyant health in the bracing salty air of the sea.

At the west end of The Olympian trail every variety of vacation need is met with, for here are the great mountain ranges of the continent, whose snowy peaks lift up to heaven, glistening in the solitudes of the upper air; lakes and woods and streams on their slopes and in the smiling valleys, between; the great inland sea of Puget Sound with its hundreds of miles of winding shore line where the mountains come down abruptly to touch the salt water, or slope more gently back from the waterside before the upward climb

begins. Everywhere it is an "Evergreen Playground," for the mountains below their snowy caps are cloaked in green—splendid forests under whose deep verdure are thousands of sparkling rills and streams, flashing in the sifted sunlight, dashing over rocky beds; cascading gayly or leaping over precipices in sweeping veils of white foam.

High mountain lakes where fishermen foregather for the battles of hook and line; and trout streams everywhere where cutthroat, dolly varden or rainbow and all the others are waiting to fight it out at the end of the line.

Here on the broad reaches of the Sound is endless enjoyment cruising in the smooth waters with motorboat or in the comfortable ferries and steamers which ply between Seattle and Tacoma and all the ports and places of call up and down the winding water avenues that open from the Pacific into the heart of this wonderful land.

Rainier National Park



Mount Rainier

TO MISS a visit to Rainier National Park is to miss the West. It is one of the nation's superlative scenic attractions in which is blended towering mountains, a vast glacier system, mountain lakes, flower-carpeted meadows that bask in the sunshine on the edge of eternal snows; virgin forests in whose solitudes unmolested and unafraid are the wild creatures of the upper slopes; and the crowning glory of all, great Mount Rainier itself whose icy dome is lifted to a height of 14,408 feet above sea level, and on whose rugged slopes reaching up to the snow line are trails and highways that lead to inns, "lodges" and places of rest of the most inviting and comfortable type. The Park is a National playground, and has all the necessary equipment for the enjoyment and safe guidance of visitors.

Mount Rainier of all the "lone fire peaks" of the United States is easily the most accessible. It has one of the largest glacial systems radiating from a single peak in the world. Twenty-eight of these ice rivers grind their slow way down the mountain's slopes, this ice area amounting to no less than forty-eight square miles. Many of its glaciers are between four and six miles long and are easy competitors in interest and magnificence of the famous alpine glaciers of the old world.

Among the glaciers of Mount Rainier, six are termed "primary glaciers" because they originate at the very summit of the mountain; these are: the Nisqually, Ingraham, Emmons, Winthrop, Tahoma and Kautz; then there are what are known as "cirque-born glaciers" because they originate in great hollows

or cirques filled with snows that are turned into solid blue ice under their own pressure. Largest of the cirque-born is Carbon Glacier on the north side of the mountain. And then there are the "inter-glaciers," smaller ice streams which separate the primary glaciers from each other—the most notable of these being Frying-pan, Paradise, Pyramid and Van Trump. Most of these glaciers are plainly visible from the various "mountain views" along the line of approach to the Park, and on the slopes themselves. Some of them, like Nisqually of the primary group and Paradise of the inter-glacial class are easy of access and visitors under guidance may get out on the ice and take a glacier ride. If they remain throughout the season they might advance downward an inch or two.

The ice-wall, termed "the snout," of Nisqually Glacier is one of the interesting sights on the highway to Paradise Valley, the top-most point reached by the road on the southern side of the mountain, where Paradise Inn, a luxurious Park hotel, is located with neighboring Paradise Lodge and a colony of bungalow tents, so that every taste and every pocket book may be accommodated and visitors provided with comfortable lodgings during the stay "in Paradise."

Six miles within the "Nisqually" entrance to the Park is Longmire Springs, the location of National Park Inn, where there is a group of remarkable hot springs, and where lovely trails into the lower slopes of the encircling chain of mountains offers an excellent preparation for the more strenuous climbing that is done, with Paradise Valley as a starting point.

Paradise is thirteen miles beyond Longmire, over a splendid highway whose scenic splendor is of the most breath-taking variety. Timbered hills, far-reaching valleys and barren peaks piled in profusion and sudden glimpses of the mighty mountain itself as the road rounds a sharp point or enters an open space for a short distance. At the top of the world—Ricksecker Point—the vista is one of the most magnificent in the whole world. Far, far below two glacial rivers unite to flow on to the sea; ahead and all around are the serrated peaks of the Tatoosh Range and an overwhelming picture of the icy dome of the mighty mountain itself just over your shoulder; a rich carpet of green at its feet and its marble white slopes creased by glaciers and punctured by beetling cliffs and jagged rocks.

Paradise Valley is 5,400 feet above sea level. Its upper side is touched by the eternal snows, while its lower reaches meet the dark wall of forest that covers the lower slopes of the mountain. Paradise Valley is like a vast amphitheatre in whose great arena Paradise River tears its swift course down to the precipice at Narada Falls and on whose meadows bloom during the summer season the greatest variety of alpine flowers in this country—daisies, anemones, columbine, erythroniums,



Paradise Valley and Paradise Inn

larkspurs and hundreds of others carpet the valley in a riot of lovely color.

There is entertainment of every kind at Paradise, daily trips under competent guides are made onto the glaciers and into the wonderfully beautiful ice caves. Mountain climbing on some of the nearby peaks of the Tatoosh, and fishing, swimming or boating on a number of sparkling little accessible mountain lakes.

You can go "nature coasting" well protected by "tin breeches" which are supplied by the guides, or you can go by pony trail, with dependable little beasts to carry you to many other points



"Nature Coasting"

Hotel and lodge and bungalow tent rates are reasonable and the transportation fare to the Park and return is within the reach of the most modest purse.

The Olympic Peninsula

THE waterways of Puget Sound lead to countless delightful vacationlands—reached by means of tranquil sailings over the dancing waters of the Sound and anchorings in secluded bays where the wooded hills and waters are united by bands of silvery streams.

The land to the west of the Sound water is the Olympic Peninsula, some of its northern portions so wild and unexplored as to be undiscovered country. Here are the magnificent Olympic Mountains, lifting their line of serrated peaks high into the air, their mantles of snow, white and untrampled by human tread, for these are real mountain fastnesses, heavily forested slopes, deeply indented and creased, massive tors of rock and great white peaks. The Olympic Range seen at sunset from across the waters of the Sound present an incomparable picture of majesty and beauty.

Silence and solitude prevail in The Olympics, the woodland trails are carpeted deep with soft pine needles, the deep mountain lakes lie peacefully in their dark setting and the calmness of deep peace is over all.

of vantage for view or inspection of the more remote glaciers and wonder spots. And if you like, you can indulge in your favorite game of golf at Paradise, on a fine new nine-hole course, with plenty of hazards and sport included.

Rainier National Park is reached over a fine hard highway from Seattle or Tacoma and there is twice-daily service from either place, arriving at Paradise in time for luncheon on the early morning trip and for evening dinner on the mid-day trip.

mountains, to Lake Crescent lying at the foot of Mount Storm King—one of the most beautifully situated mountain lakes in the world. Here is the home of the Beardslee trout the king of game fish, and the Crescent trout hardly less a fighter than the Beardslee. In the heavily forested mountains, animal life abounds; and the trails lead through the timber along cool trout streams with the scent of the pines, the singing brooks and the rustling breezes adding harmony to the picture.

Comfortable hotels and cozy cottages at several spots on the lake's shore accommodate the many visitors who find in these peaceful places their ideal vacationland.

Other charming lakes and restful retreats are found all hereabouts; Lake Sutherland, three miles from Crescent is delightful while Sol Duc Hot Springs of nation-wide fame, is in the near vicinity. These medicinal springs lie at an altitude of 1,760 feet in a secluded place on the northern wall of the Range twenty miles south of Lake Crescent. Sol Duc springs were long held in reverence for their curative properties by the Indian inhabitants of the Peninsula; and since the arrival of white men, the news of their curative qualities has brought many visitors to benefit by them.

Olympic Hot Springs on the Elwha River, at an altitude of 2,100 feet, and twenty-one miles from Port Angeles, is also a favorite place for rest and cure.

On the south side of the Peninsula Lake Quinault is a favorite headquarters for fishermen, hunters, hikers and motorists. Quinault a product of the glaciers of The Olympic Mountains flows into the lake and out again on the opposite side, on its way down to the sea.

This is the starting point for explorations into the Olympic Mountain wilderness regions little known except by the forest rangers. A mountain chalet located at the base of Mount Seattle, one of the monarchs of the range, is reached by pack train in two days, stopping at a rest station the first night out. For those who yearn for the wild life, this trip will be found full of thrills. Arrangements may be made for similar trips to some of the other mountains, all affording opportunities to experi-



Port Angeles and the Olympic Mountains

In the hidden lakes and streams of these mountains is fishing unequalled and the way to them is a trail of glory, for everywhere is an unmatched paradise of scenic wonder.

The attractive little city of Port Angeles is the port of entry into these magic regions. From there a fine highway leads right into the heart of the



Lake Crescent

ence frontier life and to penetrate the forests primeval.

By way of Aberdeen and Hoquiam, South Bend and Raymond, the grand old Pacific Ocean is reached, the farthest west of the continent.

The north side of the Peninsula is reached by steamer service morning and evening connecting with Milwaukee Road passenger trains at Port Townsend for Port Angeles where motor coach service is maintained to all north side

points of interest.

For the south side of the peninsula, Milwaukee Road trains from Tacoma to Aberdeen and Hoquiam on Gray's Harbor, connect with motor coach service to Pacific Beach and Lake Quinault.

On the east side of the Peninsula is the picturesque Hoods Canal with its many delightful spots to visit, reached by ferry service of the Puget Sound Navigation Company to Bremerton and auto stage service beyond.

The San Juan Islands

THE State of Washington has one county unique in all the federation of States—San Juan County, its entire area made of islands and winding water channels. These are the San Juan Islands or the Puget Sound Archipelago. One hundred and seventy-two islands make up the county's land area, many of them wild and uninhabited—rock-bound and mountain-set, they have a scenic beauty not found anywhere else in the United States. Scores of vacation resorts in picturesque settings care for every want of the visitor. Good fishing in the streams on the larger islands and sea-fishing and sea bathing everywhere. Thousands of miles of bays, winding channels and narrow passes among the islands afford cruising waters not equalled anywhere, where the surrounding scenic beauty is past description. The Islands are in the warm belt of the Japan Current and while they are located just within the northern International Boundary Line, they are Washington State's "Sunny South"—where always the breezes are mild and the bracing salt air is genial.

Some of the Islands seem to be just forested mountains rising out of the sea—some merely the pinnacled summits of submerged peaks and others spread out in more friendly guise, with meadows, valleys and charming stretches of sylvan and rural loveliness. These last are the inhabited Islands, of which the island of San Juan itself is the most thickly populated and on it is the county seat at the village of Friday Harbor. There are prosperous communities on a number of the others, Orcas Island in particular.

San Juan Island has an interesting historical background for it was here that the British made their last stand against the terms of the Treaty of 1846 fixing the 46th parallel as the boundary between the United States and the British possessions. The Treaty was vague and the British construed the bound-

ary line as following a course which left them in possession of the Archipelago while Uncle Sam took a different view of the matter and claimed the islands as his own.

Possession of the islands remained in dispute for several years while both British and United States Government maintained a joint occupancy of San Juan until in 1872 Emperor William the First of Germany was appointed sole arbitrator of the question and awarded the islands to the United States. Monuments now mark the sites of both British and American camps, and there are also some interesting reminders of earlier Indian occupation.

Ferry and steamer service of the Puget Sound Navigation Company affords opportunity for the delightful cruise among the islands with stops at the various resorts and summer camps located on the larger islands.



Airplane View of the Islands



Cruising Among the San Juan Islands



Mt. Baker from the Islands

Orcas Island is the largest on the Archipelago and ranks next to San Juan in population and importance. Its highest elevation is Mount Constitution, 2,400 feet above sea level. It is easily accessible by public highway and the view from its summit is a magnificent panorama of the wonders and beauties of Puget Sound country.

Bellingham and Mount Baker National Forest

ON BELLINGHAM Bay, some ninety miles north of Seattle is the city of the same name, an important industrial and commercial center of this far north land;

and from Bellingham a splendid hard road leads up into the forests and lower slopes of grand old Mount Baker, the farthest north of those isolated extinct volcanoes that rise in lofty splendor at intervals, above the main range of the Cascade Mountains. Baker, which the Indians called Koma Kulshan, and which a later Spanish rover named "La Montana del Carmelo," or translated, "The Great White Watcher," and Captain Vancouver charted and named after his friend, Lieutenant Joseph Baker, of the English Navy—is 10,287 feet in height and wears a covering mantle of eternal snow on its summit, while its slopes support forty-four square miles of ice fields and twelve prominent glaciers.

Mt. Shuksan, a sister peak, 9,038 feet in height bares its head to the clouds in a sharp rock pinnacle; and its slopes are characterized by ice-filled gorges, frowning crags, massive rock faces and thundering waterfalls.

These age-old monarchs in the center of the Mount Baker National are visited by motor coach to the lower slopes; and trails with competent guide service invite the adventurous mountaineer to indulge in some real mountain climbing, even to the summit of Mount Baker.



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

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Charles W. Mitchell

AT his home in Milwaukee, on April 1st, occurred the death of Charles W. Mitchell, after a brief illness of pneumonia.

Mr. Mitchell entered the service of the company as brakeman on March 8th, 1881, and always remained in train service; and for more than forty years has been conductor on passenger trains operating between Chicago and Milwaukee.

He was elected president of the Veteran Employes Association at the time of the organization of that body in 1916 and has continued to serve in that capacity during all the intervening years. In 1923 when the Milwaukee Employes Pension Association was organized, he was elected one of its directors, and in 1925 was elected its secretary-treasurer, succeeding the late Mr. Grant Williams.

Few men on the railroad enjoyed a wider acquaintance and none possessed to a greater degree the confidence and esteem of his employers and co-workers. Sturdy and firm in his adherence to the right—loyal and true, was "Charlie" Mitchell, and his passing is a personal grief to his thousands of friends. He leaves a place not easily to be filled and a memory enshrined in the hearts of his colleagues of the Veteran Body by whom he was revered and honored as leader and friend.

He is survived by his widow, one son and two daughters, to whom the Magazine tenders the condolence of the Milwaukee Family. A great and good man has gone on.

Chris. J. Schweikert

ON March 8th, 1932, Chris J. Schweikert, age 61, passed away at Finley Hospital, Dubuque, Iowa.

Mr. Schweikert entered service with the Milwaukee Railroad in 1887 as section laborer at Green Island, Iowa, and worked as section laborer, section foreman and extra gang foreman on Dubuque Division until March 11th, 1922. On that date, he took charge of extra gang on LaCrosse Division and remained on the LaCrosse Division as extra gang foreman until Sept. 6, 1925, when he was promoted to position of roadmaster on the Superior Division, which position he held until Oct. 17, 1931, when he was transferred to Marquette, Iowa. He is survived by his widow and two sons, Fred and Clarence, Clarence being employed as section foreman at Dubuque.

Announcement

ON Saturday, March 26th, occurred the marriage of Vice President J. T. Gillick and Miss Mary Molloy of Chicago. The Milwaukee Family takes pleasure in offering the beloved Operating Chief and Mrs. Gillick hearty congratulations and good wishes.



N. A. Ryan
Appointed Assistant General Manager,
Lines East

EFFECTIVE May 1st, Mr. Norman A. Ryan received the appointment of Assistant General Manager, Lines East, succeeding Mr. E. A. Rummel, deceased.

At the age of eighteen years, Mr. Ryan entered railroad service in 1909, in the operating department of the C. B. & Q. Railroad. From 1909 to 1918 he served with the C. B. & Q., the Southern Pacific and the L. A. & S. L. Railroads. In the latter year, he entered the service of the Government in the Railway Transportation Corps, A. E. F., in France and served as private, corporal, sergeant and first lieutenant. On his return to the United States in 1919, Mr. Ryan joined the Milwaukee Railroad family, in the office of the General Superintendent in Chicago. He was appointed trainmaster of Milwaukee Terminals in 1920 and filled positions successively as trainmaster and assistant superintendent, Terre Haute Division; superintendent of the C. M. Division, the Milwaukee Terminals and of the greater Milwaukee Division.

Mr. Ryan is receiving the congratulations of his many friends and admirers of the railroad world, who look upon him as an operating man of marked ability and promise.

He is welcomed to the General Office Staff and will receive the hearty cooperation of all.

Appointments Effective May 1st

Mr. J. H. Valentine is appointed Superintendent of the Milwaukee Division, vice Mr. N. A. Ryan, promoted.

Mr. C. E. Elliott is appointed Superintendent of the Terre Haute Division, vice Mr. J. H. Valentine, transferred.

Mr. G. E. Passage is appointed Division Master Mechanic of the Hastings and Dakota Division, vice Mr. E. W. Hopp, deceased.

The jurisdiction of Mr. C. L. Emerson, Division Master Mechanic at Chicago, has been extended to include the Terre Haute Division.

William F. Powers

WILLIAM F. POWERS, a former resident of the Twin Cities and for thirty years an employe of the Milwaukee Road, died Thursday, April 7th, following an operation. Mr. Powers was born in St. Paul and entered the service of the railroad there in 1902. In 1912 he was transferred to Minneapolis as chief clerk in the freight department and in 1915 promoted to city freight agent at Detroit, Mich., returning to Minneapolis the following year to be grain and flour agent. During the war period when the railroads were under federal control Mr. Powers was assigned to the sale of Liberty bonds among the road's employes in Chicago assuming his former position in Minneapolis in 1920. Since 1925 he had resided in Omaha where he represented the railroad as traveling freight agent. He is survived by his widow and one daughter; his parents, Mr. and Mrs. W. F. Powers, of 515 Harrison Avenue, St. Paul, and a brother, Thomas E., assistant traffic manager of the Russell-Miller Milling Co., of Minneapolis. Funeral services and burial in St. Paul probably Monday morning.

James Sweeney

ON March 10th, retired veteran employe James Sweeney, died at La Crosse, Wis., due to heart trouble.

Mr. Sweeney was born at Galena, Ill., and was 74 years of age on Jan. 17, 1932. For approximately 30 years he was engaged in railroad work with the Car Department at Marquette, Iowa, and a few years ago retired from that position. He made many friends while in his position with the Car Department at Marquette, as he was a loyal employe and possessed a very jovial disposition.

He is survived by three sisters and two brothers, all of Waukon, Iowa.

Railroads Vital Factor in Nation's Finance

A Most Important Source of Governmental Revenue, Rail Carriers also Supply Much of Return on Public Investments

THE railroads are one of the largest single sources of income for the invested funds of the country's great public and semi-public institutions, and the largest source of revenue for the maintenance of Federal, state and county governments, asserts John Price Jones. Writing in Barron's, he amplified this statement, as follows:

"The number of life-insurance policies in force is approximately 32,000,000. To express it differently, one in every four persons in the United States owns an insurance policy. The beneficiaries of these policies will number approximately 60,000,000 persons, or half the total population of the country.

"The amount of ordinary and group life insurance estimated to be in force on June 30 last, was \$91,600,000,000, a sum which is just about 30 per cent of the total present national wealth of the United States. And one-sixth of the total assets behind this colossal debenture to provide future welfare and economic stability for the country is in railway securities.

One-Sixth of Savings Bank Assets

"Mutual-savings banks are estimated to have owned \$1,700,000,000 of railway bonds on June 30 last. As of the same date, their total estimated assets were \$11,000,000,000, so that 15 per cent, or about one-sixth, of all their assets were in railway bonds. These total estimated assets are the protection behind \$9,976,000,000 of deposits held by the mutual-savings banks for 13,239,000 depositors.

"The member banks of the Federal Reserve System had total investments of \$6,121,000,000, exclusive of United States Government and foreign bonds, on June 30 last, and \$1,016,000,000, or 16 per cent of these total investments were in railway bonds.

Dependent on Railway Taxes

"The Class I roads together paid about 7 per cent of all the Federal corporation income tax in 1929. The combined indebtedness of the Federal, state and local governments as of that year is estimated at about \$30,000,000,000, and the interest thereon was approximately \$1,200,000,000. In a word, the railways were supplying one-third of the interest charge on the total public debt of the nation.

"There are today many counties and smaller subdivisions of government in the United States that have become almost wholly dependent on railway taxes for their support. In some states, for instance, there are counties which collect 50 per cent of all their taxes from the railroads, and there are numerous cases in which they collect 82 per cent of all their taxes from the railroads."

Railroads and Motor Carriers

From Testimony of Dr. C. S. Duncan, Economist, Before Senate Committee Could Not Supplant Rail Service

IF the railroads and all their properties were suddenly annihilated there would not be left a corresponding duplicate system of transportation via highway. There are relatively few and small motor freight depots, and what do exist would be obviously wholly inadequate to meet the needs of the shipping public. Carrying on from the horse-drawn truck and wagon, such motor

trucks have tended to avoid the building up of depots, yards and such facilities, largely hauling from shipping floor to receiving floor. Thus, if all motor trucks were suddenly to vanish there would be left small vestiges of facilities to show that they had once operated. Likewise, this is true of motor buses with their small waiting rooms, if any, and their use of hotels at the travelers' expense on longer journeys. This lack of evidence of substantial investment adds to the public feeling of fundamental dependence on rail carriers. It lends substance to the statement that motor vehicles use the public highway as a place of business which enables entrance into this transportation field at very small initial cost.

The broad relationship of these two methods of transportation, therefore, may be summarized from this analysis as follows:

(a) Railroads are common carriers of freight, passengers and mail, with full responsibilities and with equipment and facilities to meet them. Motor truck vehicles are common carriers, contract carriers and owner-operated trucks, neither equipped nor able to meet the full transportation demands of the public. Motor buses are common carriers for the most part but equipped to carry only a small proportion of the traveling public and without complete facilities for the comfort, convenience and safety of this traveling public.

(b) A railroad represents a vast investment of concentrated capital that is fixed and must be used or lost. Motor buses and trucks and private automobiles may be obtained as independent transportation units at small cost, and enable in-

dividuals to enter the field of transportation.

(c) Railroads are a wholly private enterprise, depending upon revenues from transportation service to meet all operating, road maintenance and equipment maintenance expenses, and return upon investment. Motor vehicle operations are a mixture of public ownership as to the highway itself, and private enterprise as to facilities operating over the public highways. As private enterprises, railroads are wholly responsible under regulation for maintenance of roadway and equipment and for safety to the public. Motor vehicles depend upon a Government-owned and a Government-maintained roadway and meet such charges as may be imposed through fees and taxes.

(d) Railroads are indispensable to the public as a medium of transportation in time of peace and an element in public defense. As an indispensable agency of transportation the railroads must be sustained whatever the competition may be. Motor vehicles are a useful, if not indispensable, adjunct to this fundamental transportation by rail.

(e) Railroads and motor vehicles are directly competitive in commercial service, both for passenger traffic and freight traffic, wherever motor vehicles have extended their operations into the field of service offered by rail carriers.

(f) Where railroads and motor vehicles meet in competition in commercial service, this competition finally settles down to two points, namely, rates and service.

* * *

Here is the Government, on the one hand—the highways—and private enterprise—the railroads—on the other hand. Government may be either Federal, state or local. As stated before, the state owns and controls the state highway system, with local county units and municipalities.

* * *

A broad comparison of the elements of expenses with respect to roads for rail carriers, and highways for motor vehicles is given in the following statement:

(a) For Class I rail carriers in the four-year period 1927-1930—

(1) An average annual carrying and maintenance charge for road of \$1,110,297,609.



Mr. Morrison, Ch. Clerk J. N. Peterson and Secretary Mrs. Mabel Costello

Seventy-Five Years Young

GEORGE R. MORRISON, superintendent of the employment bureau of the Milwaukee Road, Room 234, Union Station, celebrated his 75th birthday anniversary Thursday, April 14.

Mr. Morrison entered railroad service at the age of 13 and he has had a colorful career. His parents went to California in the gold rush of 1849. He was born at Wisconsin Hill, California, April 14, 1857. When he was 13 years old he went to the home of his uncle, A. H. Morrison at St. Joe, Mich., who was then vice president of the Pere Marquette Railroad.

George's older brother, W. R. Morrison, had preceded him and was working for the Pere Marquette as an operator. Young George went to work in his brother's office in 1870 as an office boy and messenger and was taught telegraphy by his brother. At 14 he was an operator at Stevensville, Mich. Later his mother and the other children in the family came from California to settle in Stevensville. There were five boys in the family and as soon as one mastered telegraphy he would take the place of the brother serving as operator at Stevensville and would in turn teach the next younger brother.

When the Wisconsin Valley Railroad was built into Northern Wisconsin, W. R. Morrison, the older brother of George, was sent by the owners of the road to Tomah, Wis. to serve as Treasurer and Passenger Agent. In 1877 he sent to Stevensville for George, who was assigned to Tomah as operator, traveling auditor and in charge of the store department. When the Milwaukee Road purchased the Wisconsin Valley Railroad, George Morrison was appointed chief train dispatcher. During the 53 years that he has been with the company he has served as train dispatcher, assistant superintendent and superintendent. At one time five of the Morrison brothers were superintendents on five of the divisions of the Milwaukee Road.

At 75 Mr. Morrison is in excellent health and has indicated that he is not yet ready to accept a retirement pension. He makes his home at 1355 Estes avenue, Chicago, where two daughters reside with him.

(2) An average annual payment of property and income taxes for support of Government of \$377,694,825.

(3) An average annual carrying charge and maintenance of road and taxes on all property of \$1,487,992,434.

(b) Public road income from registration fees and gasoline taxes, for period 1921-1930 (except 1922 for which no information is available), approximately \$4,051,120,000.

(c) Total disbursements in same period by state and local authorities for highway purposes \$11,142,259,000.

(d) Special taxes mentioned in (b) on motor vehicles in this period were approximately 36.3 per cent of disbursements (in 1921—10.8 per cent).

(e) No taxes were levied on highways because Government property, and no interest paid on funds so invested.

It is obvious from these facts that the Government has paid out of general tax funds approximately 63.7 per cent of the construction and maintenance costs of highways used by motor vehicles. It is also clear from the annual figures that there is an increasing burden being imposed upon motor vehicles in the form of special taxes.

And yet, according to the latest available figures—1930—funds for highway construction and maintenance outside cities were derived proportionately 56 per cent from general tax fund and 44 per cent from taxes on all motor vehicles.

Motor Taxes Fail to Cover Upkeep

Taxes on all motor vehicles fall far short of paying highway expenditures even for rural highways, namely, outside incorporated places and outside thickly settled New England towns. In these taxes are those paid by the twenty-three million private passenger cars operated largely on a non-commercial basis. These taxes also include practically all moneys paid by motor vehicles operating within city limits and not using the highways. At least forty to fifty per cent of these taxes should, therefore, be deducted if the amount paid by the users alone is sought. The rail carriers, on the contrary, have fully met all roadway and maintenance costs and have paid taxes on the roadway.

The analysis thus far has revealed clearly that:

- A. There is one important element of expense in railroad operation that does not appear in motor vehicle operation, namely, a tax on "road" for the rail carrier and no tax on the highway for the motor vehicle.
- B. All motor vehicles had paid only 36.3 per cent of the vast expenditures that have been made by the Government for the construction and maintenance of the highways in the period 1921-1930.
- C. Rail carriers have constructed and maintained their own roadway.

* * *

What additional cost, if any, has there been for construction and maintenance of highways due to commercial operations by heavy buses and trucks?

(a) With one exception (namely, the Director of the Bureau of Public Roads, in his statement I. C. C. Docket 23400) expert opinion holds that—

(1) Heavy commercial trucks and buses will destroy or wear out highways suitable for automobiles and two or three ton trucks.

(2) Highway specifications, largely following the formula of the Bates Road Tests in Illinois, 1920-1923, call for a road to accommodate heavy vehicles at a substantial additional cost for construction and maintenance.

(3) This additional cost has been calculated as \$3,000 per mile or 15 per cent in South Carolina by Moorefield; as \$121,271,000 from 1923 to 1929 and \$9,913,000 annually in Illinois by Older; as requirements of double the strength for three-ton vehicles and three to five times as strong for vehicles up to fifteen tons by Marvin.

(4) These heavier vehicles constitute about 1.5 to 2 per cent of the total number of vehicles using the highways. For example, the Governor of the State of Virginia announced a cost of \$10,000,000 for reconstructing bridges in that state to accommodate only two per cent of the vehicles.

(b) The apparent contrary opinion stated by the Director of the Bureau of Public Roads was on the assumption that only pneumatic tires or balloon tires would be used on motor vehicles. As a matter of fact, solid rubber tire motor trucks are plying all highways throughout the country. He further asserted that the thickness of the road required by an automobile or very light truck would call for roads about seven inches at the edge and six inches at the center regardless of load, because otherwise the surface would "curl up like tissue paper in the rays of the sun * * * the frost heave would destroy them." This statement, however, is directly opposed to the experience in the Bates Road Tests which form the foundation of the specifications in forty or more states.

If the analysis is correct so far, then another conclusion becomes obvious:

Heavy buses and trucks above three tons or equivalent, constituting about two per cent in number of total vehicles, should pay all additional costs resulting from road destruction on highways too light for such traffic and all additional costs of construction and maintenance of road builded for them.

There is no evidence that any such sums have been paid or are now being paid by them.



Radio Artists on the Olympian

RADIO'S Master Showman of the Keys and the Queen of Song, Lee Sims and Ilomay Bailey, National Broadcasting Company stars, were recent passengers on the Olympian from Chicago to Minneapolis where they appeared as headliners at a Minneapolis theatre. The genial couple are radio fans as well as radio entertainers and found delight in "listening-in" enroute.



Joseph B. Witt

The above is a picture of Mr. Joseph B. Witt, who started for the Milwaukee Road at the old North Milwaukee shops on April 18, 1882, as an upholsterer under Foreman Martin Dorwood Witt, a hale and hearty old fellow 78 years of age, has worked continuously for the company for fifty years.

All of his co-workers tender him hearty congratulations with sincere good wishes for his continued good health and service in the Upholstering Department of the Milwaukee shops.

A MILWAUKEE ROAD LOCOMOTIVE TO THE RESCUE

"A Cream Cheese Plant Must Never Stop"; Locomotive 2765 Toots and Steams to Meet a "Philly" Emergency

TOOTING a blast which shook the residents of Beaver Dam, Wisconsin, out of their slumbers at 1:30 A. M., a locomotive of the Chicago, Milwaukee & St. Paul Railroad Company arrived at the Kraft-Phenix Beaver Dam plant on the morning of Sunday, February 7th to do its bit to help the Kraft Beaver Dam organization to live up to its "religion" that a cream cheese plant shall never stop.

While one of the Beaver Dam boilers was being cleaned, the second boiler broke down, as boilers have a way of doing. It happened late at night when it was impossible to set up the spare boiler in time to start operations at 4:30 A. M. as usual. With all apparent roads blocked, H. R. Huth phoned N. A. Ryan, superintendent of the C. M. & St. Paul R. R. Company at Milwaukee, started the locomotive for Beaver Dam and by 4:00 o'clock Sunday morning the locomotive was hooked on to the plant and things went on.

John Shanahan

ON April 3rd, at Hampshire, Ill., occurred the death of John Shanahan, for many years flagman at Hampshire.

Mr. Shanahan entered the service of this company in 1860, and was the proud possessor of a 72-year service button presented to him by Vice President Gillick. Funeral and burial at Hampshire.

ACCIDENT SAFETY PREVENTION

SAFETY
FIRST

Good Housekeeping

TO ALL EMPLOYEES:

May is generally recognized as the clean-up month, when homes and premises are tidied up to make them look attractive and at the same time to clean up whatever refuse has accumulated during the winter.

May should have a similar significance to all railroad men, so that they will take the time to clean up around station grounds, in yards, around shop buildings, etc. Experience has proven that a great many personal injuries can be prevented by insisting upon and maintaining good housekeeping by clearing away the stumbling blocks, piling material in an orderly manner, so there is nothing left lying around for an employe to trip over. Stumbling and falling has resulted in many painful injuries in the past and that is why it is to your interest to keep things in good order. Don't wait for someone else to pick up something which may be in your way, but pick it up yourself, for, in that way, you may possibly prevent an injury either to yourself or someone else.

These are just a few things about good housekeeping for you to remember and they probably will be of value in making it possible to have a good safety record in the month of May.

M. J. Flanigan,
Manager Safety Department.

Safety on the Branch Lines

Chas. T. Tinney, Conductor Menomonie, Wis., C. V. and Wab. Division

The subject of "Safety First," has been so thoroughly covered by speakers, magazine articles, and other agencies that I will try to confine my remarks to its application on Branch Lines.

Perhaps you will not agree with my views, but I am basing my conclusions on eighteen years' experience as a Branch Line Conductor, for, unsafe conditions are more liable to exist and are harder to eliminate on branches than on the main or trunk lines, because on the latter, anything that is dangerous is viewed or used by the employes, some of whom will continually report it, and seldom a day passes but one or more officials see it and figure out methods of eliminating the danger. On the Branch Line, the same individual crews view it and often get so used to the condition, that they do not see the danger until something happens.

Unlike the main lines, the branches are usually constructed of lighter steel and at many stations, the passing tracks are used more and more every year for team and industrial purposes as the community grows. Trains composed of loads many times heavier than were in existence when the line was built, are handled daily. Crews working at night do not have any switch lights to guide



Arthur Westerberg

Good Safety Record in Building Pontoon Bridge at Wabasha, Minnesota

This is a picture of B. & B. Foreman Arthur Westerberg, who was brought in from the Coast Division to supervise the building of the pontoon bridge at Wabasha, Minn.

The timbers used in constructing the pontoon were framed and treated at Tacoma under the direction of Mr. Westerberg before being shipped to Wabasha. Mr. Westerberg arrived on the job on September 16, 1931, and after completing the work on the pontoon bridge about January 4, 1932, he was transferred to Marquette for the purpose of supervising repairs to the pontoon bridge at that point.

He worked with his force of from 15 to 65 men, which included 30 carpenters, 15 helpers and 20 caulkers, a period of 112 days or about 33,959 man hours, without an injury of any kind.

River Division B. & B. Foreman H. J. Will assisted Mr. Westerberg in handling the work at Wabasha.

Mr. Westerberg entered the service as a helper in May, 1909, and was promoted to B. & B. Foreman on May 1, 1912. He has a very enviable safety record and is very proud of it.

Engines and cars must be constantly looked after as some of these lines do not have car inspectors and many industries located on small branch lines have a tendency to get slack and fail to keep their premises, so trainmen may work free from obstructions.

We believe it is just as necessary to practice "Safety First" on a branch as on the Main Line, but our methods to attain such conditions differ.

Trains should be carefully inspected whenever it is possible to do so. Anything that looks as if it may cause trouble should be *then taken care of*.

Trainmen on any train about to use a track where teamsters or industries are loading or unloading cars, should first make sure that everyone on that

track is notified that the cars on *that track* will be moved.

Defective cars should never be sent to a branch line from any point where car inspectors are located.

I believe the best method of avoiding accidents is for the officers, employes and patrons of the railroads operating in that vicinity, to co-operate with each other in finding and eliminating the common dangers.

Every member of a train or engine crew, even though he is new in the service should see the train orders or call attention to any conditions or practices that appear unsafe, and different crews on any line should do their part in practicing "Safety First" by notifying each other about some danger so the others can or will be on the lookout.

When crews of more than one railroad use the same tracks for switching, it is well for the employes of all the roads to exchange opinions regarding any condition that may seem unsafe, and if necessary take joint action to have such dangers removed.

Officers and Safety Inspectors do not travel over branch lines as frequently as they do over the Main Lines, therefore the best way to get results is to get in touch with the men who are responsible for the unsafe condition. If an electric wire hangs low over the track, we call the Power Company's office. If the school children begin to flip trains, a word with the Principal usually stops it. When industries pile coal or other material too closely to the tracks, or leave rubbish where Trainmen work, we find the Straw Boss, if properly approached, will try and sufficient time, the Superintendent will usually see that the danger is removed. clean it up before his foreman hears of it. If results are not obtained in a Unsafe track conditions are reported to the section foreman or Roadmaster, but even with the best results, men working on a branch must always be on the lookout.

One of the best assets to the Railroad Company as well as to the Employes and public, is the good will of the Newspapers in the towns along your run. This is especially true during the summer months, when so many automobile drivers try to beat the train over a highway crossing. We had experiences of this kind several years ago. Hardly a day passed, but some foolish driver barely got over the crossings ahead of the train. All our efforts seemed to be in vain, until a conductor from the other railway and I, asked the local paper for the use of their news column to jointly appeal to the public to use more care when crossing the railroad tracks.

(Continued on page 28)

The Black Hills of South Dakota

The Custer State Park

ONE of the more recently created summer play playgrounds is the Custer State Park in South Dakota, including within its boundaries the most scenic and



Black Hills Highway

wonderful sections of the Black Hills.

Time was, and not so long since, that mention of the Black Hills conjured up the picture of a wild frontier, hostile Indians, the rough life of mining camps with gambling and guns the accepted thing, gold mines on every hill and every stream in the hills running gold.

When gold was discovered in The Hills in 1876, the entire region was Indian reservation and it was not taken over for the benefit of the gold hunters without determined and bloody resistance on the part of the red men. But the prospects were too valuable to remain static and so at length the reservation was opened.

Gold was first discovered in the Hills near Custer, but the gold in that particular vicinity as well as in many others has long since "paid out" leaving the principal seat of mining operations near Lead and Deadwood where the great Homestake Mine is located, the most remarkable gold mine in the world. Gold has been taken out of the ground in paying quantities ever since its discovery and in the more than fifty years since the Homestake was opened it has yielded over three hundred millions of dollars in gold; and it still continues operations without apparent diminution, seemingly inexhaustible.

In 1927 the Black Hills leaped into prominence as a place of summer importance by reason of that locality being the choice of a summer home by the President of the United States. Of course its beauties and wonders were not wholly unknown, but it was when President Calvin Coolidge picked on the State Game Lodge in Custer State Park as a desirable summer White House, that the eyes of the nation turned thither, turned that way to find to its great as-

tonishment perhaps, that in the heart of those massive granite mountains were scenic wonders and a marvelous beauty of upland and valley, lovely streams, woodlands and splendid vistas seen from great heights unsurpassed anywhere in the country. It is a land of magnificent contrasts, of grandeur and sylvan serenity. Massive peaks rise darkly on the skyline, pinnacles and remarkable rock formations greet the eye and sparkling streams and lakelets vary the scene.

The highest of "The Hills" is Harney Peak, 7,242 feet above the sea, is its summit clothed in the dark verdure which has given the name Black Hills to this

heights as the Hills sweep around the horizon.

Splendid highways climb these heights and there is regular stage service for tourists to all of the notable places, historic and scenic. Excellent hotels provide accommodation for visitors and the clear mountain air, invigorating climate and the scenic wonders complete the thrill which brings yearly thousands of visitors to this new found playground.

Rapid City at the western terminus of the West I. & D. Division is the gateway to The Hills, an attractive town with hotel accommodations second to none, and from which the daily tourist stages convey visitors through to all the points of interest, including visits to the famous gold mines, the city of Deadwood, to the old town of Custer where on the village green stands the oldest cabin in the Hills, now maintained as a museum for relics of the pioneer days; to Rushmore Mountain; through the lovely glades and woodlands where fishing in the silvery streams is just nothing short of the perfection of the sport; and up and up into the weird wonders of the heights that surround great Harney Peak. A fine foot trail leads from Sylvan Lake Lodge at the base of the Peak, to its summit, but it has been decreed that no vehicle shall ever desecrate the rugged old monarch of the Black Hills.

The Black Hills are the only mountain groups between the Rockies and the Appalachian Range, except the Ozarks; and geology tells us they were the result of a great upheaval of the pre-historic ocean bed, their granite foundations being covered with stratified rock which in places has been weathered away completely exposing granite. Freaks of wind erosion are the jagged crags that appear in the vicinity of Harney Peak. Erosion also is responsible for the strange flat-topped Rushmore Mountain where the granite is completely exposed and is solid instead of being stratified.



Park Visitors and Buses in the Heart of the Hills Wonders

mountain range. And here is Rushmore Mountain standing out alone and unchallenged in rugged magnificence on whose precipitous sides are being carved the faces of Washington, Lincoln, Thomas Jefferson and Theodore Roosevelt, four great Americans whose contributions to their country give them right and title to be graven on the enduring faces of this great granite rock mountain. There are other heights of notable splendor, Roosevelt and Coolidge Mountains and a grand gathering of lofty



Rock Formations

Attractive

Excelsior Springs

VISITORS to America find themselves amused and puzzled at some of our inconsistencies. One of the most surprising is our paradoxical habit of lauding American institutions, customs, resources and products and then paying ridiculous prices for something second-rate or inferior from abroad. We swell with confident superiority among ourselves, but suffer an acute inferiority complex in comparison with matters European. Can you imagine a Frenchman, an Englishman or a German having that mental attitude? Perhaps the foreign label, like foreign diplomacy, keeps us guessing!

As an illustration of how this affects our mental habits, see how our native nomenclature is disappearing. In the days of a more robust Americanism we were satisfied to use Indian place names, to honor some public man or to commemorate some notable event when naming our places, events or institution. Now we speak of the "American Derby," the "American Henley," the American Rhine, the American Riveria, the American Spa, and so on. As though our horses, our oarsmen, our incomparable Hudson Palisades, our famous mineral springs, were unworthy of fame on their own merits! As though they must bask only in the reflected glory of their European prototypes! Isn't it a rather left-handed compliment we pay them?

If this were just a matter of pride, or of convenience, we could afford to indulge it. In fact, however, it leads to serious economic loss. Thousands of Americans cross the ocean each year to take the mineral water cures. Millions of dollars are lost to American hotels, stores and American business generally because of a mis-

taken idea that European mineral waters are better than our own.

Right here in the heart of America, at Excelsior Springs, Mo., thirty miles north-east of Kansas City and reached by the Kansas City Division main line, easily accessible to the whole continent, are natural reservoirs of health, equaled by few, if any, in the world, and certainly not surpassed



Beneath the Trees, Excelsior Springs

taken idea that European mineral waters are better than our own. Their Fountain of Youth is here at home, set in most delightful surroundings, and offering every facility for mental and bodily well-being that the most fastidious could desire. As the old proverb states it, "Fields far away are greener." Our instincts seem to follow the call of distance. Many of the

regular habitues of Excelsior Springs have been to Europe's best watering places, have "seen them all" in fact, and find these, our own American waters, far more beneficial. Their return to Excelsior Springs each season is the best possible tribute to the excellence of its waters and its attractions as a playground. Happily their numbers are rapidly increasing.

At much less cost and greater convenience Excelsior Springs are within easy reach of every American family. The traveler leaving Union Station, Chicago, at 6 p. m. will enjoy a refreshing night's sleep on the Southwest Limited and be in Excelsior Springs at 6:48 next morning.

There are a score of springs within a radius of half a mile, containing a unique variety of mineral salts, each with its own peculiar curative value. They vary from the mildly tonic to those with distinct and positive action on specific organs. Every individual will find a spring best suited to his or her particular needs. Thus, you run-down business men may revitalize your exhausted nervous system at one spring while a sufferer from chronic disorder of heart, stomach or kidneys will find certain relief, if not complete, at another nearby. Medical authorities agree that all the properties of Europe's most renowned waters are found at Excelsior Springs, besides additional advantages not found elsewhere.

This famous health resort is at last coming into its own, and is generally recognized as America's premier health and pleasure resort. It is an ideal spot in which to recuperate both mind and body. All the desirable features of an exclusive pleasure ground are here, appealing not only to the health seeker, but to those on pleasure bent. For that reason it is becoming more popular as a vacation center. Local authorities take every precaution to avoid the so-called "popular" features which are so distasteful to their more refined clientele. At the same time all attempted profiteering is promptly discouraged, so that exclusive-



Golf at Excelsior Springs

ness and moderate charges go hand in hand.

Splendid hotels provide luxurious accommodations at reasonable rates. Comfortable rooms with excellent board can also be had at private homes, in very desirable surroundings. At all the larger hotels, the mineral waters are available for bath as well as for drinking purposes. Prices generally are such that almost any pocket-book can be accommodated. Several of the leading hotels have very recently undergone change of management and general reorganization calculated to improve the service. Thus The Elms, the largest hotel at the Springs, has passed into the ownership of the Eppley Hotel Company, a famous organization owning and operating a string of modern hostelrys in many cities of the United States, including some of the largest and finest in the country. The Snapp Hotel is also reorganized and is under new management, guaranteeing high class service.

Excelsior Springs is situated 1000 feet above the sea level, lying in the lap of the Fishing River Valley. The river itself is most aptly named, for it is, indeed, an angler's heaven. An ideal setting surrounds the city. Beautiful rolling hills, heavily wooded, and traversed by numerous streams invite the golfer, the fisherman, the horseman, and generally speaking, every

lover of the outdoors in its less rugged mood. Two hundred miles of smooth highway invite the motorist, pleasant bridle paths, tennis, and golf offer wholesome outdoor sport. Indoor tastes are catered to in a variety of games. It is, indeed, a place for the zestful enjoyment of life for both young and old. The very air is snappy and invigorating, the atmosphere stimulating, the people progressive and up to the minute. Both the robust and the less vigorous will enjoy its varied attractions.

A typically American city has grown up around these famous springs. People from every state in the Union have come here. It is not to be described by comparison with foreign resorts, because it is unique, second to none other in the world. Americans who seek a fuller, healthier life, should visit here regularly. Many thousands have already formed the pleasant habit of taking the waters each year to renew pleasant friendships while rebuilding depleted reserves of physical and mental energy. It is not unusual for many of these to meet together on the six o'clock train leaving Chicago, forming a happy group en route and making the reunion the occasion for many pleasant reminiscences and future plans. A party on board, followed by cards and possibly another reunion at breakfast next morning, adds new pleasure to their annual trip.



Stand Rock, Upper Dells

groves of birch and cedar and maple topping the heights and lining the slopes.

This region was once the home of the Winnebago Indians, the old reservation from which they have finally almost entirely disappeared, being at Portage, sixteen miles down river from the Dells. Scattering remnants of the tribe are still to be seen about their old haunts on the river and every summer they gather for rites and ceremonies of the tribe in one of the natural amphitheatres of the upper river.

This picturesque spot is easy of access from Chicago and other middle western centers, being but a few hours by train from Chicago, Milwaukee or the Twin Cities. The town of Wisconsin Dells is the headquarters for visitors and there are hotels large and small in the immediate vicinity, and lovely quiet retreats up-river, right in the heart of all the marvelous scenic beauties and wonders.

The Dells of the Wisconsin



The "Navy Yard," Dells of Wisconsin

THE valley of the Wisconsin River, interesting and picturesque throughout its length, has nothing to offer in any way comparable to that ten miles of its course where it seems to turn up on edge and wind a sinuous way through banks of towering rock that march out on the water in varied shapes, tall bastions, perpendicular cliffs, "chimneys," rounded nodes and sharply pointed promontories, and a whole armada of boat-shaped tors standing down-stream in echelon, which someone years ago, named "God Almighty's Navy Yard"; and the "Navy Yard" it still is. There are the Wisconsin Dells caves and deep clefts into the rock, and nooks and glens indent the shore, making in all one of the most remarkable exhibitions of water erosion in sandstone in this country.

Layers and layers of sandstone pile up from the river's bed standing out above the surface of the water in bold outline making a ten mile stretch of scenic glory that is not equalled from Niagara Falls to the western mountains; charming glens and deep gorges that lead away from the river into the hills tell the story of the waters once elsewhere than in the present river bed.

A deep and picturesque ravine, its bed now filled with water, tells of an old detour, perhaps of the main river itself, while the forces were scouring out the present channel cutting

its way through heavy rock and making an elbow turn, winding sinuously between narrow walls, narrowing in one place so that it would seem almost possible to jump the river's width; and a legend of old Indian days tells that Blackhawk, the Indian warrior chief, did leap the river here and hide in one of the caves in the rocky walls.

Lovely and picturesque everywhere are the Dells, with their strange rock carvings, grottoes and glens and tributary canyons where occasionally smaller streams flow gently or course swiftly down rocky declivities. And farther away where now no water comes, high up among the rocks are wonderful formations, ledges, table rocks, chimney rocks and great amphitheatres. Cool retreats, everywhere overspread with mosses and hung with rare ferns; with

The Out-of-Doors Again Moves Into a City

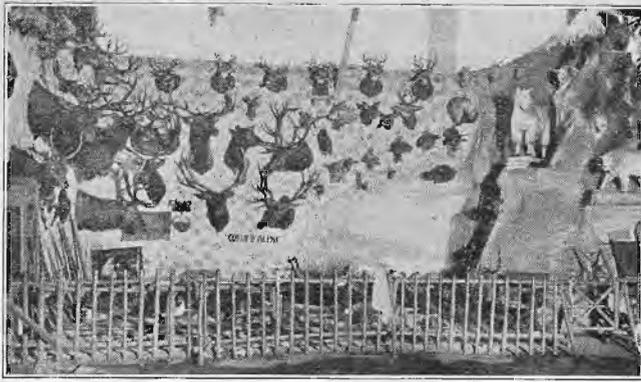
An Inland Empire Exposition

Spokane's 13th annual Sportsmen's Show is in preparation. It will be opened May 9 to 15 under the Union Station viaduct, in the space of an entire city block, thus giving the railroads, in the role of host as far as the grounds are concerned, a share in the triumphs of the big outdoor exhibition.

Started in a very small way by the Spokane Chamber of Commerce, the show has outgrown all available quarters until this railroad property was drawn up on, and it is now outstanding among Sportsmen's Shows throughout the country.

It was conceived with the idea of "selling" the people of Spokane and the Inland Empire on the value of their wealth in scenery, in stocks of game birds and game fish, in animals, in lakes and camping sites, and secondly of letting the tourist and traveler know of these assets as well.

As in other selling, so this is done by producing a sample. The steel pillars of the viaduct are covered with cedar bark, the heavy pine and cedar branches from these "trees" conceal the floor of the viaduct above. From over built up rocks at one end of the block, water dashes in a



The Hunters' Exhibit

mad fall, then in a swift stream across the center of the grounds. The banks of this stream are planted with hundreds of tons of bunch grass, rushes and willows, while on the water float ducks, geese, and swan quite content that the sample woodland is the real thing.

Fur bearing animals, deer, and game and rare birds in cages skillfully disguised to resemble thickets; seemingly feel the same.

This show has grown far beyond being Spokane's show alone. Coeur d'Alene, Cheney, Colville, Newport, Lewiston, Kalispel, Sandpoint send in their best specimens of mounted animals, their biggest fish, and anything that will tell of their possibilities as vacation, fishing, or hunting resorts.

The schools cooperate, the Boy Scouts, the Izaak Walton League, the military at Fort George Wright, the United States Forestry Department, the Washington state department of fisheries and game, and pri-

vate and individual enthusiasts by the score work for weeks in advance, with the result that anyone in Spokane for this week in May will have the opportunity to see a distinctive and outstanding event.

Last year well over 87,000 attended, added ideas, and improved exhibits have raised the expectations to 100,000 for 1932.

Wrong Answer

MRS.: "Where have you been all evening?"

Mr.: "At the office."

Mrs.: "You must be made of asbestos—your office building burned down two hours ago."

He—"Phew, that's one time in my life that I'm glad to be down and out."

She—"How's that?"

He—"That was my first airplane ride."

The Land of Ten Thousand Lakes

MINNESOTA, land of "The Sky-Blue Water," land of ten thousand sparkling little lakes whose limpid waters reflect the blue of the sky and dance under the golden summer sun, or give back the deep green of wooded banks and the darker hues of rocky headlands. There are hills and valleys, little streams and great rivers, beautiful cities and charming retreats for rest and quiet.

The whole state is a playground "made to order by good Mother Nature's hand," and so easy to get to—centered right in the middle of the continent and only a night's ride from almost any middle west point, you can pack up any afternoon, hop aboard the Pioneer or The Olympian and be in the Twin Cities next morning ready

to set out for your own little lake retreat, or to settle down in the beauty of St. Paul or Minneapolis with all of the comforts and luxuries of urban life united with the joys of boating, swimming, bathing, and fishing in the lakes right at hand within the boundaries of the cities themselves.

From St. Paul or Minneapolis you can, in an hour's drive or less, be on the beaches of some of the loveliest lakes in this entire country, with all the facilities and equipment for swimming and bathing or skimming over the waters in motor boat, launch or canoe; and then to turn your attention to golf or motoring over the miles and miles of boulevards in the midst of inspiring vistas of distant scenes and the trim landscaping of beautiful parks and homes.

SPOKANE AND THE INLAND EMPIRE

The title "Inland Empire" has been given to an immense and fruitful territory comprising a large part of the state of Washington lying east of the Cascade Mountains and lapping over into the "Idaho Pan-Handle," into Oregon and the western borders of Montana. It is a magnificent stretch of country where mountains and rivers, cool lakes and forests invite the soul of man to rest and enjoyment. The city of Spokane is the capital of this great Empire and encircling the city and the valley of the Spokane River is a chain of lovely lakes,—seventy-six within a radius of fifty miles, most of them easily accessible from town.

One of the gems of Inland Empire is Lake Coeur d'Alene high in the hills and forest-girt, wild, impressive and enticing Miles of shore line on this great lake are steep and rock-bound, indented here and there by little bays where landing from a small boat is possible, and camping ground is available; or where a summer resident has built his cabin and is taking his outing on the edge of the forest primeval.

From Coeur d'Alene a cruise may be made up the Shadowy St. Joe River, through miles and miles of motionless water whose green, grassy banks are reflected with infinite integrity in the cool clear waters.

This is an Eden for fishermen,—in the numerous little lakes tributary to the St. Joe River are found in countless numbers every variety of game fish that inhabit mountain waters.

"Ten Thousand Lakes" is not a catch phrase or exaggeration, for Minnesota has them all and more, and each one offers its own appeal, its own attraction. Lakes of every description, clear and cool, fed by rushing streams and drained at last by the Mississippi River, the St. Lawrence,

(Continued on Page 44)



Canoeing on Minnesota Waters



Playing Golf

The Agricultural and Colonization Department



Cold Packing Centralia, Washington, Strawberries

Growing Strawberries For the Barrelled Trade in Lewis County, Southwestern Washington

LEWIS county farmers in the southwestern part of Washington, have adopted as a part of their farm program, a very exacting and highly specialized crop, namely, the production of the Marshall strawberry, which is marketed mostly as a late berry for the cold pack trade.

These extensive fields of berries, of 5 to 50 acres, are the center of much activity throughout the summer months, as the work is mostly done by hand. Here at least the farmers have gotten away from a heavy investment in machinery for their operations.

Cultivation is begun early in the spring and is done by man and horse power using small inexpensive equipment. These large, fine quality berries are picked and stemmed in the field and then run over a grader, where many women are employed to sort and grade, for these berries are carefully graded, as are other western fruits, for the eastern trade. The sorting and grading operation presents a pleasing scene to the visitor at one of these plants where straw-

berries are processed for the trade.

A steady stream of large highly colored berries pass along the sorting tables, and a continuous stream of berries, stemmed, cleaned and graded, pour out of the machine spouts into fifty gallon barrels. As the berries pour into the barrels, sugar is added in the barrel, making a mixture of two parts of berries and one part of sugar. When the barrels are full they are put into refrigerators where they are kept frozen until they reach the market in refrigerator cars, 120 barrels making a car.

The outlet for these barrelled berries is the eastern markets, where they are used in making jams and in the ice cream trade.

Production in this area runs about two tons per acre and the majority of farms where the berries are grown as a cash crop, have four to five acres.

The life of the berry fields is about four years, and a one-man unit is somewhere around fifteen acres.

While the crop does not offer a very large promise of increased business in the Milwaukee territory, it has the distinction of a crop which fits well into the farming scheme of Lewis county, and no doubt will be permanent and enjoy a gradual increase as conditions warrant.

What Have the Trucks Done?

Milwaukee Contributes to Relief of Drouth Sufferers

DURING the period from August, 1931, to date, The Milwaukee Road has contributed over \$780,000 to alleviate the sufferings caused by drouth and the grasshopper plague to folks served by our lines in four of the western states. It would be interesting to know how much truck companies contributed to the needy in the areas above referred to.

Our contribution was made in the form of substantial relief by reductions in freight rates and free haulage to the Red Cross of feed for livestock, food-

stuffs and clothing, and we are not done yet. We will keep on doing our share until such time as the folks are able to again provide for themselves.

In South Dakota alone, during the time referred to, our Road has donated nearly \$700,000 to the people of the State in reduced freight and free haulage. In Montana, North Dakota and Iowa, our contribution has amounted to about \$80,000.

Every day, shippers are learning that their best friends in the transportation field are the railroads. To be friendly, one must be ready to accept the adver-

sities as well as the blessings of a people or a community. That the railroads are prepared to do.

The Milwaukee Road hopes that soon those communities it serves where drouth and pests have taken unknown toll will soon return to normalcy so that all may enjoy the fruits of prosperity. When that time comes, it will be a pleasure to count one's friends, for friends are made in the time of need.

Half of Farms Not Mortgaged

"More than half of all farms are free of mortgage debt," reports the Bureau of Agricultural Economics, U. S. Department of Agriculture.

The Bureau of Census reports that 58 per cent of the farms operated by their owners in 1930 were free of mortgage debt, compared with nearly 63 per cent in 1920.

Of all the mortgaged farms in 1931, only 62.3 per cent were mortgaged up to 50 per cent of their value and 25 per cent of the mortgaged farms were mortgaged for 25 per cent or less of their value.

Very likely no other single branch of the country's leading industries can show at the present time a better statement of mortgage indebtedness. All of which indicates that farming compares favorably with other industries in being able to pay for its legitimate investments and return to its management a living wage.

New Moses Lake Settlers

Three new settlers are moving to the Moses Lake country along our lines where they purchased 140 acres of fruit land through Edwin Leland, of Neppel. These men will start developing their fruit ranches this spring.

C. C. McCormick, Agricultural Development Agent, met these three new settlers recently and helped them work out their planting and building plans. Varieties of fruit to be set, irrigation methods, and cultural practices were thoroughly reviewed so that the new settlers may have the advantages of experience and take the short cut to success. Those who raise fruit in the Moses Lake country confidently expect that it will soon be known as one of the great fruit producing districts in the State of Washington.

Farm Homes in Demand

Best Citizens Looking Country-ward
SOME one wisely said, "Nothing is more certain than—there will be a change." That there is a change of attitude towards land ownership is evidenced in the actions, investments and personnel of folks on their way back to the lands.

Honest, industrious men and women all over this country are distinguishing between the allurements of white lights, big factories, apartment dwellings, and evening amusements from those of sunkissed fields of waving grains and meadows, everyday work with God-given creatures, a home in the shade of great elms and jun-

by the streams or on the emerald lakes in the land of opportunity. Farming is coming into its own again. It is taking its rightful place in society where man and his Maker join hands in providing the necessities for the dependents of each.

There are no signs on the gate of the farmyard reading "No Work Today." One can tread the sward of Nature's carpet on the farm and not know the aches of burning feet. Milk, eggs, freshly cured meats, vegetables, and potatoes satisfy the hunger of empty stomachs. Man and woman, boy and girl each can contribute to the comforts, pleasures and contentment of a farm home.

As Edgar Guest says "It takes a heap of living to make a house a home." And folks are beginning to realize that constant uncertainty, intermittent periods of income combined with everlasting allurements of unnecessary pleasures are undermining the home standards of many of our American people.

Evidence of the serious consideration the farm home is receiving from some of our best citizens is given in a report issued by John S. Bordner, in the Department of Agriculture and Markets, Madison, Wisconsin.

Letters indicate in nearly all cases an average to good education, an average knowledge of farming, and that the primary urge to return to the land is the desire for economic independence.

"The correspondence shows that less than one per cent of the prospective homeseekers should be classed as sub-marginal or slum types." Mr. Bordner says. "The great majority of these farmseekers are thrifty and intelligent but have been made the victims of circumstances over which they have no control."

Excerpts from some of the letters follow:

"Am about to trade my house and lot valued at \$5,000 for a farm in your State," one ex-service man wrote from Illinois. The State Department reported to the veteran that the farm which was being offered him was sub-marginal land, and recommended against the trade.

"There are three families of us," another letter said. "We are Germans and know how to farm, but we want to get where there is cheap land, with good soil, a good school and a church. Our reason for leaving the city is lack of work and we must live."

"I have been looking for work so long that I am getting tired of looking for work in the city," another man wrote. "If there is some chance to get some land, I could work it and make a good living for my wife and three children."

Montana to Irrigate More Land Citizens Are Unitedly Interesting Its People in Water Usage

IN Montana, comparatively few farmers and ranchmen have been using irrigation on part or all of their land holdings to insure themselves having sufficient feed supplies to carry, over winter or drouth periods, the animals they could range on the uplands. Other ranchmen have turned to irrigation to

successfully raise alfalfa seed, grain crops and farm produce year in and year out. Their ranches, this past record-breaking drouth year, were like oases in an arid belt.

It was extra work to build the suitable systems. But it has paid these painstaking farmers to provide for watering their fields when water was most needed.

Several systems of irrigation are in use in Montana. No one system will work in all sections of the State. And there are several adaptations of each accepted system that have been found to be very useful to those who have used them. In general, four systems are most widely used. They are the well-known storage basin system, having canals that feed the water to the land, the flood water systems, the system of using natural stream flow, and artesian well systems. Each is best in certain areas. Each, however, will produce the same results, namely, crops in the "off" years.

A state-wide organization of voluntary workers have banded themselves together into several working committees and are actively engaged in selling business men, sportsmen, professional men, educators, students, farmers, ranchmen, and all others the advantages of irrigation. They are almost making a town to town campaign, extolling the merits of irrigation backed up by the support of the press and county and state officers. The State has set to work, educating its people to appreciate the advantages of irrigation. Dan B. Noble, our Agricultural Development Agent in Montana, is lending these committees his active support, assisting them in every possible way.

Organized as this irrigation "drive" is in Montana, one cannot estimate what value may come from the united action. It takes no prophet to predict, in this case, that there will be many times the number of well-watered farms and ranches in the State in the near future.

The drive for larger acreages of well-watered lands in Montana is a good example of how a state may diagnose its own ills, then, collectively, its citizens can apply the remedy.

Mineral Point Farmers Need Feeders

Many Cars of Cattle to Be Placed on
Blue Grass Pastures

THE Mineral Point, Wisconsin, area is one of the few famous blue grass



Harvesting Strawberries, Lewis County, Washington

pasture districts in America. For years grass fed cattle from Mineral Point have commanded a distinctive classification on the Chicago market. Often cattle fattened on these pastures have been sold to the packers at a considerable premium over those received from other feeding areas.

This year economic conditions are likely to greatly curtail the feeding efforts of many of the farmers in southwestern Wisconsin. If fewer cattle feed off the blue grass from the rolling hills of the Mineral Point vicinity, it will be a distinct loss to the feeders, the market and all others interested in the welfare of the community.

Already several of the most experienced and most successful feeders near Mineral Point are looking toward a supply of good steers that may be placed on feed by the contract method. In our conversation with these men, they have stated that they are not particular as to the type of contract to be used, only expressing a desire that it shall be fair and equitable. They are willing to feed good steers, and really finish them, on a gain basis, percentage basis or at a given acreage charge. In other words, they are willing to meet the producer on any equitable basis.

If any of our agents should know of ranchmen or other cattlemen who would like to find a good home for cattle during the summer months, it would pay to get in touch with this Department at once. We will gladly furnish the names of several well recommended feeders near Mineral Point who have the equipment, experience and feed to finish several carloads.

Agriculture Changing

Agricultural Economists Point to Signs

SOME of the leading governmental agricultural economists look for a change in agricultural production from that of mass production to one of self-sufficing farming. They point to the fact that this change has already set in on many of the operated farms due to economic conditions and to the fact that part time farming is on the increase.

In the 1932 Agricultural Outlook, issued by the Bureau of Agricultural Economics, the two concluding paragraphs are like a weather vane pointing in the direction of our next great agricultural movement that may mean considerable readjustment in the production of our farms. We quote from the most recent Outlook:

"The trend toward what may be called self-sufficing farming induced by the agricultural depression, conceivably may exert considerable influence upon production, because thousands of farmers who are finding no profit in their usual program of production on a commercial scale, have retrenched, especially where this resulted in a significant reduction in cash outlay, and are producing more largely for home use.



SAID TO BE HUMOROUS



That's Different

"I got pinched for finger-waving the other day," remarked Dolly DeVore.

"Why?" inquired J. P. McSorsley, "that's a legitimate business."

"I know, but I'm not a hair-dresser. I thumbed my nose at a cop."

Elegy in a Traffic Jam

The curfew tolls the knell of parting day,
A line of cars winds slowly o'er the lea
A pedestrian plods his absent-minded way
And leaves the world quite unexpectedly.



"Private Rooney," said the cavalry officer, "take my horse down and have him shod."

For three hours the lieutenant waited for his horse. Then, impatiently, he sent for Rooney.

"Private Rooney," he said, "where is that horse I told you to have shod?"

"Omigosh!" gasped the private, growing pale around the gills, "Omigosh! Did you say shod?"

The teacher was interested in the announcement by a little girl pupil that she had a new baby brother.

"And what is the baby's name?" the teacher asked.

"Aaron," was the reply.

A few days later the teacher inquired after Aaron, but the little girl regarded her in perplexity.

"Aaron?" she repeated.

"Yes. Your baby brother," the teacher prompted.

Understanding dawned upon the child's face.

"Oh, Aaron," she exclaimed. "That was a mistake; it's Moses. Pa an' Ma checked up and found we had an Aaron."



He Knew His Dog

He dashed into the police station at midnight explaining that his wife had been missing since 8 o'clock that morning and asking that search be made for her. "Her description," said the sergeant. "Height?"

"I—I don't know."

"Weight?"

The husband shook his head vaguely.

"Color of eyes?"

"Er—average, I expect."

"Do you know how she was dressed?"

"I expect she wore her coat and hat. She took the dog with her."

"What kind of a dog?"

"Brindle bull terrier, weight 14½ pounds, four dark blotches on the body, shaded from gray to white. Round, blackish spray over the left eye, white stub tail, three white legs and right front brindled, all but two toes. A small nick in the left ear, a silver link collar with—"

"That'll do," gasped the sergeant. "We'll find the dog!"

Quake Note

A distinct earthquake shock disturbed a small western city and rocked the municipal building so that the councilmen, then in session, left without the usual formalities.

The clerk, a man of rules and regulations, was puzzled how to give his record the proper official tone. Finally he evolved this masterpiece: "On motion of the city hall, the council adjourned."

Traveling Man (to acquaintances watching hotel fire)—"Nothing to get excited about. I took my time about dressing; lighted a cigaret; didn't like the knot in my necktie and retied it; that's how cool I was before I left that blazing structure."

Bystander—"But why didn't you put your pants on?"



The man entered a cigar store, bought a cigar, and then left. Five minutes later he dashed back. "That cigar," he shouted, "is simply awful."

"It's all very well for you to complain," said the storekeeper, "you've only got one; I've got hundreds of the darn things."

"He put on speed, thinking he could beat the train to it."

"Did he get across?"

"He will as soon as the tombstone maker has it finished."

May Prosecute

A Chicago gangster who killed his wife has surrendered to the police. The district attorney is going over the man's income tax returns, hoping to establish a case against him.

The policeman entered the cafe and with great dignity announced to a man at one of the tables, "Your car awaits without."

"Without what?" retorted the rather loud-mouthed gentleman.

"Without lights," said the policeman. "Your name and address please."



Good Reason

The kindly old lady who was visiting the penitentiary looked in upon a melancholy convict who sat on his bunk with his head in his hands.

"And why are you here, my poor man?" she inquired.

The convict raised mournful eyes. "They've got all the doors locked," he said simply.

First Traveler—"London is the foggiest place in the world."

Second Traveler—"Oh, no, it's not. I've been in a place much foggier than London."

First Traveler—"Where was that?"

Second Traveler—"I don't know where it was, it was so foggy."

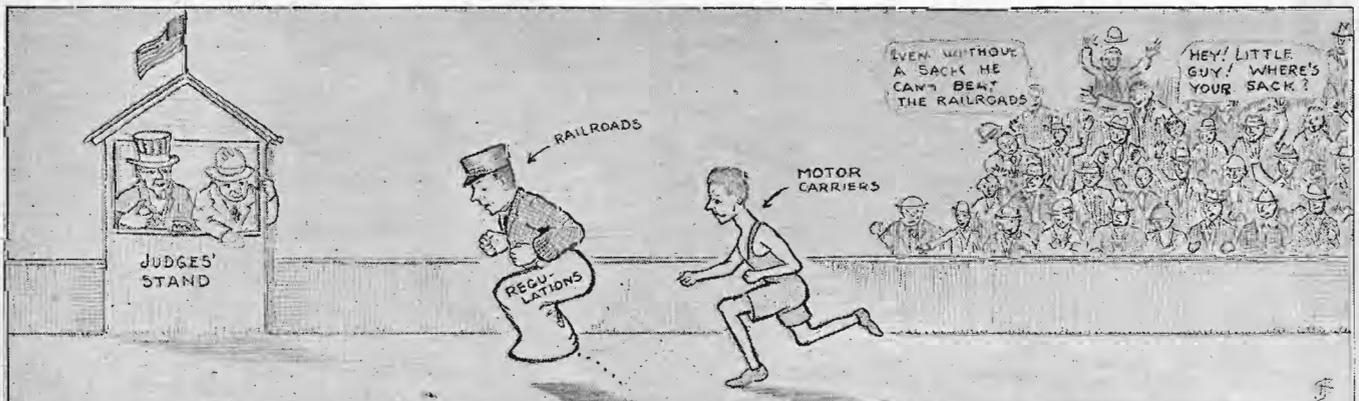


Pullman Conductor—"What are you doing with those towels in your suitcase?"

Passenger (with presence of mind)—"Oh, they are some I used last time I was on the train, and I had them washed and brought them back."

The absent-minded professor was busy in his study. "Have you seen this?" said his wife, entering. "There's a report in the paper of your death."

"Is that so?" returned the professor, without looking up. "We must remember to send a wreath."



The Great Race for the National Traffic Prize

The Motor Carrier entrant is able to make a pretty fair showing because the Judges neglected to see that he too put on the "Regulation Sack". The handicap is taxing the Railroads but the Public is aware of the situation and we may expect to see the entrants placed on an equal basis before long.

OUR LITTLE FOLK



On Mother's Day

There isn't much that I can give
My Mom on Mother's Day
But even so I'll let her know
I love her as I say.

For don't you see she's more to me
Than any of the others
And prettier too and sweeter far
Than any other mothers are.

May Day

Ann, Agnes and Rose had been members of the Auxiliary for several weeks when the May day plans were made. Although the boys in the Milroad Club were not especially enthusiastic about giving the baskets, they were full of ideas on making them. And so the children gathered together all the paper, ribbons, wire and baskets that they could find and set to work.

It was Mrs. Rogers who asked them what they planned to do with their May baskets after they were made. That was something they hadn't thought about in the fun of making them and planning what flowers and food to put in them. They looked at one another with a "What-shall-we-do-with-them" expression until Rose said, "Let's give them to little poor children who probably won't get any."

They all shouted with enthusiasm and began to chatter so loudly that Mrs. Rogers had to caution them not to make so much noise or Mr. Rogers would come in and scold them.

For a week the girls and boys planned and made May baskets. By the last of April they had fifteen beautiful baskets and they knew where to get flowers. They had fudge and taffy candy and pop corn ready and they had the names of fifteen little boys and girls to whom they were giving the baskets.

By the time it was dark they were all ready with each member carrying one or two baskets. As they delivered basket after basket they began to feel happier and happier and then they sang as they walked from house to house. It took them better than an hour to deliver all of them and as they turned home they were rather tired but they decided that all should go back to Rogers' as Mrs.

Dear Little Folk:

Here is some news that all of you children should be interested in. We are offering a prize of a little PARKER PENCIL to the child who sends in the longest list of words formed from letters found in MILWAUKEE ROAD. Do not use, in each word, any more letters of one kind than there are in those two words. For instance, there is only one "M" in MILWAUKEE ROAD so you cannot have words containing more than one "M," and so on.

The winner's name will be published in the July magazine, so Aunt Betty must have all entries by June 1st. It is not necessary to write a letter accompanying your list, but be sure to write your name and address clearly.

Don't forget now—send in your complete list to AUNT BETTY, 113 North Third, Libertyville, Illinois, before midnight on June 1st.

In case of a tie, another pencil will be given.

Your
AUNT BETTY.

Rogers had said she was anxious to hear all about it.

As they walked up onto the porch the front door opened and there was a loud "Surprise!" It surely was a surprise and the children hardly knew what to do or say.

They played many games, among which was a May treasure hunt where they all hunted for the May basket and Dick, who found it was given a beautiful knife for a prize.

About ten Mrs. Rogers served them ice cream and cake at the table which was decorated with a May-pole and tiny May baskets. When they had finished she told them they would have to run along as it was time for all of them to be in bed.

When all the others had gone, Jean and Jimmie rushed to their mother. "Who planned to have the party, Mother?" they asked in the same breath.

Mrs. Rogers smiled and said, "Well, I thought it was so very nice that you children had planned and made all your May baskets for the little poor children without even thinking about giving them to each other, that I would plan a party for you."

"Oh, Mother it was wonderful and I think your thought was twice as nice as ours," they exclaimed.

The Day Family

Did you ever stop to think on Sunday or Monday or any Day of the week how strange it is that those Days each week should have names just as we do? Well, why shouldn't they? They are a family, living in the Week House and

their relatives are the Months and their ancestors are the Years.

The Days live all together, as I said before, in Week House, their family mansion since Time began. They are such a happy family that they stay home together most of the time. Long years ago they decided that they would take turns going outside, one at a time, so there would always be six of them left in the house.

Since Sun Day is the father of the family, it was decided that he should be the first to go out. As Sun Day left Week House, everybody in the world asked him why he was called Sun Day. And this is the story he told: "Long years ago people all worshipped the Sun and they prayed to it and feared it, but as the world grew wiser and the people no longer worshipped the sun as a god, still they could not forget the old reverence to the sun. So they called their day of rest Sun Day and they loved me then because they used me for resting their minds and bodies and for doing all the things that they liked best to do. I still am the day of rest and some people misuse me, but I think that in time they will get over that."

When Sun Day returned to Week House as the moon began to come up, he told his family how everybody in the earth asked him how he came to be called Sun Day. So all the other Days recalled the stories that they had been told when they were young, about why they had been named as they had and prepared to tell them to the inquisitive people.

Mon Day, the wife of Sun Day and mother of the five Day children, was named from the Moon and her name really was Moon Day, but it was shortened to Mon Day. In olden times the

(Continued on next page)



Our Garden Guest

A saucy little rabbit
Has made his home with us.
You ask—How do we know it?
He nibbles on our lettuce.

He's a furry fuzzy ball
We cannot even scold
We'd let him eat it all
If he would be so bold.

The Patterns

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

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

7175. Ladies' Dress. Designed in sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38-inch size requires $6\frac{1}{4}$ yards of 36-inch material if made with the collar. Without the collar, $5\frac{1}{2}$ yards. Price 12c.

7499. Misses' Dress. Designed in sizes: 16, 18 and 20 years. Size 18 requires $4\frac{3}{8}$ yards of 39-inch material. Price 12c.

7507. Ladies' House Dress. Designed in sizes: 38, 40, 42, 44, 46, 48, 50 and 52 inches bust measure. Size 46 requires $4\frac{7}{8}$ yards of 35-inch material. For contrasting material $\frac{5}{8}$ yard will be required. Price 12c.

7481. Ladies' Pajamas. Designed in sizes: 34, 36, 38, 40 and 42 inches bust measure. Size 38 requires $5\frac{1}{4}$ yards of 35-inch material. Price 12c.

7501. Ladies' Dress. Designed in sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. Size 40 requires $3\frac{7}{8}$ yards of 39-inch printed or striped material, and $1\frac{3}{8}$ yard of plain material. If made of one material, it requires $4\frac{7}{8}$ yards. Price 12c.

7512. Girls' Dress. Designed in sizes: 8, 10, 12 and 14 years. Size 10 requires $2\frac{1}{2}$ yards of 39-inch material if made with bolero. For dress without bolero, $1\frac{7}{8}$ yard will be required of the 32-inch material. The tie belt of ribbon requires 2 yards. Price 12c.

7520. Boys' Suit. Designed in sizes: 2, 3, 4 and 5 years. Size 4 requires 2 yards of 29-inch material. Price 12c.

7221. Girls' Dress. Designed in sizes: 2, 3, 4 and 5 years. A 3-year size requires $1\frac{3}{4}$ yard of 29-inch material; $3\frac{3}{4}$ yards of lace edging, requires 2 yards. Price 12c.

7484. Girls' Dress. Designed in sizes: 8, 10, 12 and 14 years. Size 10 requires $2\frac{1}{4}$ yards of 35-inch material, if made with long sleeves. With short sleeves, $1\frac{7}{8}$ yard. Price 12c.

Favorite Recipes

Braised Tongue. Place a fresh tongue in kettle, cover with boiling water and cook slowly two hours. Remove tongue and cut away the skin and roots. Place in a deep pan and surround with one-third cup each of carrots, onion and celery, diced; and one sprig of parsley. Pour over four cups of sauce. Cover closely and bake two hours, turning after the first hour. Serve on platter surrounded by the strained sauce.

Sauce for Tongue. Brown one-fourth cup but-

ter, add one-fourth cup flour and blend well until both are thoroughly browned. Gradually add four cups of water in which the tongue was cooked. Season with salt and pepper and add one teaspoon Worcestershire Sauce. One and one-half cups of stewed and strained tomatoes may be used in place of some of the water.

Fricassee of Veal. Two pounds of sliced veal from the loin, and cover with boiling water, add one small onion, two stalks of celery and six slices of carrot. Cook slowly until the meat is tender. Remove the meat, sprinkle with salt and pepper, dredge with flour and saute in salt pork fat. Strain the liquor (there should be two cups). Melt four tablespoons of butter, add the same amount of flour and the strained liquor. Bring to boiling point, season with salt and pepper and pour around the meat.

Potato Moulds. Remove the inside from three baked potatoes and force through a ricer. Season with two tablespoons butter, one-half teaspoon salt and a dash of pepper. Add the white of one egg beaten until stiff. Mould with a tablespoon, place on a butter sheet, brush over with melted butter and bake in a hot oven until browned.

Potato Fritters. Two cups hot riced potatoes. Add two tablespoons cream and two tablespoons of lemon juice, one teaspoon salt, dash of nutmeg and cayenne; three eggs and yolks of two, well beaten, and beat all until cold. Add one-half cup flour and when well mixed, drop by spoonfuls into deep fat. Fry until delicately browned and drain on brown paper.

Asparagus Salad. Marinate one bunch of cooked asparagus and chill. Place on a bed of crisp lettuce and arrange the following mixture to represent a band across the middle of the bunch: to the white of one hard boiled egg, finely chopped, add the yolk of one hard boiled egg forced through a ricer, one tablespoon each of pickle and pimiento and one-half tablespoon parsley, both finely chopped. Pour over a French dressing made with lemon instead of vinegar.

The Day Family

(Continued from page 21)

people thought that the goddess of the moon, Diana, drove her chariot through the sky after the god of the sun, Phoebus Apollo, had been across the sky by day. And so they began to associate the moon with the sun and finally considered her as the wife of the sun. And so Mon Day is the wife of Sun Day.

Tues Day, the eldest son, was named for the Norse god of war, Tyr, and his name which was originally Tyr's Day is now Tues Day.

Wednes Day was named for the great god Woden who kept two ravens on his shoulders so he could send them around the world when he wanted news.

Thurs Day was named for the powerful god Thor. Thor had a heavy hammer which no man could lift and he had a belt and iron gloves which when he had them on, doubled his mighty strength.

The only girl in the Day family is Fri Day, who was named for the goddess Freya. The Day family had to name one of their children for her to keep her from getting jealous.

And the baby of the family is Satur Day, who was named for the Roman god Saturn. Satur Day told his father Sun Day that he wouldn't tell the people on the earth how he got his name, because the god Saturn was a terrible god and ate his own children.



THE MILWAUKEE RAILROAD WOMEN'S CLUB

Wausau Chapter

Mrs. A. I. Lathrop, Historian

THE March meeting of the Wausau chapter was held at the club house, Tuesday afternoon, March 8. During the business meeting, a rising vote of thanks was given to last year's officers, as an expression of appreciation for their efficiency and interest in club welfare. Mrs. J. E. Dexter acted as secretary, pro tem, in the absence of Mrs. Bert Nelson. Later, a card party was held, in honor of the retiring president, Mrs. Warren Essells. Favors at bridge were won by Mrs. M. M. Harrington and Mrs. Frank Duvie, and at five hundred by Mrs. William McEwen and Mrs. D. O. Daniels. In behalf of the club, Mrs. W. S. McCarthy presented Mrs. Essells with a guest prize. Mrs. Harry Norenberg and Mrs. Oscar Sutherland of Tomahawk were out-of-town members present. Refreshments were served by Mrs. Frank Mathes, Mrs. Frank Hanousek, Mrs. Albert Mohr, Mrs. Bert Nelson and Miss Julia Clark, the latter of Schofield.

Mrs. Bert Nelson, secretary, who was called to Baraboo, March 3, because of the illness of her mother, has returned home, reporting her mother much improved in health.

Through the efforts of Mrs. J. E. Dexter, the new president, a mother's pension has been secured for a railroad family in Wood county. The fact that the father is an invalid and the child a victim of spinal trouble, was brought to the attention of the authorities. Arrangements for treatment for the child were also made.

Ladd Chapter

Mrs. E. J. Coss, Historian

THE monthly meeting of Ladd Chapter was held April 6th with retiring president, Mrs. Taggart, presiding. After a short business session, the following officers were installed with Mrs. Davy Jones as installing officer: President, Mrs. James Valesona; First Vice President, Mrs. John Marietta; Second Vice President, Mrs. Forrest Blake; Secretary, Miss Frances Truchetti; Treasurer, Miss Victoria Roman; Historian, Mrs. E. J. Coss.

The relief committee reported \$45.55 for relief work.

The president appointed the following committees for the coming year: Mutual Benefit, Mrs. Jones and Mrs. Taggart; Membership, Mrs. Dwyer, Mrs. Plym and Mrs. W. Hight; Ways and Means, Victoria Roman, Frances Truchetti, Mrs. Cross, Mrs. Walter Ziel; Social, Mrs. J. B. Hill, Mrs. Talbot, Mrs. Kuhl; Purchasing, Mrs. Morgan, Mrs. Blake; Sunshine Mrs. Charles Conway, Mrs. J. Marriette, Mrs. Nellis; Auditing, Mrs. Bishop, Mrs. Sabbatini, Mrs. Ha... Constitution and By-Laws, Mrs. Ray Johnson, Mrs. Ed Higgins, Mrs. R. Carruthers.

After the meeting cards and bunco were enjoyed with prizes won by Mrs. Kuhl and Mrs. Conway in 500 and Mrs. Marriette and Mrs. Plym in bunco. Refreshments were served by the hostesses, Mrs. James Valesona and Mrs. Marriette.

Kansas City Chapter

Mrs. David Watson, Historian

ON ST. PATRICK'S night the Milwaukee Women's Club gave a dinner for all the Milwaukee employes and their families at the Northeast Masonic Hall.

Mrs. James E. Nugent, the speaker of the evening, outlined some of the charitable work being done by the club, and made a plea for greater membership among the employes.

Mrs. Harry Harlan, master of ceremonies,

aroused the diners to some lusty singing. The music was furnished by the Silver String Serenaders.

Green table decorations and pink sweet peas made an attractive setting for the dinner.

Spokane Chapter

Mrs. W. F. McDonald, Historian

THE regular meeting was held March 8th with a good attendance. Mrs. Shook finished a very successful year and carried out a pretty ceremony in installing the new officers. The board presented Mrs. Shook with a pewter sugar and creamer, as a token of goodfellowship, which existed throughout the year in their work together. Mrs. P. H. Nee, the new president, appointed her committees and the meeting came to a close with a surprise tea served by Mrs. W. T. Emerson. The refreshments were delicious and the tables were tastefully decorated.

Saturday evening, March 12th, there was a pot luck dinner served for the families. About a hundred attended and a jolly time was had by all.

Aberdeen Chapter

Mrs. Charles L. Boland, Historian

THE last regular meeting was held Monday, March 21st, called to order by President Mrs. H. M. Gillick, who, we are happy to note, is once more able to take her place among us after being confined to her home many weeks because of a broken ankle. Though still far from complete recovery from her recent accident, Mrs. Gillick, as chairman of the relief committee, is again directing all relief work. This has been a larger and more difficult field of endeavor than in past years, due to the many unemployed and smaller funds to draw from. However, Mrs. Gillick reports seventy-two families consisting of three hundred and fifty-six persons, were taken care of by our relief committee, and seventy-seven tons of coal distributed among them during the month of February. By next month we hope to give a complete summary of the winter's work.

Mrs. Soike, chairman, Ways and Means, reported \$25.15 from a card party, and \$23.00 from club room rental. Also that the rent from the club rooms and the club dance in November together netted \$558.27.

The dinner served to Professional and Business Women's Club at our club rooms netted \$24.47, and a card of appreciation from the members for the nice dinner served, was received. Mrs. Chamberlain expressed her gratitude for a card received from the club during her recent illness.

It has been requested by Chicago that the club buy garden seed for anyone who has planting space.

We are justly proud of our large membership which now boasts 286 voting and 456 contributing members. However, with the customary help and splendid cooperation of everyone interested in this club's growth and development, we feel that a great many more will be added to our ranks as this work progresses. Since our previous write-up one of our very active and, I believe, charter members, Mrs. Ralph Kauppi, has been called to her new home in Chicago, Mr. Kauppi having been recently transferred.

Motion was made, seconded and approved that the club send a check for \$25 to a family whose home was recently destroyed by fire; also approved donating club rooms one night to the Good Samaritan Hospital for a benefit card party and last, but by no means least, all present (about 80) were in favor of serving lunch at all future meetings. This is significant, as many ideas are happily exchanged, important events planned and beautiful friendships begun over a

cup of fragrant coffee.

The first president of our chapter, Mrs. J. F. Hills, now of Montevideo, Minn., was a surprise guest of the evening, and favored the gathering with an interesting talk. We hope to have the pleasure of Mrs. Hill's company again soon. Concluding a pleasant evening, a delicious lunch was served by Mesdames Lowell Winters, Bert Smith and Ray Drum.

Board of officers and chairmen for this year are:

President—Mrs. H. M. Gillick.
1st Vice President—Mrs. F. H. Burdick.
2nd Vice President—Mrs. W. J. Kane.
Treasurer—Mrs. E. H. Soike.
Recording Secretary—Miss Frances Friemuth.
Corresponding Secretary—Mrs. R. B. Aney.
Historian—Chas. L. Boland.
Relief Committee—Mrs. H. M. Gillick.
Sunshine Committee—Mrs. R. E. Sizer.
Social Committee—Mrs. B. M. Smith.
Ways and Means Committee—Mrs. E. H. Soike.
Housing Committee—Mrs. Wm. Mertz.
Program Committee—Mrs. W. H. Berg.
Auditing Committee—Mrs. W. J. Kane.
Music Committee—Mrs. B. O. Johnson.
Membership Committee—Mrs. F. H. Burdick.
Constitution and By-Laws Committee—Mrs. Ralph Vanella.

As these notes are about to be forwarded, we are informed of the tragic death of Division Mechanic Earl W. Hopp, and to his bereaved wife, little daughter and son, and other relatives, our chapter extends its heartfelt sympathy in their hour of deep trouble and sorrow.

Mason City Chapter

Mrs. John A. Nelson, Historian

MASON CITY CHAPTER held its regular meeting March 29th, the president, Mrs. Johnston, presiding.

Committee reports were as follows: Sunshine, Mrs. John Belforz, 18 personal and 7 telephone calls and 9 cards sent.

Mutual Benefit, Mrs. Henry Smith, reported 47 telephone calls, 15 personal visits and 3 letters sent; work done at cost to the club including scholarship, \$95.02, and \$11.50 at no cost to the chapter.

House and Purchasing, Mrs. E. J. Patton, reported having had a picture framed.

Treasurer, Mrs. Jesse Mathewson, reported \$102.45.

Ways and Means, Mrs. W. F. Ingraham, reported \$11.25 made at the March card party.

The Auditing Committee report was given at this time, also.

At the close of the reports, Mrs. Johnston named her committee chairmen and co-workers as follows: Constitution and By-Laws, Mrs. R. McClintock; Welfare, Mrs. Henry Smith of Mason City and Mrs. Fred Winn, Ossian, Iowa; Ways and Means, Mrs. W. F. Ingraham; Membership, Mrs. L. R. Meuwissen; Social, Mrs. John Leibold; Program, Irma Wilhelm and Faye Stirn; House and Purchasing, Mrs. E. J. Patton; Sunshine, Mrs. R. Goltz; Hospitality, Mrs. M. J. Ramsey and Mrs. J. J. Burns.

Mrs. Johnston announced that Mrs. Carpenter Kendall and Miss Etta Lindskog would visit us at our next meeting date. It was voted to have a one o'clock luncheon without business meeting scheduled for 2:30 instead of 7:30.

The meeting was then turned over to the program at which time, Dr. Stella Mason gave a very interesting and enlightening talk on Japan and China. Mrs. Clark gave a short talk on the care of the skin. A social hour followed.

On Tuesday evening, March 8th, the office girls sponsored a bridge and 500 party in the club rooms. There were sixteen tables and during the evening, after the arrival of No. 22, Mrs. Carpenter Kendall and Miss Etta Lindskog came in for a few minutes.

After the prizes were given out, refreshments were served to about sixty, by the committee in charge.

Mitchell Chapter

MITCHELL CHAPTER met in its new club rooms on April 1st, with a good attendance. This being the first meeting of the club year the meeting was opened by Mrs. J. West and later turned over to Mrs. Edna Bintliff, the new president. Miss Lindskog from Chicago spoke briefly.

We appreciate our new club rooms and we are sure everyone will work with new enthusiasm. A membership drive has been completed with excellent results, adding several members to our list.

At 1 P. M. a very pretty luncheon was held in the Picadilly Tea Rooms. Miss LaVaughn Paulin played several piano selections and an address was given by Miss Lindskog. In the evening a Safety First meeting was held, the speakers of the evening including Mr. Hemsey from Minneapolis and Mr. Ingraham. Miss Lindskog also spoke, after which several vocal solos were given by Mrs. Ingraham, accompanied at the piano by Mrs. McGovern.

From 9 P. M. until midnight a dance was put on under the auspices of the husbands of the club members. About 350 were in attendance with visitors from several different places. Although this was April 1st, we are sure that everybody went home satisfied with the good entertainment of the evening.

We are hoping for a bigger and better Chapter this year and urge everyone to get back of our new officers.

Madison Chapter

Mabel Davy, Historian

ABOUT fifty persons attended the pot luck supper which was held in the club rooms Tuesday, March 8th. Mrs. F. Liegois and her committee had arranged the tables attractively in honor of St. Patrick's Day. The supper was followed by a social evening. Bridge and 500 were played.

On Friday, April 1st, the members of the club met in the club rooms and enjoyed a surprise party in celebration of the birthday of their president, Mrs. Rae Scherneck.

An "April fool" box, which was packed by Mrs. Blethen and Mr. Coleman of the freight office, furnished much amusement when its many wrappings were removed and a Sambo Doll and some stick candy were revealed. Mrs. Scherneck, positive that the candy was another "April fool" trick, and determined not to suffer alone, passed it to the members.

The evening was spent in playing cards, prizes being awarded to Mr. and Mrs. Carl Knope, Mrs. Edward Ziel and Mr. J. McNulty.

In presenting the club gift, Mr. MacDonald gave a humorous speech.

To you, Mrs. Scherneck, we extend sincere hopes that the year which has started so happily may continue so.

Terre Haute Chapter

Mrs. R. S. Bentley, Historian

THE Terre Haute Chapter held its monthly meeting, preceded by the usual pot luck supper, on March 17th. The tables were lovely in the St. Patrick's day color. Even some of the cakes took to the wearing of the green. Mrs. Brown was chairman of the supper committee with Mrs. Barnes, Mrs. Bair and Mrs. Burt as able assistants. Mrs. W. G. Bowen and daughter, Virginia, of Savannah, were guests whom we were very glad to see and hope to have with us again.

The business meeting was conducted by our president, Mrs. J. H. Valentine. The membership was reported to be 543 at the present time. The following officers were elected for the coming year:

President—Mrs. J. H. Valentine.
1st Vice President—Mrs. C. A. Wilson.
2nd Vice President—Mrs. Chas. Pearce.
Treasurer—Miss Eleanor Faris.
Recording Secretary—Mrs. Roberta Bair.
Corresponding Secretary—Mrs. Harold Patton.

Historian—Mrs. R. S. Bentley.
Constitution and By-Laws—Mrs. T. J. Lentz.
Mutual Benefit—Mrs. W. R. Barnes.
Sunshine—Mrs. W. G. Bishop.
Ways and Means—Mrs. R. M. Blackwell.
Membership—Mrs. Chas. Pearce.
Social and Program—Mrs. W. W. Griffith.
Publicity—Mrs. R. M. Burns.
Auditing—Mrs. O. G. Richards.
House and Furnishing—Mrs. V. E. Engman.

Tacoma Chapter

Mrs. C. M. Slightam, Historian

OUR regular monthly meeting was held on Monday, March 28th. Approximately one hundred fifty members attended a most delicious luncheon of which Mrs. Charles A. Snyder was chairman. Mrs. Medley, newly elected president of Seattle Chapter, with her co-officers, were our guests.

Mrs. Chris Schmidt made a very interesting report as chairman of our Sunshine Committee for the past five years. During that period of time she reported having made 1140 personal calls, 622 telephone calls and having sent 841 cards of sympathy.

We are sorry to report that Mrs. Calkins, who has been ill for some time, is not improving as rapidly as we would like to have her, but we hope to have her back again with us soon.

At the present time we have two members ill in the hospital, Mr. James Biggs and Mr. George Gunder.

The proceeds from a dinner given in our club rooms on March 22nd, with Mrs. Hurd as chairman, added \$23.25 to our treasury.

Mrs. Loomis expressed her appreciation to her co-workers for their cooperation during the past year.

Mrs. William A. Monroe, on behalf of the retiring officers, paid a tribute to Mrs. Loomis for her faithful services rendered during her term of office.

Mrs. Loomis introduced each new officer:

President—Mrs. F. E. Kirkland.
First Vice President—Mrs. Phillip Emanuel.
Second Vice President—Mrs. Chas. M. Slightam.

Recording Secretary—Mrs. N. B. Footitt.
Assistant Recording Secretary—Mrs. J. S. Griffith.

Treasurer—Mrs. E. L. Swalley.
Corresponding Secretary—Mrs. W. S. Burroughs.

Historian—Mrs. F. W. Rasmussen.
Mrs. Kirkland announced the committee chairman for the ensuing year:

Telephone—Mrs. George Loomis.
Constitution and By-Laws—Mrs. E. P. Wilson.
Membership—Mrs. H. W. Gunther.
Publicity—Mrs. E. P. Allen.
Scholarship—Mrs. J. A. Wright.
Ways and Means—Mrs. W. G. Densmore.
Benevolent—Mrs. George Beachwood.
Program—Mrs. F. E. Devlin.
Refreshments—Mrs. George Pyette.
Sewing—Mrs. Richard Wende.
Librarian—Mrs. H. E. Hatch.

Social—Mrs. Homer W. Williams.
Safety First—Mrs. E. L. Cleveland.
Sunshine—Mrs. Chris. Schmidt.
House and Purchasing—Miss Margaret Morrison.

Auditing—Miss Florence Hall.

Just before the close of the meeting we were favored with two solos rendered by Mrs. J. S. Eccles, accompanied by her son, Robert.

Members of the Milwaukee Puget Sound Pioneer Club, who have enjoyed excursions to Delano Beach, will regret to hear that Mrs. Edith Delano, owner of Delano Beach, passed away on Easter Sunday.

Davenport Chapter

Mrs. Ray Roenfeldt, Historian

THE Davenport Chapter met Monday evening, March 7th with our president, Mrs. E. A. Johnson, presiding. The club motto was repeated after which the reports of the secretary and treasurer were read.

On March 31st Mrs. E. A. Johnson held an afternoon card party at her home. There were six tables of bridge and five hundred played, and prizes were awarded for high score at each table. Refreshments were served by Mrs. Johnson. Our club realized the sum of \$5.50 through Mrs. Johnson's efforts.

Our Sunshine chairman, Mrs. J. L. Parnell, reported one personal call, six telephone calls and three cards sent during the month.

Mrs. F. L. Brenton, chairman of the Relief Committee, reported several families provided with food, fuel and clothing.

A benefit card party was held the evening of April 4th at the Odd Fellows Hall, which was well attended and the proceeds will be used in good cheer work. Mrs. R. F. Murphy was chairman in charge.

Mrs. Collins of the Membership Committee reports several new members.

The club extends sincere sympathy to Mrs. Robert Carlin in the loss of her husband, Robert Carlin, who passed away suddenly at his home March 7th. Mr. Carlin was a veteran Milwaukee employe and had many friends who will mourn his loss. We are very glad to hear that Mr. J. V. Conner has returned home from Rochester, Minn., where he has been treated and we hope he will soon be able to resume work.

Madison, S. D., Chapter

Mrs. Carl A. Berg, Historian

THE 52nd Chapter of the Milwaukee Railroad Women's Club was organized at Madison, S. D., March 22nd, 1932.

About 35 ladies met at the city hall in the afternoon to meet Miss Etta Lindskog of Chicago, Secretary General of the clubs, who had come to organize this club.

Twenty-five ladies were enrolled as voting members and seventeen men enrolled as contributing members.

The nominating committee's report was accepted and the following officers were unanimously elected.

Mrs. M. L. Adkins, president.
Mrs. Roy Wood, first vice president.



Sioux City Shop. Front Row, 3rd from Left, James Palmer, 43 Years of Service

Mrs. Hans Westby, second vice president.
Mrs. Joe Lawler, treasurer.
Mrs. Claude McAdams, recording secretary.
Mrs. Wayne Goudy, corresponding secretary.
Mrs. Carl A. Berg, historian.

The following chairmen were appointed by the president:

Mrs. P. H. Pfeiffer, Constitution.
Mrs. A. D. Smith, Welfare.
Mrs. Fred Wagner, Sunshine.
Mrs. Ed Coty, Membership.
Mrs. Hans Westby, Ways and Means.
Mrs. H. G. Gregerson, House and Purchasing.
Mrs. Carl A. Berg, Program.
Mrs. R. E. Wood, Social.
Mrs. Thomas McGee, Auditing.

Regular meetings will be held the second and fourth Tuesdays of April and May until after the summer recess when the matter will be taken up to decide time and frequency of meetings.

The organization meeting of the afternoon was followed in the evening by a mixer for all railroad men and their families, with about sixty present.

Supt. Van Dyke, in his genial manner, expressed his appreciation and congratulations to the women of the organization and predicted a happy and successful future for the club.

Mrs. Van Dyke, president of the Austin Club, spoke of the activities of that Chapter and the wonderful work they had accomplished.

Miss Lindskog outlined the work of the Chapter and explained that the prime purpose was to provide relief for needy employes of the railroad and gave many helpful suggestions.

The evening was concluded an hour of informal visiting and the serving of refreshments by a committee of ladies headed by Mrs. A. D. Smith.

Alberton Chapter

Mildred Miller, Historian

THE March meetings of our Chapter were held on the 9th and 23rd with our president, Mrs. C. A. Bolton, presiding. Routine business was transacted.

The old officers were all re-elected for the coming year. As our Chapter was started only last Fall, we all felt that those already in office should have a full year at their jobs.

We are still helping some worthy families who are very much in need.

The women have been busy painting our chairs and making little pads for them.

We received a few more books for our library and are expecting some furniture from some of the other places where it isn't needed. Our club room would be brightened up and made more attractive by having it painted. Perhaps we may get to that in time.

We enjoy these get-together meetings very much and we realize the great benefit the Women's Club is going to mean to our community.

At the close of the business coffee and cake were served by Mrs. McElheny.

Union Station Chapter

Vera G. Snapp, Historian

THE annual meeting of the Union Station Chapter was held in the Club Room at 7 p.m. Tuesday, April 5. Dinner was served in the Coffee Shop at 5:45 to 67 members and 4 guests who, with those coming later who could not be with us for dinner, made the attendance at this meeting the largest in some time.

Mrs. Brown took charge of the business meeting at which the annual reports of all committees were read. After thanking the officers, chairmen and committeemen for their help during her two years as President of Union Station Chapter, Mrs. Brown turned the meeting over to Miss Hazel M. Merrill, our new President.

Miss Merrill introduced her Board Members. The officers were listed in this column last month, and the committee chairmen are as follows:

Mutual Benefit—Mrs. Carson L. Taylor, Chairman; Mrs. E. W. Soergel, Asst. Chairman.

House and Purchasing—Mrs. H. A. Wicke.

Program—Miss Gertrude Schoyer.

Social—Miss Vila Graves.

Ways and Means—Miss Grace Doyle.

Membership—Miss Fern Olson.

Library—Miss Julia Sachen.

Constitution and By-Laws—Mrs. M. J. Larson.

Auditing—Miss Margaret Pagels.

Sports—Miss Marilyn McNicholas.

Safety First—Mrs. M. J. Flanagan.

Sunshine—Mrs. Beatrice Morrison.

Scholarship—Mrs. Irma Oberg.

Publicity—Miss Laura Linke.

There was a short Washington Bicentennial program, consisting of papers on the life of the Father of Our Country, read by Miss Schoyer and Miss Merrill. This was followed by a card party, a prize being awarded to the high score from each table.

On Saturday, April 9, Mrs. Brown entertained those who served on the Board during her two terms as President at luncheon at her home in Oak Park.

Savanna Chapter

Mrs. W. G. Bowen, Historian

THE regular meeting of the Savanna chapter was held in the Lydia T. Byram community house, February 8th, 1932. The election of officers for the ensuing year was held; appointments as follows:—

President—Mrs. Harry Carmichael.

First Vice President—Mrs. Wallace Wolfe.

Second Vice President—Mrs. John Brown.

Recording Secretary—Mrs. H. P. Buswell.

Corresponding Secretary—Miss Viola Donahue.

Treasurer—Mrs. Geo. Humphrey.

Historian—Mrs. W. G. Bowen.

At the March 14th meeting the High School students put on a very interesting Washington Bicentennial program, which was enjoyed by all.

On March 7th the club served a dinner to eighty-three. This dinner was in honor of the office force which was transferred to Chicago.

On February 26th a very lovely dance was given at the Odd Fellows Hall, the club house being too small to accommodate the crowd. A very enjoyable time was had by all. The sum of \$250.00 was realized.

The April meeting was held on the 11th. There were thirty-one members present. Reports of the various chairmen were read and their committees appointed.

During the year the Ways and Means Committee made \$945.43. The Commissary was closed April 7th, 1932. It had been in operation eighteen weeks. The department was open one day a week from 9:00 a.m. to 12:00 noon. This commissary provided food for sixty-one families, on an average of five persons to a family. The amount spent was \$1,000. They provided the families with potatoes, flour, rice, beans, corn, tomatoes, coffee, sugar, lard, oleo, soup, prunes, butter, yeast, syrup, peanut butter, jelly and matches; amount spent for each family was \$14.77. This last month fifty-one families were taken care of; amount spent being \$290.00.

On May 6th the Club will give a Gingham Dance, which is an annual affair.

Mobridge Chapter

Bess B. Bunker, Historian

ON WEDNESDAY evening, March 30th, the Mobridge Chapter held its meeting in the club rooms. Mrs. Moran, president, called the meeting to order. As opening numbers, the club motto was repeated and Mrs. Robison's club song sung.

The secretary's report was read and approved. The report of the treasurer was read and accepted as read. Mrs. Swanton, treasurer, re-

ported total expenditures for the year in the amount of \$1,871.12. Mrs. Fuller, chairman of the relief committee, reported that 51 families had been cared for during the year, these families including 289 persons.

An intermission was allowed for the program which Mrs. Manley had arranged. It was with pleasure that we learned that Mrs. Tobin and Mr. Thompson were again on the program. They have added much to our programs during the year and for their courtesies to our club we extend our thanks. Martin Tobin was presented by Mrs. Manley in a group of fine readings. The first "The Cremation of Dan Magee"; followed by "Opportunity." Mrs. Tobin sang most feelingly and beautifully one of her favorite numbers, "My Heart's Desire"; graciously responding to the applause of the members with an encore "Loves in My Heart." Mr. Thompson was accompanist for Mrs. Tobin.

After these numbers, the business meeting was resumed. Mrs. Paul Nylan reported that the books of the treasurer had been audited and found in a satisfactory condition. The resignation of Mrs. Leahy, as corresponding secretary, was read and accepted. Mrs. Leahy, who will make her home in Miles City, has endeared herself to the members of this club. We have found in her a sincere, efficient member. During the past year, as chairman of the ways and means committee, she has helped, through her efficiency and interest, to reimburse our treasury with very generous amounts. Our best wishes go with her. Mrs. Claude Preston was duly nominated and elected to fill the vacancy caused by Mrs. Leahy's resignation. Mrs. Frank Williams asked that her resignation as historian be accepted. Same was accepted and Mrs. Bess Bunker elected to this office for another year.

Mrs. Moran expressed to all the members and officers her deep gratitude for their help and co-operation during the past year. Installation of the new officers followed with Mrs. Dickey, our new president, taking the chair. Chairmen and members of the various committees were appointed by Mrs. Dickey. We look forward to a year of success under the guidance of our new president. The new officers were all chosen with thought and consideration of their capabilities and with the knowledge that there is hard work ahead of us to keep our club a growing, active organization. Let us all get behind Mrs. Dickey and help her to make this a banner year.

Each passing year brings its share of forgetfulness—sometimes welcome—but there are memories which we cherish. Mrs. Moran, retiring president, kind, just, faithful friend of the needy, will ever be remembered for her helpful, busy ministrations. She has served us well and many a sad heart has been made lighter for her presence among us. We know her services are not over—that she will continue to give freely of herself, but in the words of simple folk we say "thank you" for what you have been to us. To the other officers who have served so well we add another "thank you."

During the social hour refreshments were served from a daintily appointed table, with Mrs. Dickey pouring. Acting on the refreshment committee were Mesdames H. A. Mosher, Emil Johnson and R. C. Herschleb.

Sanborn Chapter

Mrs. Ellis Miller, Historian

A MEETING of the Sanborn Chapter was held on the evening of March 18 at the Club Rooms, with Mrs. Inga Pippinger, president, presiding.

Election of officers took place at this meeting which resulted in the following being elected to serve the club the coming year.

President, Mrs. J. C. Wiley; First Vice President, Mrs. J. W. McGuire; Second Vice President, Mrs. Dale Diek; Secretary, Mrs. Bert Merriam; Treasurer, Mrs. Ethelyn Stevens; Wel-

fare, Mrs. Inga Pippinger; Historian, Mrs. Ellis Miller; Scholarship, Mrs. Henry Kissler; Ways and Means, Mrs. Fred Wagner; Membership, Mrs. Fred Hurlbut; Constitution and By-Laws, Mrs. M. M. Burus and Mrs. Wm. Steward.

This being the birthday anniversary of one of our members, Mrs. Gactschal, she surprised the members of the club by serving delightful refreshments.

A special Get-Together meeting of the Chapter was held on Saturday, April 2 at the club rooms.

Meeting was called to order by our outgoing president, Mrs. Inga Pippinger, who, in turn introduced the new president, Mrs. J. C. Wiley, who then presided.

Reports of chairmen of various committees were given and the outgoing treasurer, Mrs. M. M. Burns gave an interesting report showing a balance of \$100 in the treasury.

We have a membership this year of one hundred and fifty-three.

A very interesting talk was given by Miss Etta N. Lindskog of Chicago, our secretary-general, on different phases of the work as done by other chapters.

Remarks were also made by Mrs. W. F. Ingraham, and Mrs. Wm. Johnson.

At 5 o'clock an attractive luncheon was served at small tables centered with jonquills.

Visitors present were Miss Etta Lindskog of Chicago; Superintendent W. F. Ingraham and Mrs. Ingraham of Mason City; Mr. and Mrs. Wm. Johnson of Mason City; Mr. and Mrs. L. E. Johnson of Brewster, Minn.; Mr. and Mrs. W. B. Peterson of Sheldon.

Beloit Chapter

Mrs. Edgar Ruck, Historian

BELOIT Chapter held its regular meeting April 13. New officers were installed for the coming year. The various chairmen read their yearly and monthly reports.

The Ways and Means chairman reported \$10.40 made on a card party and \$17.25 cleared on a bake sale.

Forty-one dollars and eight cents was spent on food and clothing during March. Our Welfare chairman also reported 18 personal calls and 35 phone calls.

Membership is now 46 voting members and thirty contributing members.

A donation of \$5.00 was received from one of our contributing members.

Plans for a card party or a dance for the near future were discussed.

St. Maries Chapter

Mrs. Theodore May, Secretary

ST. MARIES Chapter met in the club house Monday afternoon, March 11, our president, Mrs. Michelson, presiding. 24 members answered roll call.

Sunshine and Good Cheer committee reported 28 personal calls and 38 phone calls; 6 relief cases were taken care of. Two letters of good cheer and two letters of condolence were sent out.

The installation of officers took place at this meeting and new committees were appointed.

After the meeting the entertainment committee put on a birthday party for our past president, Mrs. Michelson, her birthday being in that week. Miss Hennen won the guessing contest and a poem was read, then a delicious lunch was served at one long table decorated with two birthday cakes. Mrs. Michelson's cake was decorated with two candles in honor of the two years of gratefully appreciated service she has given us. Our new president, Mrs. Burt, presented Mrs. Michelson with a lovely gift from the club. Mrs. Michelson thanked the club for their kind remembrance which she will always cherish.

Mrs. Terry's birthday was on Tuesday, so the small cake was in her honor. Short talks were given by the different members and greatly enjoyed by all.

Plans were made to have a covered dish supper in the club house Saturday evening, April 2, at 6:30, followed by cards for the rest of the evening.

Marion Chapter

Mrs. Robert Cessford, Historian

THE regular March meeting of the Milwaukee Women's Club featured its second six o'clock dinner for all club members and their families. The dinner was served by the Ladies' Aid Society of the Presbyterian church under the supervision of Mrs. W. Shank. Fifty-five persons enjoyed the dinner, which was followed by a business meeting, Mrs. A. J. Elder, president, presiding, after which cards were enjoyed, prizes being awarded for high score.

March 28th, Easter Monday, the club gave its seventh annual charity party. The affair, which is usually a ball, this year took the form of a card party. Cards were played at thirty-one tables. The hall was decorated with bouquets of apple blossoms, Easter rabbits and colred eggs. The prizes were donated by Marion and Cedar Rapids business firms. All present enjoyed a very pleasant evening and the party added \$34.00 to the charity fund.

April 14th the club members gathered at Memorial hall in the afternoon for the first regular meeting of the new club year. Mrs. A. J. Elder reappointed all committee chairmen of the

Morning

Field grass a glowing sheen,
Pearls dripping from every blade;
Flash of a blue-bird's wing is seen,
Meadow-larks whistle in every glade.

Morning is here!
The hill-top knows it
And smiles on all below;
Morning is here!
The river knows it
And chuckles soft and low.
My eyes see the morning,
They look past the hills;
My heart feels the newness,
It inwardly thrills,
Unable to say
As it properly should
Anything more
Than that God is good.

Reta Willert Rhynsburger.

previous year, which are: Mrs. Nelle Turner, Welfare; Mrs. Nelle Lothian, Membership; Mrs. Emma Miller, Ways and Means; Mrs. Margaret Leiming, Scholarship; Mrs. Nettie Reardon, Sunshine; Mrs. Agnes Smith, Social.

In the reports given it was shown that \$101.30 had been used in the welfare work, also garden seeds were furnished the unemployed or part-time employes of the Milwaukee road to the amount of \$11.60 and as the garden season advances many more calls will be taken care of. An interesting incident in this connection developed when a friend of the club, who has no connection with the railroad, became so interested in this part of the work that he donated a bushel of onion sets to the club with promise of more if needed.

The Sunshine Committee reported flowers sent at the time of bereavement and cards of cheer to sick and shut-in members. The Membership report showed a total of 192 members. A membership drive will begin at once with Mrs. Nelle Lothian and Mrs. Elsie Jordan as joint chairmen. The drive will end with a May breakfast the last week in May, to which all paid-up members are invited.

The treasurer's report showed a balance in all funds of \$626.84.

The chairman of the Scholarship Committee reported that with the assistance of the Red Cross two tonsil operations were taken care of.

The afghan, which is in the hands of a committee to raffle, reported \$75.00 worth of tickets sold. The drawing will take place at the May breakfast at the close of the membership drive.

Black Hills Chapter

Mrs. J. S. Johnson, Historian

ASPECIAL meeting of the Black Hills Chapter was held April 7th at the home of our new president, Mrs. Fred Diehl. The meeting was called to order by our president. Our club motto was repeated, after which reports were read by the secretary. The president asked for yearly reports of last year's officers. Treasurer's report, \$349.00; paid out, \$135.00 for relief work. A great deal of relief work is still being done. Ways and Means cleared \$297.13. Membership work cleared \$110.25.

This closed the business session. Social hour followed. Refreshments were served by Mrs. Diehl and Mrs. R. Beckman.

On Monday night, April 7th, our club ladies served a 6:30 dinner at the I. O. F. Hall to 80 members. The men took charge of the social work. They sang songs which were enjoyed by all, and a very good time reported.

Twin City Chapter

Mamie Rasmussen, Historian

THE Chapter met in regular session at the club rooms the evening of April 4th, Mrs. E. B. Stanley presiding. The meeting was well attended, the various officers and chairmen rendered their annual reports. Sunshine chairman, Mrs. W. Smith, reported 31 personal calls, 34 telephone calls and 39 cards of good cheer and sympathy.

Mrs. A. McCallum reported \$711.53 spent for welfare work, 71 telephone and 63 personal calls made.

Mrs. L. W. Scoville, Ways and Means chairman, reported \$365.80 made during the year on card parties and dances.

The entire corps of officers was carried over for the ensuing year.

The food sale proved to be a success, over \$23 was realized. Mrs. Fred Arnold was in charge.

We wish to thank each and every one who so generously made donations for our food sale.

After the meeting, a social hour was enjoyed, playing cards, and cash prizes awarded. Mr. Stackpole having won the first prize, donated same to our treasurer. A delightful lunch was enjoyed by all.

Green Bay Chapter

Mrs. Chas. Heyrman, Historian

ON TUESDAY, March 15, Green Bay Chapter met for their regular monthly social afternoon. A nice crowd gathered, cards were played, prizes awarded and refreshments served. All reported a good time.

Thursday evening, April 7, the regular business meeting was held. Our president, Mrs. Thos. McLean, still being unable to be present, our vice president, Mrs. E. A. Meyer, presided. The meeting opened by all members reciting the club motto in unison, after which the reports of the secretary and treasurer were read.

Mrs. E. A. Meyer, chairman of membership, gave a splendid report. Our membership now totals 443, a large increase over last year, and is largely due to Mrs. Meyer's efforts in securing eligible persons to join us.

Mrs. Chas. Cheaney's Sunshine report, too, was very fine. For last month it was 19 personal calls, 53 telephone calls, 4 cards sent. The yearly report was 45 gifts of cheer sent, 226 personal calls, 304 telephone calls and 52 cards sent.

Mrs. Maurice Hastings, Welfare chairman, reported help given to 19 families.

The March Safety First meeting was held in our club rooms Tuesday evening, March 15. There was a large turnout. After the meeting a lunch was served to them by our club women. All enjoyed it and reported a good time. Mrs. Leighton Stiehler was chairman of the kitchen.

The date of our social afternoon meeting has been changed from the third Tuesday to the third Wednesday of each month.

We are pleased to hear our president, Mrs. Thos. McLean, has left the hospital and is convalescing at her home.

FIRE PREVENTION

L. J. BENSON

Just One Minute!

You can read this in one minute!

By the time you reach the last line, property worth \$1064 will have been destroyed by fire somewhere in the United States.

Minute after minute, day after day, on the average, this appalling pace keeps up, to a grand yearly total of \$560,000,000.

What the showing will be this year, and in the years to come, depends, in large measure, on YOU.

Ninety per cent of all fires are preventable, for they are due to carelessness.

Take a look in your cellar, your attic, that closet. Clear out the rubbish,—the old stuff stored away because “maybe some day you’ll find a use for it.” Many fires about the house are born in trash piles.

Every American home has its treasured possessions whose worth cannot be computed in terms of money and can never be replaced.

A minute’s thought now may save the patient accumulation of a lifetime from the ravages of fire.

After all, it’s chiefly a matter of protecting your own dwelling and those whose presence there makes it HOME.

Isn’t it worth a minute to you?

What Silent Whistles Mean!

EVERY time the Montana railroad commission, or any other similar body in any other state, grants a license for a bus or truck line paralleling the existing lines of railroad, a step has been taken to silence forever the whistle of the 5:15.

And do people realize what it means to put the railroads out of business?

There are counties in Montana where the railroads pay all the way from 15 per cent of the taxes to as high as 80 per cent. Over in western Montana the counties of Mineral and Sanders simply could not function without the taxes of the railroads. Yet year after year we see bus lines and great truck freight carriers, eating into the business of the railroads. All over America 5:15’s are going. They are being licked, but some day we will wake up to our folly.

The idea of granting a license to a bus and freight line from Butte to Browning by way of Helena and Great Falls, simply means that in a few years the Great Northern line from Great Falls to Butte will be practically abandoned. There are changes contemplated now which will greatly reduce the train service. A gas car may be the only service soon between Great Falls and Helena, perhaps between Great Falls and Butte. The next step will be the abandonment of the road for passenger service.

Then how the counties will jump and how the office holders and taxpayers will yell. Communities are beginning to appreciate the railroads when they are taken from them.

The Milwaukee road cut a short branch line out of service the other day. It ran up to a little county seat in Wisconsin. The railroad is prepared to abandon it entirely. Then it was that some politicians realized that the branch road, which everyone scorned and which the politicians helped out of business in favor of the bus lines and freight trucks owned by their friends, was the largest source of school taxes. The county seat is now shrieking for help.

Down in New Zealand and over in Australia, where the government owns the railroads, a drastic step was taken last December. In Australia the premier simply refused to permit the granting of licenses for bus and truck lines, while in New Zealand there has never been granted and there never will be for a good many years, a license to operate a bus line in competition with the government owned railroads.

We do not own the railroads in the United States—praised be Allah—but we are dependent on them, in more ways than one. This editorial simply points out what is going to happen to the revenues of Montana, what is going to happen to the county incomes and the funds of our schools, when the whistles of the locomotives are still. Just stop and think, where will we be when the 5:15 runs no more down the long line of shimmering steel!—Helena (Mont.) Independent.

Personal Caution Is the Foundation of Safety

John Ader, Pipefitter, Safety Committee,
Milwaukee Locomotive Shops

MOST accidents happen when someone—laborer, helper, mechanic, foreman or manager—does not care enough. Neglect of orders; foolish horseplay; improper handling of loads on trucks and cranes; the poor and defective shoe; the turned up, ragged or holey overalls; lack of protection to the eyes in performing certain classes of work; a minor obstruction on floors and aisles. All of these are different forms of carelessness that swell the list of preventable accidents.

The greatest enemy to safety, then, is carelessness. What is the remedy for that? In our personal life or in our business projects, safety has always revolved around caution, and caution is also the only safeguard which has proved effective in reducing the number or the severity of accidents. Whether caution is evidenced by the provision of mechanical appliances by the employer, or by his careful attention as he directs his men, or whether it is shown in the regard of the employe for his own safety and for that of his fellow-workmen; the sense of caution must be recognized as the chief factor in accident prevention.

The surest cure for the carelessness of men is an education in caution, example, counsel and discipline. It would be expected that the employe would be quick to recognize that he should practice caution in his work, for he must know that the results of a foolhardy action must usually fall upon his own head, and that he and his family will be the chief sufferers. Yet the habit of taking chances has been handed down from generation to generation of workers, by whom accidents are considered too much as a matter of course; they must be taught that most accidents are a matter of carelessness.

Education in caution may be carried still further by force of example of those who are in charge of workmen. When the superintendent applies his wit and energy to the remedy of every hazardous condition found in his plant, whether it is a mechanical defect or an unsafe method of work; when foremen or sub-foremen show appreciation of the safest way of handling or placing materials; when they wear proper shoes themselves and use goggles where goggles should be used; when they see to it that no menacing obstructions are left in the path of workmen; these examples must show the sincerity of the executives and must excite in others a keener regard for the hazards of employment.

Even though some hazards hover threateningly over men's heads and some accidents come, the spirit of caution that pervades the well-ordered shop develops a sense of preparedness that deflects or lessens these hazards, whereas a careless disorderly or undisciplined condition intensifies the risk.

Electric Hazards and How to Prevent Them

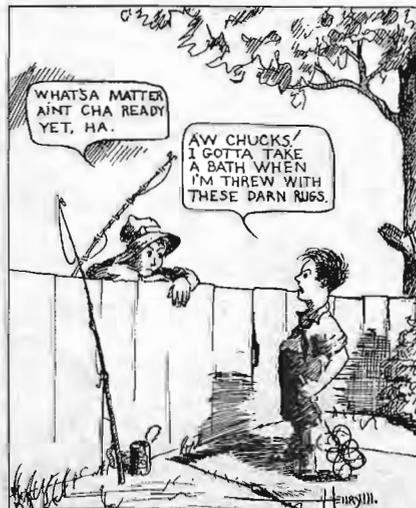
By H. J. Palmer,
Electrician, Sioux City Shops

(Paper read at West Iowa Division Safety Meeting, Sioux City, Feb. 16)

Electricity! What is it? As near as science has been able to determine, electricity is matter in motion—a power that can be controlled better by mankind than any other power or force. Electricity is man's most powerful servant. When handled by thoughtful and careful men it can be made to do whatever man wishes in the known field for electricity. However, electricity is a most dangerous power when handled by thoughtless and careless men. It is like a snake in the grass, silent but deadly, and will strike when you are not looking for it.

Electric hazards are many and they lurk in places least expected. The most dangerous electrical appliance in a railroad shop is the familiar extension cord. More accidents have occurred through improper handling of light cords than any other appliance—not that the cord itself is dangerous, but the manner in which it is used and the care some workmen take of it. It is not uncommon to walk through a shop and see cords lying on the floor—some of them in pools of water. Workmen will not stop to pick it up when pushing a truck, but run over it, with the result that the insulation is broken. Sometimes a bar is thrown across it, cutting it, with the result that cord has to be spliced, and the splicing of a cord weakens the insulating qualities, as the tape used in insulating the splice will absorb moisture, and if picked up by the splice a shock will be received. Strict instructions have been issued that a cord must not lay on the floor, but be hung up between outlet and points of work. These instructions should be enforced. Brass shell sockets or any other metal fixtures should not be used on extension cords.

The following list of DON'T'S have been compiled for consideration in the home as well as at work. It is just as important for the men of other crafts to know these rules as men electrically employed.



No. 1—DON'T attempt to remove or replace a fuse until the line switch is pulled out.

No. 2—DON'T pick up an electric wire unless you can see that both ends are free.

No. 3—DON'T take hold of any metal part of any electrical appliance, such as socket, fan motor, flat iron, etc., while at the same time any part of your body is on contact with a ground connection, such as a radiator, bath tub, water pipe, or in fact anything leading to the ground.

No. 4—DON'T take hold of a brass shell socket to renew or remove a globe while standing on cement floor or the ground. Take hold of key or use a dry cloth to hold socket with.

No. 5—DON'T use metal covered socket in roundhouses or shops for any purpose. Use moulded mica or porcelain.

No. 6—DON'T stick tools or anything into a lamp socket to see if there is current. (I once saw a machinist remove a globe that had failed, and stuck a file in the socket to see if there was any current. He found out—at the cost of a severe shock and a badly burned hand.)

No. 7—DON'T tamper with, or try to make repairs on electric appliances. (Read Safety Rule No. 16.)

No. 8—DON'T pass under a lead suspended by a magnet crane.

No. 9—DON'T form a habit on using more than one hand while operating electric apparatus.

No. 10—DON'T leave switches in a partially open or closed position. Force them to extreme open or closed position always.

Of nearly all accidents arriving from contact with electric wires and electric machinery, it may be said that the majority are caused by lack of care rather than lack of knowledge.

A Shop By the Tracks

By Robert Gates

I. PIGEONS.

"Sam Elder ran the lathe ahead of me. Eight years, they say, he's worked there by the door.

His work is all routine and nothing more Than changing parts. His mind and eyes are free

And wander out to where the pigeons soar Back in the sun and on a white blue sky, And white as drifting snow-swirls when they fly Across the walls and settle on the floor.

"It seems a funny thing," he sometimes said, "That all the years that I have put in near This door where I see pigeons fly around That I have never seen one lying dead. I wonder if the same birds will be here, Flying across when I'm laid under ground."

II. AND BOX-CARS.

"I run a lathe myself and often stand Watching the box-cars shunting through the yard.

My work is all the same and not so hard But that I do it mostly with my hand.

I like to watch the lumber, coal, and sand Pass through to cities I have never seen, Los Angeles, Seattle, Abilene, New York, and Baltimore in Maryland.

"Sometimes in spring their roofs bring mountain snow,

An open door will drop a trail of wheat,
A load of tractors flash by, red and green,
And wondering box-cars make me want to go
Out on the road and following my feet
Off to a job some place I've never been."

Making Safety First a Habit

Edward H. Heidel, Gang Foreman,
Milwaukee Locomotive Shops

JUST what is *Habit*? The dictionary says:

"A tendency toward an action or condition which by repetition has become spontaneous."

We all know that a good habit is as easily formed as a bad habit—and that good habits work always in our favor.

If then we can make the safety-first idea a spontaneous action or a habit, it goes without saying that fewer and fewer accidents will be the result.

To this end a set of safety rules has been distributed. These rules, if rightly understood and practiced, will practically eliminate the possibility of accident.

And in order that these rules shall be correctly interpreted, meetings of small groups of men are called weekly. Here the various rules are read, discussed and explained, in connection with bulletins and correspondence received pertaining to violations, whether an accident has occurred or not.

By this personal contact with a small number of men, an opportunity is given to bring home to each man the importance of keeping the safety idea uppermost in his mind at all times—and if we can accomplish this we are well on the road to making the idea an established habit.

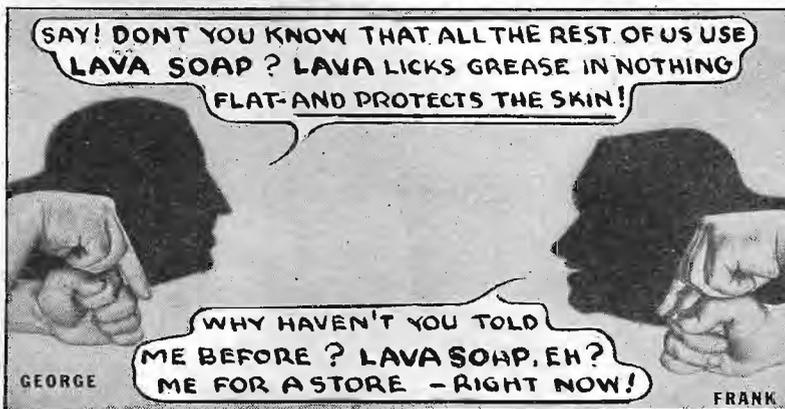
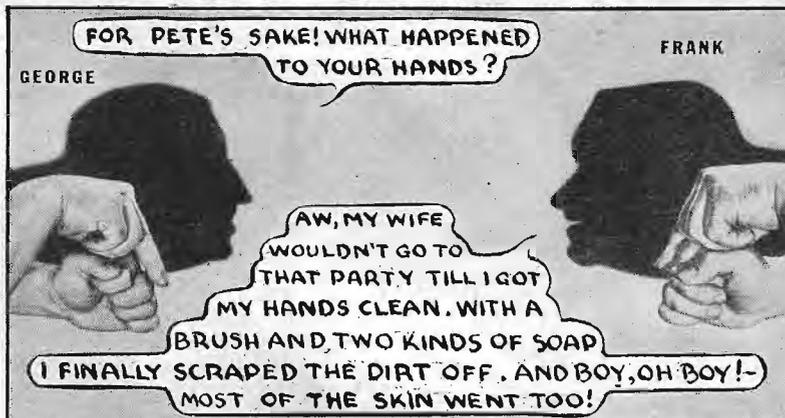
It is certainly very gratifying to notice the co-operation and enthusiasm evidenced at these group meetings when once the rule under discussion is thoroughly understood.

It is only through constant repetition that a habit is formed—and with this thought in mind we are constantly impressing upon these groups the responsibility which is theirs—not to themselves alone—but to their fellowmen, to keep in mind as well as to put into practice their knowledge of the safety rules—making them realize at the same time the fact that accidents and injuries can not and will not occur if the safety idea has become a habit with them.

When once the idea has become thoroughly established, experience has proven conclusively that the mind will respond spontaneously in any emergency with practically no thought having been given in the moment of danger.

We feel that these personal contacts with small groups of men are responsible in no small measure for some of the gain made in the safety record at this point, and while we are proud of this record, we are by no means satisfied with it—and will not be until we have succeeded in making the safety idea a habit in every sense of the word.

LAVA SHADOW PICTURES



LAVA SHINES THE DIRTIEST PAIR OF HANDS... *in less than a minute!*

If it's an awful battle to get your hands clean. If your soap won't work in hard water. If you have to scrub so hard your skin smarts—here's a tip. Wrap your paws around a big healthy cake of Lava Soap. Watch its thick, heavy lather chase off the greasiest dirt *in less than a minute!*

Lava contains soft powdery pumice which works the grease and grit loose. Its creamy lather lifts out

the last trace of dirt. And a generous supply of glycerine in each cake soothes and protects your skin.

Lava Soap is mighty handy around the house, too. It quickly cuts burnt-on grease from pots and pans. It puts a real shine on wash basins and bath tubs.

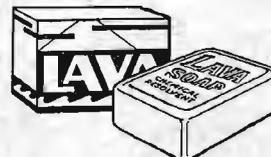
Next time you go near a grocery store, drop in and ask for Lava Soap. It comes in two large sizes—5c and 10c.

LAVA SOAP

takes the dirt—protects the skin

LAVA SHADOW PICTURE BOOK FOR THE CHILDREN

Write today for this book. Shows the children how to make all kinds of funny shadow pictures with the hands. Just cut the front from a Lava Soap box. Write your name and address on the back. Place in envelope and mail to: Procter & Gamble Co., Dept. LKG-52, Cincinnati, Ohio.



SPECIAL COMMENDATION

Name and Division	Citation and Date	Cited by
Fern Reid, Chicago Terminals	Discovered broken rail while walking track 2:30 A. M. March 17, Chicago	C. L. Whiting, Superintendent
Operator Sohn, Monona, Ia.	Reported dragging brake beam on passing train, March 24	W. F. Ingraham, Superintendent
A. W. Henthorne, Brakeman, I. & D. Div.	Reported dragging brake beams on ears, Feb. 22 to March 25	W. F. Ingraham, Superintendent
L. Lowe, Section Foreman, Rubio, Ia.	Reported broken arch bar on passing train, March 14. Car set out without further damage	W. C. Givens, Superintendent
W. A. Hatfield, Operator, Laredo, Mo.	Reported broken arch bar on passing train, March 14. Car set out without further damage	W. C. Givens, Superintendent
Fay Cherwincker, Sec. Foreman, Haskins, Ia.	Reported stopping passing train account dragging brake beam	W. C. Givens, Superintendent
A. Wobig, Conductor, Milwaukee Div.	Found broken arch bar in train April 18. Car set out	N. P. Thurber, Asst. Supt.
Fred Jones, J. T. Regan, W. G. McIntyre, G. H. Lane, Z. D. Fulrath, Beloit	These five boys all discovered a brake beam down and notified the conductor	N. P. Thurber, Asst. Supt.
Richard Berkholtz, Crossing Flagman, Pewaukee, Wis.	Reported dragging brake beam on passing train to crew, and the defect removed	Captain of Police
J. T. Quinn, Conductor, D. & I. Div.	Reported broken arch bar in train at Davis Jct., March 23	L. F. Donald, Superintendent
Ellis Olson, Car Inspector, Bensenville, Ill.	Discovered broken rail in West yard, April 2, and promptly reported same, break was serious	C. L. Whiting, Superintendent
Robert Scott, Yard Clerk, Minneapolis	Found H. & D. eastbound main badly damaged due to a derailment; and notified roadmaster. Arrangements made to protect trains	E. H. Bannon, Superintendent
Edward Ainley, Brakeman, Iowa Div.	Reported broken rail between Collins and Rhodes, March 30	A. J. Elder, Superintendent

Our Business Getters



General Passenger Agent W. B. Dixon furnishes the following list of employees who have interested themselves in securing passenger business for our line:

A. P. Hilger	Agent	Mazepa, Minn.
John Ritter	District Accountant's Office	St. Paul
G. B. Jacobson	Local Freight Office	Minneapolis
John Graven	Carman	South Minneapolis
Wm. Wells	Conductor, H. & D. Division	Minneapolis
L. F. Huth	Mechanic	Minneapolis
Miss Alice Treherne	Stenographer	St. Paul
R. F. Donehower	Assistant Agent	Minneapolis
L. M. Truax	Chief Clerk—Local Office	Hastings, Minn.
R. G. Laugen	Agent	Bryant, S. D.
O. A. Laugen	Agent	Spring Valley, Minn.
Herman Odberg	Brakeman, River Division	LaCrosse, Minn.
G. Lamburg	Superintendent Minneapolis Shops	Minneapolis
Don Girtler	General Freight Department	Chicago
E. F. Conway	Captain of Police	Minneapolis
N. R. Wall	Inspector	Minneapolis
E. C. Scott	Conductor I. & S. M. Division	Minneapolis
H. A. Wellunscheg	Engineer	Minneapolis
P. H. Bornekampe	Station Master	Minneapolis
Wm. Neese	Operator	St. Paul
J. H. Skillen	Assistant Freight Traffic Manager	Chicago
Miss Mayme Heyde	Daughter, Machinist, Green Bay Shops	Green Bay
Arthur Boone	Section Foreman	Calder, Ia.
W. E. Swarthy	Sectionman	Ruby, Wash.
E. M. Groebel	Superintendent	Spokane
P. T. O'Neill	Master Mechanic	Spokane
Miss Laura Franzen	General Superintendent's Office	Chicago
Henry Martyn	Green Bay Shops	Green Bay
Thos. Sayles	Brakeman	Milwaukee
G. M. Doody	Purchasing Department	Chicago
Walter Brown	Ice House Foreman	Nahant, Ia.
R. P. Harmon	Conductor	Mason City
C. E. Kerlin	Conductor	Mason City
E. G. Gashel	Engineer	Mason City
Chas. Craven	Engineer	Mason City
J. E. Dennis	Brakeman	Mason City
F. J. McDonald	Dispatcher	Mason City
Mrs. Mabel Buchanan	Car Foreman's Office	Mason City
W. H. Woodhouse	Baggageman	Mason City
Tony Pappas	Clerk—Roundhouse	Mason City
Nick Challus	Clerk—Roundhouse	Mason City
F. A. Marsillo	Section Foreman	Falcon, Ida.
A. C. Kohlhasse	Trainmaster	Butte
Art Jersey	Roadmaster	Butte
L. C. Soper	Trainman	Great Falls
H. Bertram	Warehouse Foreman	Great Falls
Mr. Murgan	Roundhouse Foreman	Great Falls
L. M. Dyer	Agent	Moore, Mont.
R. M. Ray	Maintenance of Way Department	Great Falls
Roy W. Johnson	Clerk	Fairmont, Minn.
A. A. Horton	Agent	Fairmont, Minn.
P. H. Carlson	Clerk	Mankato, Minn.
G. H. Summers	Clerk	Mankato, Minn.
Wm. C. Corcoran	Warehouse Foreman	Mankato, Minn.
R. W. Johnson	Clerk	Fairmont, Minn.
Wm. Coy	Union Street Yard No. 1	Chicago
J. A. Gorski	Engineer	Milwaukee
A. C. Anderson	Agent	Fairhault, Minn.

Thirty

Palmer Lundemo, Pipe Fitter, Tacoma, furnished a tip resulting in securing some revenue business through to Iowa points.

N. J. Weber, General Yardmaster, LaCrosse, secured four revenue passengers, LaCrosse to Chicago.

G. Pyette, District Accountant, furnished a tip resulting in a prospective passenger from the east to Tacoma.

Lee Ward, Assistant to Port-Master, Seattle, furnished tip on shipment from Spokane to Seattle, resulting in securing the haul.

Wm. Dulmage, Blacksmith Helper, Tacoma Shops, brought a prospective patron to city ticket office, Tacoma and ticket was sold to her, Tacoma to Sioux City and return.

H. A. Fager, Dock Checker, Seattle, furnished tips on two passengers planning to use the bus, Seattle to Spokane; but who purchased tickets via our line.

Foreman Macklem, Seattle Freight Depot, furnished tips on shipments from Watertown, Mass. to Seattle.

H. E. Hatch, Assistant District Accountant, Tacoma, furnished tip on prospective passenger business, Tacoma to Pittsburgh, Pa.

C. J. Pfannersteil, Shop Accountant's Office, Milwaukee was instrumental in securing a passenger to New York, using our line to Chicago.

Miss Nellie McGraw, Local Office, Kansas City, furnished traffic tip relative to shipments from Chicago to Kansas City. Business was secured.

Al Pentecost, General Foreman, Tacoma Shops, furnished tips in connection with convention business to Spokane.

D. I. Dobler, Brakeman, Tacoma, furnished valuable tips in connection with prospective business to Spokane.

Warehouseman Fox, Seattle, furnished traffic tip in relation to shipments from Tacoma to Aberdeen, Wash.

Cobert Ott, Fireman, LaCrosse, secured one passenger from LaCrosse to Fond du Lac; and one to Chicago. Mr. Ott is not steadily employed, and writes that he gets out every day that he is at home to do what he can to secure business for the company.

Clara C. Carrotte, Superintendent's Office, Tacoma, furnished tips covering prospective passengers, Tacoma to eastern points.

Following Western Union telegram received by Vice President Gillick March 28, 1932:

"May we extend our sincere thanks for the courteous cooperation afforded us by the Milwaukee Railroad in the handling of our recent shipments of fuel oil; although we experienced some difficulty in getting these shipments to the Mil-

W. W. Black	Yardmaster	Deer Lodge, Mont.
H. E. Scott	Perishable Freight Inspector	Deer Lodge, Mont.
E. A. McLeod	Chief Carpenter	Butte
Jack Traub	Telegraph Operator	Butte
F. E. Weise	Chief Clerk—Engineering Department	Chicago
J. F. Roland	Joint Facility Examiner—Fullerton Ave. Bldg.	Chicago
George Rodgers	Special Agent	Davenport
H. M. Keller	Switchman	Tacoma
John R. White	Auditor of Investments & Joint Facility Accounts Office	Chicago
A. H. Gleb	Warehouseman	Tacoma
John Glaub	Milwaukee Shops	Milwaukee
J. W. Axtell	Switchman	Milwaukee
C. P. Preihs	Chief Demurrage Inspector Fullerton Ave. Bldg.	Chicago
Frank Kass	Freight Claim Department	Chicago
R. T. McSweeney	Export & Import Agent, Oriental Freight Dept.	Chicago
Paul Dore	Freight Agent	West Allis, Wis.
M. J. Leen	Freight Department	Chicago
Frank B. Waples	Real Estate Department	Chicago
Joe Fiala	Machinist—Roundhouse	Mason City
Al Zack	Electrician	Mason City
Miss Gertrude Deeny	Clerk—Local Freight Office	Mason City
Jesse Dennis	Brakeman	Mason City

waukee from connecting lines, once they were received on your rails they simply flew. Would appreciate if you extend our thanks to Messrs. Flood, Bowe, Thor, R'coff, Hanson and Sidell. (Signed) C. J. Murphy, President National Fuel Oil Company."

The National Fuel Oil Company of Chicago recite an experience that is general with patrons of the Milwaukee in the Chicago District. In fact, our service everywhere is frequently commended by patrons, all due to strict attention on the part of everyone of us who has to do with the movement of loads. A satisfied patron is the biggest asset we have.

Clerk E. E. Barker, in the local freight office, Austin, secured the routing via our line on two cars of granite from Chicago to Austin.

The Traffic Department at Milwaukee, commend Yard Clerks Wallace and Zarling for securing the routing on four carloads to and from Milwaukee.

General Agent Prien has some nice things to say about Locomotive Engineer Gorski, at Milwaukee, who furnished information that enabled Mr. Prien to sell two tickets from Milwaukee to Seattle.

During the month of March, Receiving Clerk Otto Schulze, at Galewood, secured diversion on 9,029 pounds of L.C.L. freight to our line, which had originally been routed via competing lines.

General Yardmaster Weber, at LaCrosse, secured four round trip tickets LaCrosse to Chicago.

Through a "traffic tip" furnished by Freight House Foreman Frank Voeltzke, Wausau, we were able to secure the routing on two carloads from Milwaukee to Wausau.

The Passenger Department, at Madison, commend Mrs. Blethen, Stenographer in the freight house at Madison, for her cooperation in influencing four people to use our line Madison to Seattle, enroute to a convention at San Francisco when they could have secured a lower rate via another line.

Conductor Leo Bohrer, Iowa (West) Division secured three cars of stock for movement, Perry to Chicago. Shipper had previously used a competing line.

Frank Voeltzke, Iowa (West) Division was instrumental in securing movement of two cars of sewer pipe over The Milwaukee Road.

Leonard D. Lyons, special officer, Deer Lodge, Montana, secured one full fare and one-half fare passenger and 2,000 pounds of freight to Portland, Oregon. Also one full fare and two half fare passengers and 500 pounds of freight to Louisville, Ky.

John Humphrey, Engineer, I&D Division, was responsible for sale of two tickets, Mason City to Chicago, March 19.

Chief Clerk J. S. Eccles, Superintendent's Office, Tacoma, furnished information on two passengers from Rhinebeck, N. Y. to Tacoma.

Warehouse Foreman O. R. Powells secured two full fares from LaPlata to Portland, Ore.

A. L. Pentecost, Tacoma Shops, was responsible for sale of a one-way ticket from Tacoma to Philadelphia.

ENGLAND SENDS HER PRAISES TO AMERICA

Britisher Calls American Firm "Benefactors to Human Race"

The Englishman is everywhere acknowledged to be a keen judge of fine tobacco. Little wonder, then, that the makers of Edgeworth Smoking Tobacco, right down in our own Richmond, Virginia, are proud of this tribute to their product from Mr. W. J. Russell of Newton College, Devon, England.

Newton College
Newton Abbot
Devon, England
Nov. 20, 1931

Larus & Brother Company
Richmond, Virginia, U.S.A.
Gentlemen:

I have just purchased and begun to smoke some of your Edgeworth Plug Slice. How long it has been possible to obtain this delectable tobacco in this country I do not know, but I am so delighted at having discovered it that I want to record my appreciation of it and of the firm that produces it. I had not realized that a tobacco so superior to any other was obtainable. The discovery has pleased me so much that I am constrained to write to you, whom I regard as benefactors to all pipe-smoking members of the human race.

Please accept, gentlemen, my sincerest thanks.

Yours faithfully,
W. J. Russell

Edgeworth has found its way into most of the countries of the world. It is nearer the truth to say that pipe smokers of foreign nations have "discovered" Edgeworth. They have found, too, that Edgeworth is always the same. To literally millions of men Edgeworth has been the happy ending to the quest for real smoking satisfaction. If you are not contented with your tobacco, try Edgeworth.

In his letter, Mr. Russell states that he, like many experienced pipe smokers who prefer to "rub up" their own tobacco, smokes Edgeworth Plug Slice. This is the form in which Edgeworth originally appeared, but it is also available as Edgeworth Ready-Rubbed, all ready for your pipe. Both Edgeworth Ready-Rubbed and Edgeworth Plug Slice come in all sizes from the 15-cent pocket package to the pound humidior tin.

If you have never smoked a pipe, and would like to know its joys and to "understand" the Edgeworth flavor, send your name and address to Larus & Brother Co., 108 S. 22d St., Richmond, Va., and they will send you a free trial packet of Edgeworth.

You are invited to tune in on the Edgeworth Radio Program every Thursday evening at eight o'clock, Eastern Daylight Time. The WJZ network of the National Broadcasting Company. See your local newspaper for time and nearest station.



S · P · O · R · T · S

General Agent Passenger Department, B. J. Schilling and George Gloss of the Passenger Traffic Department, were sponsors of the "OLYMPIAN TEAM" in the National Railway Bowling Tournament at Chicago.

A total of 2,706 pins for three games was accumulated by the "Olympian Team" as shown by the following score of the members.

Name	1st	2nd	3rd	Total
George Gloss	152	153	215	520
E. H. Beinkemper	168	176	155	499
M. J. McGarr	177	141	190	508
L. Schram	209	155	230	594
B. J. Schilling	197	177	211	585
	903	802	1001	2706

DOUBLES				
Name	1st	2nd	3rd	Total
B. J. Schilling	191	227	183	601
E. H. Beinkemper	183	211	176	570
	374	438	359	1171

SINGLES			
Name	1st	2nd	Total
B. J. Schilling	247	177	604

Mr. B. J. Schilling with his score of 1,790 in the all event was a leader of this aggregation who made a favorable showing flying the colors of the "Milwaukee Road."

Our Freight Auditor's Bowling League

1
Listen my children and you shall hear
Of each one of us gathered near
First is President Christ "Arrow Points," they say
Whose leadership was courageous in every way.

Second is Ganzer, our eminent Vice-President, Whose left-handed hook too much was evident. Next Secretary Ludwig, whose ability to handle Our funds avoids plenty of scandal. Our Captains next follow in line Duffy, with his big grin so fine, Weyforth, guided misfits for a surprise Patock, handled a team worthy of a prize

(Continued on Page 48)

ON THE STEEL TRAIL

THE DIVISION NEWS-GATHERERS

Guy E. Sampson.....	Train Director, Bensenville	Claire E. Shappee.....	Care of Western Traffic Manager, Seattle, Wash.
Vila M. Graves.....	Engineering Department, Chicago	Gertrude Alden.....	Care of Superintendent, Spokane, Wash.
A. M. Dreyer.....	Fullerton Avenue, Chicago	Leda Mars.....	Care of Local Agent, Minneapolis, Minn.
John T. Raymond.....	Dispatcher, Marion, Iowa	N. A. Hiddleston.....	Care of Mechanical Dept., Minneapolis, Minn.
Ruby M. Eckman.....	Care of Assistant Supt., Perry, Iowa	V. J. Williams.....	Care of Superintendent, Austin, Minn.
E. L. Sacks.....	Care of Trainmaster, Dubuque, Iowa	Lillian Atkinson.....	Care of Superintendent, Wausau, Wis.
Lucille Millar.....	Care of Storekeeper, Dubuque, Iowa	B. M. Smith.....	Care of Superintendent, Aberdeen, S. D.
M. G. Braheny.....	Care of Superintendent, Mason City, Iowa	M. F. Kasak.....	Care of Superintendent, Sioux City, Iowa
C. M. Gohmann.....	Care of Superintendent, Ottumwa, Iowa	Harriet Shuster.....	Care of Refrigerator Dept., Fullerton Ave., Chicago
Sybil M. Clifford.....	Care of Asst. Supt., Kansas City	Dora M. Anderson.....	Care of Local Agent, Mobridge, S. D.
C. M. Browning.....	Care of Superintendent, Green Bay, Wis.	Helen Kirwan.....	Care of Superintendent, Miles City, Montana
Eileen Story.....	Care of Superintendent, La Crosse, Wis.	Nora B. Decco.....	Telegrapher, Three Forks, Mont.
L. J. Lightfield.....	Ticket Office, Beloit, Wis.	A. M. Maxeiner.....	Agent, Lewistown, Mont.
Julia Barrows.....	Care of Car Department, Milwaukee Shops	L. W. Pratt.....	Care of Superintendent, Butte, Mont.
Cora R. Ouimette.....	Drafting Room, Milwaukee Shops	F. E. Kirkland.....	Care of Superintendent, Tacoma, Wash.
Mrs. Edna Bintliffe.....	Care of Trainmaster, Mitchell, S. D.	R. R. Thiele.....	Care of Local Agent, Tacoma, Wash.
E. Stevens.....	Care of Superintendent, Savanna, Ill.	H. W. Anderson.....	Care of D. M. M., Tacoma, Wash.
		Anne Evans.....	Care of Superintendent, Madison, Wis.

S. C. D. Office

J. B.

WELL, well, the S. C. D.'s most beautiful car has arrived, and what a car. Jack was the lucky one around here to get the first demonstration of its wonderful riding qualities and he certainly seemed well pleased, but was he really the first one to get a ride in it, we wonder.

Changes and more changes. The billing office is leaving us soon and moving into their new quarters in the Accounting Department. What will happen next, is something we all can start wondering about.

The 13th of March certainly proved an unlucky day for Dick; he visited the "Model Home" of the Home Show and when he returned to his own home, he discovered he had lost his wrist watch and had frozen one of his fingers.

What a sick list this month. It seems as though the so-called "Grippe" got a mighty good grip on this office. Nine were out account of sickness and several others came down sniffing and sneezing and feeling quite miserable enough to warrant staying at home.

Notes from the Willapa Harbor Branch

R. R. T.

NEWS is scarce again; nothing much of passing importance has happened on this line during the past month and sucking news from one's thumb is not very productive of results. However, we know that a waiting world is anxious to know whether the Willapa Harbor Branch is still on the map, and so we feel that we should at least let the readers of this invaluable Better Railroading Magazine and Fireside Companion know that we are still alive.

First of all, however, we desire to add our tribute, though belated, to the memory of Miss Helen Kirwan, our former fellow-contributor from Miles City, who has recently passed away. While we never had the pleasure of personal acquaintance with her, we have often taken pleasure in reading her always bright and sunny contributions to this magazine and shall greatly miss them; our honored editor will have difficulty in finding as capable a correspondent to take her place.

Phil Crawford, one of the section men at Raymond, was quite ill for several weeks with a large and painful swelling in his face, being in fact confined to the Riverview Hospital at Raymond for quite a while because he was too sick to be taken to the Milwaukee hospital at Tacoma.

However, we are pleased to note that he is out and on the job again.

For a few days the section men were on full crew allowance again and this gave an opportunity for Fred Miskimen, an old-time Milwaukee roundhouse employe at Raymond, to work for the railroad once more. However, the spurt did not last more than a few days and it will not be until this is in print that the crews will be on their normal strength again.

Jim Brennan, the section foreman at Burt, one of the good old school of Hibernian trackmen, was off for a few days for medical attention to his eyes. Jim can tell you tales of real hardship from the time he railroaded up in Alaska; our winter down here appear very tame and harmless to one who has been a real sough up there.

Frank Ziel, the handsome and popular conductor on the Willapa Harbor Grapevine Limited, and Mrs. Ziel have taken advantage of the long Sunday layover at Raymond on several recent occasions to visit friends in Chehalis, where they formerly resided, when the gas car used to tie up there.

Mrs. Ed. Spiegelberg and Miss Lucille, wife and daughter of Fireman Ed Spiegelberg of Raymond, were recent visitors to Portland—that is, Mrs. Spiegelberg was the visitor, while Miss Lucille is employed there. As for Ed, he probably won't be home much from now on as the Pacific County Game Commission has declared open season on virtually all fish for the remainder of the year, and Ed is one of the most passionate fishermen we have in these parts.

The same thing will no doubt be true of Dan Verbeek, the handsome Car Foreman at Sunset Dump; he with his bosom friend "Zack" Brown of the Raymond Post Office will again spend every Sunday and holiday in the pursuit of the wary trout in our mountain streams and many a weird tale will we hear of their adventures in the trackless wilderness of our hills. Both of them are ordinarily very reliable and dependable gentlemen, but their accounts of their wanderings occasionally put the adventures of Sindbad the Sailor to blush. Later in the season we hope to be able to publish more detailed accounts of Dan's activities as a fisherman and we assure you that they will be worth looking for; in fact they should really be published in some "True Story" magazine.

Mrs. Verbeek and daughters, Mary Louise and Diana, are visitors to Vancouver (Washington) and Portland at this writing, where the young

ladies are to appear in a musical recital, both of them being very accomplished pianists for their youthful years, due in large part, no doubt, to inheritance from their mother, who is also a talented musician. Mr. Verbeek drove them down in his car—beg pardon, in one of his cars, for he has two or three of them—leaving Raymond at eight in the evening, getting to Vancouver about midnight and back to Raymond about five in the morning, feeling fit as a fiddle for the next day's work. Don't blame him for using the car for the three hundred-mile round-trip, instead of the railroad, for there were no rail connections out of Raymond that would make the trip feasible. And then a few days later he had to do the same thing again to bring them back home.

The oyster business on Willapa Harbor is growing apace, more and more people going into this industry, which in years gone by was a very flourishing one, when the native oysters were cultivated, and which now bids fair again to become a leading industry of this section, due to the introduction of the much larger Japanese oyster. A considerable number of carloads of seed oysters have already been received over our line this spring, coming from Puget Sound by rail, and many thousands of boxes of the baby oysters have been "planted" in the shallow waters of Willapa Harbor which seem to be peculiarly well adapted for oyster culture. Our line seems to be favored in this business because we are able to deliver the oysters direct to the oystermen's boats, due to our barge service to South Bend; unfortunately we cannot share in the large outward movement of oysters because we no longer have passenger and express service on the Willapa Harbor branch.

We regret to have to chronicle, in this connection, that Mr. Charlie Lenon, the genial agent at Raymond, recently had a painful attack of indigestion (from which he has been a frequent sufferer) due to an excursion with friends to Bay Center, the center of the oyster industry, and there partaking of a midnight lunch of fried oysters, pumpkin pie, potato salad and dill pickles, or some such combination. Pleas don't blame it on the oysters, though.

We haven't heard any special news about the activities of Messrs. Kendall, Agent at Chehalis, Wood, Agent at Centralia, and Hoag, Agent at Maytown, but as we hear them on the wire quite regularly every day, we infer that they are still enjoying good health and working as usual. Here's hoping they will continue to ornament the Willapa Harbor Line for a long time to come.

Mr. Crawford, Manager of the Raymond

branch of the Washington Co-operative Egg and Poultry Association, in conjunction with Mr. Burton, our genial Agent at Dryad, has worked up quite a feed business in the vicinity of Dryad and Doty (they are close neighbors) and to accommodate this business our company is leasing the freight house at Doty (at present no longer in use) to the "Co-Op" for warehouse purposes. This ought to result in a good increase of business for this branch.

A new logging firm is operating at a spur between Bradford and Doty and is shipping out quite a few cars of logs. Everything helps and every sign of improvement in the lumber business hereabouts is welcome as can be. Conductor Burt of the Willapa Logging Railway and his merry crew of Willapaloosas are still operating the logging train of that company between Fern on the Northern Pacific and the Raymond or Sunset Dumps on our line. It is rumored that logging operations will soon be resumed at Burt on our line.

The best crossword puzzle expert on the Willapa Harbor Branch is William Waigren, the good-natured operator at Raymond. We do not know how he does it, but he gets the average sixty-word-each-way puzzle in about seven minutes flat, if he is not disturbed. "Leave it to Bill," is the motto for all other cross-word addicts at Raymond, when they are stumped by an extra hard one, and he seldom disappoints them.

Twin City Terminals Leda Mars

ESTABLISHMENT of a district rather than a divisional accounting system on the Milwaukee is bringing several employes of the road into Minneapolis. The second floor of the Milwaukee station is now being remodeled to accommodate the new offices, where the accounting for the Milwaukee's lines in Minnesota, Northern Iowa and South Dakota will be handled. Employes who have been in the division points at Mason City, Austin and Aberdeen are now being brought to Minneapolis to handle the work in the new office.

Tony Schwaab, Bob Noot and Helen Gloeckner, who are now working at LaCrosse, will move to the office at Milwaukee, Wis.

Mr. Harvey Lobdell of the Cashier's office, who has been on the sick list for some time, was a welcome visitor at the office last month. We all are glad to see him and hope that he will be back with us again soon.

The many members of the Veterans of Foreign Wars in the local office are busy these days advocating the immediate payment of the service certificates. The branding of Henry L. Stevens, commander in chief of the American Legion, as a traitor for his false statement to President Hoover that the American Legion was solidly in back of him in opposing the so-called bonus by the Minnesota American Legion, was roundly applauded.

Messenger Thomas Corcoran has decided to eat at the county jail with a friend rather than walk home to his lunch.

Kansas City Division C. M. G.

THROUGH this column we send "greetings" to our ex-associates who are now in the district accounting office in Chicago. As time goes on we miss them more and more. Understand they have all been back to the "old home town" for visit since leaving.

With the arrival of April 1, it disappeared, was to come off the first day of spring but with the weather turning unexpectedly cold it was decided to postpone the removal until the breezes were a little warmer and so April 1 found the office sheik, Eddie, without his mustache. Girls, he doesn't look the same.

On March 17th, Engineer O. E. Clark returned to work after having spent two and one-half months in Inglewood, Calif., visiting

with his daughter, Bernice Crawford; Mrs. Clark is still sojourning in the Golden West.

Numerous deaths have occurred among members of Milwaukee families during the past few weeks:

Walter Brockman, for thirty years freight and passenger agent on the Kansas City Division, died of a heart attack in his office at Chillicothe on the morning of March 21. He had gone on duty at seven o'clock and was found shortly before eight o'clock by his clerk, Joe Bloss. His body was removed to the Gordon Funeral Home and the funeral services were held at 3:30 p.m. on Wednesday and burial in Edgewood Cemetery. Mr. Brockman began his railroad career with the Wabash Railroad in Illinois, later moving to Missouri and entering the employ of the Burlington, where he remained until thirty years ago when he located in Chillicothe, Missouri, as agent of our railroad. He is survived by Mrs. Brockman and a half sister, Mrs. B. M. Cosgrove of Pittsfield, Ill.

The mother of Conductor Parker, Mrs. J. O. Parker, died on Friday, March 18th at the home of her daughter, Mrs. Wm. Wind, South Ottumwa, after an illness of several months.

On March 22nd occurred the death of D. C. Walters, 66 years of age, for several years an engineer on this division, at the Home for Aged and Disabled Railway Employes at Highland Park, Ill. He had been a patient at the hospital for the past nine years. He is survived by two sons, Earl, who is a steward on a battleship in the U. S. Fleet now in Chinese waters, and Forrest, of National City, Calif. The body was brought to Ottumwa and funeral services held at 2 p.m. the following Friday.

Mrs. W. W. Birkett, wife of Conductor Birkett, passed away at her home on Thursday, March 31, after an extended illness. She is survived by Mr. Birkett and one daughter, Mrs. Sam Hobbs.

Mrs. P. J. Weiland, Pete, Jr., and Jerry went to Bridgewater, S. Dak., account of the death of Mrs. Weiland's sister, Mrs. Wm. Norder, who passed away on March 26.

Agent H. F. Owens, Excelsior Springs, Mo., spent four days during the latter part of March in Emporia, Kansas. He was called there because of the illness of his mother, whom we hope is much improved and well on the way to recovery.

A son, Robert David, was born to Mr. and Mrs. Harry Nicholson on March 16 at the Ottumwa Hospital.

The pile driver just completed two months' work on the Kansas City Division, driving piling, strengthening bridges, etc., with Foreman Frank Meyers in charge of the work.

Vice President J. T. Gillick and party passed through Ottumwa on train No. 8, Monday, April 4.

Mrs. W. C. Givens and sons, Bill and Norman, spent Easter vacation visiting with friends in Sioux City. During their sojourn there, Bill was a patient in the Methodist Hospital, having had a tonsil operation. He returned to Ottumwa on April 10.

Trainmaster H. C. Munson, Mrs. Munson and son, Harry, were visitors in Sioux City over the week-end of April 3, Mrs. Munson and son remaining over for a week longer.

Mrs. R. O. Clapp has been a patient in St. Joseph Hospital for several weeks. We understand she is much improved and wish her a speedy recovery.

We now have a new roundhouse foreman in Ottumwa, F. L. King, formerly of Savanna, who came to West Yards as successor to H. L. McCaughey, transferred to Kansas City. He is the brother of the famous "Wayne King," Radioland's world-wide-known orchestra leader.

Mrs. T. H. Kemp is a visitor in the home of her daughter in Libertyville, Ill. She will be joined by her son, Edwin, who will spend several days in the home of his sister.

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Iowa (Middle and West) Division

Ruby Eckman

ON APRIL 1st a transfer of car foremen was made. Charles Trask, who has been foreman at Perry for eight years, was transferred to a similar position at Savanna and William Cheek came from Savanna to the position which Mr. Trask held. The change brings the Cheeks back to their old home, as Mr. Cheek was foreman of the steam derrick until three years ago, when he was promoted to a foreman's position. Mrs. Trask, who has been an active worker in the Perry chapter of the Milwaukee Women's Club, will be missed by the ladies with whom she has worked so faithfully since the organization of the club. She and Mr. Trask were the guests of honor at numerous parties given before they left Perry.

News of the death of Master Mechanic Earl Hopp, which occurred in March, was learned with regret by his many friends on the Iowa division.

Special train service was furnished in March for the movement of the Green Pastures company. They moved from Omaha to Des Moines and from Des Moines to Minneapolis.

Engineer W. D. Rait, for nearly fifty years an employe of the Milwaukee, died at his home in Perry March 22nd following an illness which had lasted about three months. Engineer Rait was seventy years of age and one of the most popular employes on the division. He moved to Perry from Council Bluffs about forty years ago and had many close friends. An injury sustained about ten years ago while he was in passenger service, impaired his health and after he resumed work, he took service in Perry yard and with the exception of a bad sick spell suffered three years ago, has worked quite steadily until soon after the first of the year. He suffered from heart trouble but all during his illness displayed the same patience and appreciation for what was done for him that has always endeared him to his friends. Mr. Rait was a member of the Masonic fraternity and the Brotherhood of Locomotive Engineers. The Congregational church was unable to accommodate the many friends who gathered to pay their last tribute and the floral offerings were most beautiful. Roscoe Zerwekh, Superintendent of the Iowa Soldier' Children's home at Davenport and a close personal friend, gave the Masonic burial service. Mr. Rait is survived by his wife and one son, Donald, of Pittsburgh, Pa. Mrs. Rait closed her home at Perry and expects to make her home with her son and his wife.

Engineer Orville Balsbaugh was one of the successful candidates at the last school election in Perry. Orville has always seemed to have had quite an interest in school affairs, Mrs. Balsbaugh having been one of the teachers in the Perry schools before their marriage. He has a young son who will be in the kindergarten next year.

Arthur Oleson, one of the train dispatchers who was transferred to Perry when the Des Moines division was consolidated with the Iowa division, moved his family to Perry the latter part of March. They retained their residence in Des Moines until they could lease their home.

Mrs. Howard Gentine was recently honored by the election to the office of president of the unit of the Chicago and Cook County-Iowa Women's Club. The idea of the state organizations is for each to study its own state and be hostesses during the World's Fair. Mrs. Gentine before her marriage was Grace Thornbrue, clerk and stenographer at Perry and Savanna. Mr. Gentine worked as a machinist in the Savanna shops for a long time before going to Chicago for commercial work.

Friends of Engineer Ben Giles will be sorry to learn that he has been sick for several weeks.

Harry Pearl, senior agent on the Des Moines division seniority list, died in Des Moines March 18th following an operation. Mr. Pearl had been off duty only a few days and it was not considered that the operation advised for him was in any manner serious. The remains were taken to Lohrville, where Mr. Pearl had been agent

for some time. He had worked for the Milwaukee since 1896.

J. S. Elsner, who has been on sick leave for several months, has reported for work as agent at Dedham.

Clifford Taylor, who held a position as clerk in the Marion office when the chief carpenter's office at Perry was discontinued, was transferred back to Perry as clerk for Roadmasters Cherkwiler, Hyson and Anderson. He was on the job a short time only when he was displaced by Mrs. Ona Grassfield, an older clerk from Marion, who was displaced when the accounting department moved to Chicago. Clifford went to a position at Council Bluffs.

Joe Frundell, for many years agent for the Milwaukee at Lemmon, S. D., died there the fore part of April. The remains were brought back to Slater, the old home, for burial. Joe worked on the Iowa division as an agent and operator before going to the western lines.

Machinist Chance Galvin and wife of Perry had the pleasure of participating in the party planned to honor the golden wedding anniversary of Mr. Galvin's parents, which was celebrated at the family home April 2nd.

Roger Snipe, young son of Engineer J. Snipe,

Blue Days

Lucille Miller

"Tother day I got to feelin'

Sort of sad and kinda blue;

Got to hankerin' after old days—

Work—my job—somethin' to do!

Got to thinkin' 'bout those old days,

When six-thirty (A) rolled 'round—

The way I'd have to coax my tribbles

To the floor—and then the ground.

How I'd grab a cuppa java,

Hunt my specs and off I'd run

Down the line to catch a street car

To the tunc—"That sunofagan

Holds this boat up every morning—

Wouldn't you think she'd take a tip

And drag herself out a little early—

Will she ever, d'yuh think get hip?"

But now s' thirty don't mean nothin'—

I can roll over and take a snooze;

Don't I like it? No sir—I hate it!

Gee, now, if I could only choose.

Out I'd jump each A. M. early—

Get my forty waist in line,

Bend down to the sunrise music—

And stroll to work just feelin' fine.

Nope—Loafin' aint a thing of beauty!

It's far removed from "Dreams come true";

If you're workin'—gosh, you're lucky

Hope to soon shake hands with you!

had the misfortune to fracture the small bone in his left ankle in a fall while coming from the high school building.

Fire from an overheated stove destroyed a wash house, an electric washing machine and a large amount of clothing at the Irving Chubbuck home in March.

The death of two old-time employes of the Des Moines Union railway occurred the same day in Des Moines in March. R. H. Kautzky, who was for many years Master Mechanic for the Des Moines Union, died after a long illness, and on the same day John Whalen, who held the position of yardmaster in Des Moines, died after a long illness. Both men have worked for the Des Moines Union and have had a wide acquaintance on account of their work with the Des Moines division crews operating into that terminal.

John Heinzeleman, landscape gardener for the Milwaukee club house grounds, was one of the first to get out his rake and garden tools and has already put the club house grounds in fine shape.

John had some nice flowers there last year despite the extremely dry season and is hoping for more help from nature this year.

Engineer Fred Peterson and wife had a trip to Chicago in the latter part of March to attend a benefit concert given by the glee club of Augustana hospital. Engineer Peterson's daughter Esther and Conductor Wightman's daughter Mona, who are student nurses at Augustana, are members of the glee club.

Lieutenant W. J. Murphy, U. S. N., spent a couple weeks of March and April in Perry with his parents, Engineer and Mrs. W. T. Murphy, and his many friends. Lt. Murphy was on his way to San Francisco, from which point he sailed April 16th for two years' duty at Manila, P. I. He will be in charge of construction work in the United States naval base at Manila.

Jefferson Critchfield, a former employe of the Milwaukee roundhouse force, died at the state hospital in Iowa City the first of April following an operation for a brain tumor. The young man was 23 years of age.

The home of Operator R. E. Fitzgerald in Perry was badly damaged by fire on March 28th. Cause of the fire was unknown but when it was discovered it had gained such a headway that almost the entire roof and upper portion of the house was destroyed. Mr. Fitzgerald, who is working a trick at Manilla, came home to make arrangements for the repairs. Mrs. Fitzgerald was ill at home at the time, but she was carried from the house to a neighbor's home and later went to the home of her son, Edward, where she remained until the house was reconditioned.

Charles Crawford, retired section' foreman on the Des Moines division, died March 30th at Olewain, Iowa, where he had made his home for a year. Mr. Crawford was the oldest man on the Des Moines division section foremen's list, having commenced work in the early '80s. He worked until about a year ago, when he retired with the pension and went to Olewain to make his home with his children. He had charge of the Grimes section for many years.

Mrs. Chris Meek, who has been making her home in Berryville, Ark., for a few years, died at the family home the middle of March. Mr. Meek was for many years foreman of the Ferguson coaling plant. When that plant was abolished he and Mrs. Meek went to a farm in Arkansas.

Iowa Division, Second District

Relief Agent P. L. Calhoun recently relieved Agent Groom at Arnolds Park.

Ray W. Dawson is making a splendid improvement at Broadlawns hospital, Des Moines. He will probably be able to be outdoors some in two or three months' time.

Mr. H. O. Everson's mother has been rather seriously ill but is understood to be improving.

Friends of Florence (Nelson) Ibsen are delighted to know that she is making a fine recovery from her recent illness. She looks excellent and even threatens a double chin.

Kenneth Stewart of Mr. Warren's office has gone and done it. He dove into the sea of matrimony. In fact, it happened last July and has been kept a dark secret until just recently.

Mr. Will Dargan, formerly of the Des Moines Division, and now in Chicago, was a Des Moines visitor recently.

Wisconsin Valley Division

Lillian

YOU cannot dream yourself into a character. You must hammer and forge yourself into one.

Mr. Norman McEwen underwent an operation for appendicitis at St. Mary's Hospital March 26th. He is getting along as well as can be expected.

Mrs. Edward Gongaware visited with her parents at Minocqua during the latter part of March.

The hope that Minocqua will have a modern summer hotel with accommodations for winter tourists was revived recently when two Chicago men who have been working on such a project

during the past winter visited in that city. Pictures of the complete model were put on display at the Kiwanis meeting and have been viewed by many interested citizens. The proposed hotel when completed would have 200 rooms and would have many features found in hotels at famous watering and health resorts.

Mrs. P. H. Nee of Spokane, Wash., is visiting at the home of her mother, Mrs. Simon Gorman.

Mrs. J. E. Dexter, Mrs. Bert Nelson, Mrs. Sam Loomis, Mrs. J. P. Smith, Mrs. Charles Conklin, Jr., Mrs. William McCarthy and Mrs. Thomas McCarthy of Wausau, and Mrs. C. H. Randby of Merrill, Mrs. Frank Fredricks of Cassian, Mrs. Charles Strassman and Mrs. E. P. Little of Irma spent Tuesday, March 22nd, at Tomahawk attending a meeting of the Tomahawk members of the Milwaukee Railway Women's Club. Mrs. Carol Siessenop assisted by other members entertained at a 1 o'clock luncheon at her home, covers being laid for 21. Following the luncheon a business meeting was held at the home of Mrs. Ed Urban at which time plans were made for welfare work. Mrs. John Flanagan was appointed chairman for this work for the Tomahawk group.

A letter was received in the Superintendent's office from Mr. and Mrs. W. C. Milne, now residing at Cedar City, Utah. They were enjoying summer all during March and were able to sit out on the lawn and enjoy the flower gardens.

Claim prevention meeting was held at the Club House April 11th, Mr. W. C. Scott, of Portage; Mr. R. Dougherty of Chicago; Mr. Russ Hensen, Mr. A. J. Friese, Merrill; Mr. A. O. Sundett, Wisconsin Rapids; Mr. J. E. Whalley, Mosinee, were present and the various departments at Wausau were also well represented. Mr. W. C. Scott and Mr. B. F. Hoehn presided. Mr. Dougherty, who is connected with the office of W. L. Ennis, gave a very interesting talk and there is a great deal that each individual can do to assist in the prevention of claims. The freight house at Wausau has a splendid record and special comment was made on work done by Warehouse Foreman Frank Voeltzke and his force in the matter of preventing claims. Wisconsin Rapids, Mosinee, Merrill and Tomahawk also received special mention.

Mr. H. O. Wheelock and Nile McGinley have been transferred to Milwaukee and will work in the accounting department at the Milwaukee Shops; they will begin their new duties about April 15th. Their families will remain in Wausau for the present but expect to move after the close of school.

I. & D. Items

M. G. B.

WE are going to start out this month with a word about our Master Mechanic. It seems that "Granger Rough Cut" is the one and only, as far as John Turney is concerned. Some of the boys gave him a surprise package, containing some "Granger," and we understand there was a sale on, at one of these small towns along the line, and the town's supply of Granger was bought and given, as a token of esteem, to Mr. Turney.

Mr. and Mrs. C. A. Montgomery took a trip to Excelsior Springs, Mo., about March 16th, for a two weeks' stay. C. A. M. is back at work, and feeling better than ever.

The following is submitted as a sample of what a social success our parties can be:

The Division office and local Store Department forces of Mason City, together with their wives and friends, were entertained at the home of Mr. and Mrs. C. E. Oeschger, Friday evening, March 18th.

Among the highlights of the evening—Charles Smola stretched his blue suspenders to a dangerous point—Naldrea Hodges and Art Schmidt took first in the all-day sucker episode—Ruth Schmidt dropped a home run, due to being a little too short of foot to signal her partner—Claude Fater forgot to bring his good luck rabbit's foot, but had such a good time, that he suggested doing the evening over again—Frank

Schmidt got up a little later that day, but did a sparkling piece of social maneuvering—Freda Catlin showed just enough speed to catch the Easter Rabbit—Mrs. Margaret Smola won the blue ribbon premium of the evening.

The suspense of the out-of-the-ordinary forebodings throughout the evening were all pleasantly survived. After a two-course, eleven-o'clock luncheon, the guests departed, expressing having had a time such as "When Good Fellows and Ladies Get Together."

Miss Miriam Ingraham, daughter of Superintendent W. F. Ingraham; Robert Bost, son of Division Engineer M. A. Bost, and Galen Meuwissen, son of Chief Dispatcher L. R. Meuwissen, have returned to Iowa City, Minnesota "U" and Ames, Iowa, respectively, after spending the Easter vacation with their parents at Mason City.

Conductor Bill Ross has lots of friends recently. We understand he has money to burn, which is quite a novelty.

Mr. and Mrs. W. J. Johnston, Mr. and Mrs. M. A. Bost and Mr. and Mrs. W. F. Ingraham, also Mr. O. A. Beerman, went to Mitchell April 1st to attend the Joint Safety First and Women's Club Meeting, held there on the first. From all accounts, the meeting was a great success.

Mr. and Mrs. Lewis I. Allen of Chicago have been in Mason City the first two weeks in April. Mr. Allen, who is from Mr. Lodge's office, has been working in the Mason City offices, and Mrs. Allen, whom we remember as Mabel Bird, has been renewing old friendships.

Miss Emma Reynor, Cashier at Spencer, Iowa, was called to Omaha, Neb., April 9th, on account of the serious illness of her sister.

Mr. Leo Montgomery of the Superintendent's office, Mason City, went to Chicago, April 8th, on some special work for the Company.

Mr. Art Holmgren, formerly Chief Clerk in the Store Department at Mason City, visited the local offices there, April 11th.

Mr. C. T. Jackson, Mr. J. Dougherty and Mr. W. F. Ingraham went over the division, April 12th, in connection with the track work to be done this summer.

Mrs. E. M. Paul, agent at Elkader, has returned to work, after spending six weeks' vaca-

tion in California and Mexico. She informs us she enjoyed her trip immensely.

Bank widening work train commenced work

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THE TRAVELERS INSURANCE COMPANY

HARTFORD CONNECTICUT



See the Railroad Ticket Agent

east of Whittemore, April 11th, for the new work between Garner and Sanborn.

Frank Hurlbut, Conductor, was in Des Moines with the politicians for ten days, early part of April. Geo. Smith captained the run during his absence.

E. S. Westover, from Mr. Ennis' office, was a business caller here, April 12th. His specialty is stockyards.

Dick Golt is making regular visits to Hagerman-Moersch. He always starts with the hot weather.

SPECIAL NOTICES

Anyone wanting houses or garages moved, call on J. L. Burns (Dispatcher's Office) for rates. He moves Mountains.

WANT AD

A poor little fox terrier, wandering around on the street at Calmar, was picked up, and, through the kindness of Mr. Gergman and Mr. Bernhardt, was sent to Trainmaster Beerman.

Anyone claiming dog and identifying same at the Beerman residence, can secure it by paying for the keep. Dog has a black head, brown eyes and white body.

Harlowton Roundhouse "Andy"

WE are very glad at this time to report that Ed. Kellum, who suffered a broken leg some time ago, is getting along just fine. He's got a pair of crutches and handles them like a Vet; and we'll just bet that Mrs. Kellum is glad that he can get out of the house once in a while—never knew of a woman yet that didn't think a man around the house all the time was a nuisance.

Ah, out of the mouth of a bum, transiting Harlowton, comes the cause for the great depression; that is, the big men during peace times are invincible, and, during war, invisible.

Speaking of bums, did you ever know that our coal dock man, F. Stoltz, is a bum doctor; that is, a good bum doctor, for doctoring bums? He

was observed one day administering medical aid to a poor unfortunate box-car tourist, who's feet were in such bad shape, that he could hardly navigate.

From our underground source of information we get the dope that Arnold (Peanuts) Wirth has just returned from a visit in Tomah and Minneapolis. He reports business back there is still deteriorating, and was glad to be back in the wide open spaces. You know, where men are men, and all that sort of stuff.

Safety Inspector L. S. Cunningham addressed the boys in the roundhouse, telling them how to prevent getting hurt. So, if anybody gets hurt, they can't say they were not told. All joking aside, this talk was very interesting, as he cited details of various accidents that happened on the railroad.

Mr. Riccius was here on a tour of inspection recently and also made the N. M. Division—stayed up there just long enough to catch a cold.

If you should ever stand and wonder what becomes of all the soot removed from locomotives, we suggest that you take one or more looks at the face of Doug. Cavanaugh, and also F. McGourty, about 4:45 any p. m., except Sundays and Saturdays, and you will get a pretty good clue.

Mrs. R. G. Webb and children spent the Easter vacation visiting with relatives and friends in Spokane, leaving Bob here to do his own hash-slinging—understand in the culinary line he wields a wicked skillet, with or without a book of rules.

Paul Hollister, one hot day recently, expressed a very earnest desire to go swimming—but where—he'll just have to be satisfied with a dry cleaning for the time being. Paul also said that he always thought that anyone who would play golf must be crazy, and now he is doing that very same thing—funny part of it is, that we have never heard him rescind his original opinion.

Fred Shetzle was seen recently carrying a pitchfork. Can't just see what he would be wanting with such an accessory. Too early for hay.

About the only thing we know of F. McGourty, outside of wallering around in the tanks with the feed water heaters, is that he went home to Miles City last Saturday for his other suit of underwear. Evidently, run out his mileage on the other one.

We have heard of Whistler the Painter and Whistling Rufus, but we have here a whistling machinist, who is listed on the payroll as John Walton, who whistles while he works, and his tunes vary from "Just Before the Battle, Mother" to the latest syncopated toe-ticklers, depending, no doubt, on the mood he is in.

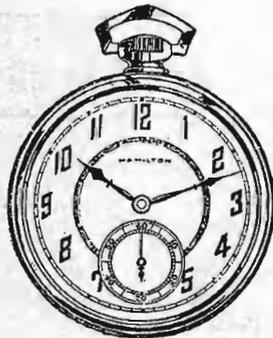
Mr. and Mrs. F. J. Sequin are the new managers at the Interstate Lunch Room at Harlowton, having been transferred here from Deer Lodge, former manager at this point having been transferred to some place in Idaho. We will give the new manager credit, he dishes up good hash, and hashes up good dishes.

Martin—There is a hole in the pit out there that should be fixed. Somebody might get his foot in there and get hurt. Of course, there is no danger of mine getting in there.

George—In that case, Martin, I'd slip all the way through.

Martin—No; your ears would catch.

Your Local Watch Inspector Deserves Your Patronage!



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H. HAMMERSMITH
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News of Milwaukee Terminals

C. E. E.

ENGINEER August C. Hinz has a room-full of trophies which he received as prizes at card clubs in which he holds membership. He is trying to get Fireman Daniel Donahue interested in cards, but Dan is too busy.

Switchtender D. L. (Spike) Hennessey was confined to his home for four weeks by illness, returning to work April 12th. He claims to be one of the boys in blue in the Union army, who defended Little Round Top at Gettysburg against Pickets charge July 3rd, 1863.

Engineer Wm. H. (Bill) Ellis is confined to the hospital at the Soldiers Home with illness. He is one of the old-timers from the Madison (P. D. C.) Division with a service date as Engineer of January 9th, 1873. He retired about ten years ago from active service.

Machinist Foreman William Haddock found that he had a host of friends on election day. Anyone who voted for Bill voted for a real man.

On March 29th occurred the death of Machinist A. F. Bierbaeh at the Milwaukee Protestant Home for the Aged. For ten years he was one of the directors of the Wisconsin Building and Loan Society. For thirty-two years he was a member of Lodge No. 234, I. A. of M. and treasurer for a number of years. He was one of the finest men who ever worked for the company and respected by all who knew him. He retired about two years ago after fifty years of faithful service with the Milwaukee road. Funeral services were held March 31st, with burial at Evergreen Cemetery.

Milwaukee Division Engineer William H. Ivens was awarded a gold badge April 3rd by the Brotherhood of Locomotive Engineers for forty years' membership. Superior Division Engineer J. A. Parkinson was also awarded a similar badge some time ago.

Dispatcher Charles Horsch has returned to work after two weeks' vacation.

Yardman William F. Murray has returned from the South and is on the job at Milwaukee shops yard.

Engineer Wm. M. Furey has been confined to his home with illness all of the month of March.

One of our yard masters keeps a pail of sand in his office. Safety First is his explanation.

Engineer W. S. Gilker, wife, Donald and Jean visited in Chicago and Racine March 27th and 28th.

Mr. E. A. Ward, formerly agent at Astigo, is our new agent at North Milwaukee station. Welcome to the Milwaukee Terminals, Mr. Ward!

Agent E. E. Ross of Chestnut Street station received a birthday card on his birthday, March 23rd that was unique. It was the idea of Weigh Master Frederick Butz. The shippers from this station agree that a picture of this card in the Magazine would be a business getter for the Milwaukee road.

In the passing of Milwaukee Division Conductor Charles W. Mitchell April 1st, the Milwaukee road loses one of the oldest and best known employes. He was president of the Veteran Employes Association from its inception, also secretary-treasurer of the Milwaukee Employees Pension Association. He was 76 years of age and a veteran of 51 years' service. A large number of employes attended the funeral April 4th. Burial was at Forest Home Cemetery. Truly it could be said of Charles Mitchell that he was one of nature's noblemen.

Mrs. Julia Telling Campbell died March 15th. She was the widow of deceased Engineer George Goodwin Campbell, Madison (P. D. C.) Division, and well known to the older employes.

Mrs. James Reidy, wife of our wrecking train foreman, returned home from California March 26th, fully recovered in health.

Engineer Gustave Ohm is a real soap salesman. His business card says: A Bar or a Car Load.

Union Depot Passenger Agent William Rode died March 21st. He had been an employe for

fifty years when he retired about two years ago. He was a member of Wauwatosa Lodge No. 267, F. and A. M. Funeral April 24th, with cremation at Forest Home Cemetery.

Fireman Charles Graf returned from California April 7th, where he had been to visit a sick cousin, Miss Keren Morley, the actress. She is also a cousin of Northern Division Engineer Charles J. Sholes.

We hope that some of the old boiler makers will visit General Foreman Franklin T. Litz of the Boiler Shops, who is reported seriously ill at his home on 35th Street.

Rocky Mountain Division, Northern Montana

Max

THE traffic meeting held at Great Falls was one of the most enthusiastic and pleasant gatherings that have been held in a long time. It was presided over, in turn, by Superintendent Sorenson, of Butte, and Division Freight and Passenger Agent Randall, of Great Falls. Forty officers and employes were present. The idea that every member of the Milwaukee family should be on the lookout for business was thoroughly discussed. It was pointed out that employes should acquaint the people they trade with that they are working for the Milwaukee Road. Each employe should become acquainted with the head of the firms with whom they trade. A friendly word would be well received by any merchant from an employe boosting for their employer. Mr. Sorenson said, "There is a daily opportunity for each employe to help in the matter of securing traffic by being courteous to the people with whom he comes in contact." It was also stated suggestions from patrons in regard to improvements should be made known. Trainmen should have a wonderful contact with shippers of livestock, if they are well treated they will always come back and recommend the Milwaukee Road to their friends.

After the meeting a delightful lunch was served by Mesdames Randall, Brisbane, Brown and Hawkins.

Assistant Superintendent Fuller presided over one of the best attended safety first meetings that has ever been held on the Northern Montana district. He was proud to state that there had not been a reportable injury in this territory for over a year. He complimented the men for the fine record. Traveling Engineer Webb gave a very interesting talk on the safety movement concerning the matter of avoiding automobile accidents. He cited automobile ac-

cident figures for the country for the past year, which seemed almost unbelievable. He stated, there had however, been a decrease in the number of grade crossing accidents. Mr. Webb was followed by Mr. Cunningham who reviewed the safety movement in his usual enthusiastic manner. There were no suggestions offered in regard to immediate hazards, which indicated that all of the employes of this territory had seen that former hazards had been corrected.

We are very grateful to the Grip Nut Company for their desk pad. The daily sheets carry a worth while thought, which we will pass along from time to time.

MINIMIZE FRICTION AND CREATE HARMONY. YOU CAN GET FRICTION FOR NOTHING, BUT HARMONY COSTS COURTESY AND SELF CONTROL.

Assistant Superintendent Fuller was the principal speaker at a largely attended meeting of the Denton Community Club. His subject was the railroad situation. The address was published in full in the Denton Recorder.

R. P. Lipes, of Seattle, Wash., representing the mutual benefit department of the Order of Railway Conductors was a visitor to the division.

S. G. Spring has gone to the main line being assigned to freight service between Harlowton and Three Forks.

H. T. Simms, who has been a patient in St. Josephs Hospital, at Lewistown has taken charge of the switch engine at Great Falls.

A. L. McGrath, who has been on six months leave of absence, has returned from New York.

Miss Ellen Fritzen, who has been employed in the office of the superintendent, at Butte, has returned to Lewistown.

Ben Stephens, traveling agent, of the western weighing and inspection bureau, audited shippers in Lewistown, Hanover, Heath and Harlowton, who have agreement weighing arrangements.

Tom Hammill, traveling agent of the freight claim department, covered the territory during April.

Dale B. Middleton, extra clerk on the Rocky Mountain, who makes his home in Lewistown, was at Bozeman as warehouse foreman. He is now relieving H. Lucas, who had the misfortune of having his hand lacerated while cranking a model T Ford.

CULTIVATE ONLY THOSE HABITS THAT YOU ARE WILLING SHOULD MASTER YOU.

We were very proud of our fellow workers, Messrs. Humphrey and Schaefer, who strutted

The BETTENDORF Swing Motion Caboose Car Truck



with CAST STEEL TRANSOMS

There are, already, approximately 6,000 cabooses cars equipped with Bettendorf Swing Motion Cabooses Car Trucks. We are now offering these same cabooses car trucks with cast steel transoms — a valuable feature

which adds strength and reduces the number of parts without increasing the weight or cost. It will be a pleasure to supply detailed information concerning these, the finest of cabooses trucks.

THE BETTENDORF COMPANY

Offices and Works
BETTENDORF, IOWA

around on Easter day in new spring suits.

C. H. Baker, formerly cashier at Lewistown, is in Seattle, Wash., where he expects to locate.

W. L. Reeser is doing relief work at Three Forks.

Edward J. Smith, formerly warehouse foreman at Bozeman, has taken a similar position at Lewistown. W. J. Retallick, whom Mr. Smith "bumped," took the work as checker. Other changes at Lewistown involved Guy L. Kester, from checker to baggageman and F. M. Bailey off duty for the present account of Kester being a senior employe.

We have been tempted to run a column telling of the whereabouts of former employes of this territory. We will start now and will appreciate any additions that may be offered from time to time.

WHERE THEY ARE NOW

Former Superintendent Bowen is very happy in his position at Bellingham, Wash. He says, while he liked Montana that there is no country like the state of Washington.

Thomas R. Gilmour, formerly chief clerk at the Lewistown freight station, is now traffic manager for the Arro Oil and Refining Company of Lewistown. He has so improved himself in traffic work that he is licensed to practice before the Interstate Commerce Commission.

A. T. Bowen, better known as "Ted," is Traffic Manager for the Maple Leaf Refining Company at Coutts, Alta. "Ted" worked in the local freight office at Lewistown, in the office of the division freight and passenger agent, at Miles City, and in the general freight department at Seattle before going to Coutts.

Leo B. Keys, formerly efficient car and claim clerk, is with the Schroeder Claim Bureau at Seattle, Wash.

"Jimmy" Campbell made a fine move when he went into business for himself in Seattle, Wash.

H. W. Jackson, who was rated as one of the best warehouse foremen in the west, is now located at Lone Pine, Calif., in charge of a large commissary of a Borax company.

Mr. and Mrs. Biglow Ely reside at Portland, Ore.

R. B. Frank is employed by the store department at Avery, Idaho.

R. A. Loveland, formerly a conductor on the old Northern Montana division, has returned to Lewistown from Detroit, Mich., where he was employed on the Detroit Toledo and Ironton R. R.

Archie Hohman is employed by the State Highway Commission, of Montana.

H. R. Wahoske is located at Portland, Ore., as traveling freight and passenger agent.

La Crosse-River Division Items

Eileen

BY THE time this reaches the press, all the members of our Accounting Department will be doing business in their new office at Milwaukee Shops under the District Accounting Bureau. Sorry to see them go, but suppose it's progress.

Operator Willard Hayes is back on the job at Portage after an attack of the flu.



Should you happen to wander near the stock yards at Portage when there is stock in the yard, you can't miss the familiar figure of our stalwart Perishable Freight Inspector, Mr. Harry Harnisch. If close enough, you might even hear him discoursing on the vagaries of fate because of his many duties being added upon to the extent of having to carry feed for the animals. "I

Thirty-Eight

might look like one, but you bet I'm no circus man. Glad they don't ship elephants out of this yard—look at the extra feed I'd have to carry," Harry says.

Mr. Patrick H. Sullivan, cashier at Tomah for the past 25 years, passed away at his home on March 31st after a prolonged illness. He was 68 years of age. He was born at Caledonia, N. Y., and came to Wisconsin with his parents and brother at an early age. After learning telegraphy, he held positions as telegrapher and agent at various stations on the La Crosse Division, and has forty-eight continuous years of service to his credit. In September 1892 he was united in marriage to Miss Agnes Conlin of Columbus, Wis. Besides his widow, he is survived by a son, Earle, of Tomah, three brothers and two sisters. Interment at Columbus.



Tony Schmaus

Tony Schmaus here shows what the well dressed man in Berlin (Wisconsin) is wearing.

By the way, it is rumored that Tony Schmaus has sold the cow and moved to Milwaukee where he'll try his luck in politics. How about it, Tony Going to verify it?

On March 23, while No. 264 was moving through Camp Douglas, Operator Fred Rohde flagged the train account noticing brakes sticking on car thirty car lengths from the caboose. The train was brought to a stop and the trouble corrected before any serious damage resulted. Mighty glad to see such interest on the part of our employes.

Mr. Frank Harrington, 71, a former La Crosse resident and for years a conductor between La Crosse and Milwaukee, died in Calgary, Alberta, Canada, of tuberculosis. Survivors include one sister, Mrs. George Behm, La Crosse, one brother, Eli Harrington, and the widow, Mrs. Clara Harrington. Funeral services were held in Milwaukee.

Recently a River Division passenger brakeman made a special trip to the telegraph office to get some information on a freight train for one of our stock shippers. Have not been able to find out his name but in case he reads this, want him to know that we appreciate his action.

Mrs. Herman Ambros, daughter Helen and son Harold are spending some time in Los Angeles.

Car Foreman A. H. Hendricks at Winona resumed work on April 1st after returning from a two months' vacation trip to California. Mrs. Hendricks and daughter accompanied him.

It is not for us to judge, or know, what motives prompted Wm. O'Bevan to take his life by hanging. His body, suspended by an electric light cord in the garage, was discovered by a sister in law, when she went to call him to breakfast on the morning of April 4th. Mr. O'Bevan was born in London, England, January 15, 1858, but had been a resident of Winona for fifty years. For the past twenty years he had been employed as Car Clerk and Station Laborer at Winona. Funeral services were held April 5th. Interment in Woodlawn Cemetery.

The New I. & D. Hub

Wm. Lagan

ENGINEER Wm. Bowers attended to business interests at Murdo the first week in April. Relief Operator C. C. Smith is spending a few days in Sioux Falls this week. It is reported that "Chat" considers Scotland station as the most attractive place on the division to do relief work.

Capt. S. B. McCauley of Sioux City was a Sioux Falls visitor Sunday, April 3rd. "Mac" is a past Dept. Commander of the Veterans of Foreign Wars and attended a veterans meeting while here.

Al Main has been noticed trying out several of the new 1932 automobiles lately. Help the depression, Al, by putting a little money into circulation.

The Milwaukee Women's Club report a successful dance on March 31st at the Arkota ballroom. Everyone had a good time and the grand prize was a round trip to the Black Hills via the Milwaukee.

Tom Cavanaugh, second trick operator at Sioux Falls, is sporting a 25-year Milwaukee veterans' button.

Mr. B. O. Searles and Mr. Henry Stuebin of Sioux City attended to business in Sioux Falls April 13th.

The Passenger Department report two special trains for the month of April, both for the high school band which will make trips to Madison and Vermilion, S. D.

We learned with regret of the death of Mrs. Jay Manson, wife of Jay Manson of Trent, S. D., on Tuesday, April 12th. Mrs. Manson was the mother of Chas. and Robert Manson, Milwaukee engineers. Mr. Manson is veteran agent of this division. We extend our sympathy to the bereaved family.

Mrs. Mary E. Adams of Clear Lake, Iowa, and son, Walter, are new members of the Milwaukee family at Sioux Falls. Mrs. Adams is the mother of Eddie Adams, trainmaster's clerk at Sioux Falls.

Much interest has been aroused by the entrance of a team composed of Milwaukee employes in the local City Kitten-ball league. The Milwaukee team are pinning their hopes on Nick Kelly and Louis Presba, who were the shining lights in last year's team.

Operator John Gray, Yankton, S. D., who has been seriously ill for some time, is reported as fully recovered and back at work.

Little Dorothy Kemp, daughter of Crossing Flagman Colonel Kemp, is reported as recovering nicely from a siege of typhoid fever.

Mr. M. F. Kasak, who has been employed as Roadmaster's Clerk at Sioux Falls for the past two years, has accepted a position as time-keeper on one of the Milwaukee Extra Gangs for the coming season.

Mr. Doud, Trainmaster, and Mrs. Louis Rabin, wife of the night Roundhouse foreman at Sioux Falls, are thinking strongly of going into the chicken-raising business. On April 13th, at a card party at the Veterans of Foreign Wars, they both won a first prize, one chicken each. The Milwaukee was well represented and won all the important prizes.

Chas. Alexander, Conductor, has returned from a three weeks' vacation at Hot Springs, Ark. He reports a pleasant trip and that the strawberries are getting ripe down south.

Station WLE

Harriet

MAY hells and birds merrily ring and sing as we all join in the glad chorus of congratulations to Mr. and Mrs. Anthony Gaertner upon the birth of seven pound "Jimmie" the 29th day of March. Happy days and Bah Wah nights, Tony! It's great to see that broad smile and discern that imperceptible proud lift of the shoulders. Here's to Jimmie—long life, health and happiness!

As one of the boys sez: "Yep Tony, we all thought you were kidding when you started

raising that mustache, but you have proven yourself worthy of it, so please pardon us."

Spring is in the air. Bill Holcomb is all set and ready to go back to Tomahawk for the Big One that got away from him last summer. "Holk" is an expert when it comes to angling; they say he can catch bass in a wash basin.

We thought—woe is us—how's a bebe to make her mark in the proverbial man hunt when she has sunk all her dough in her wardrobe for vacation and then finds her vacation set at an early and cold date when the heart (pittypat) pugilists haven't even decided on vacation since summer is not nigh; but ahoy, blue skies ahead! Ain't it a grand and glorious feeling when women can even make their Bosses change their minds.

With pride and envy we announce the intended vacation trips of Rose to Los Angeles, Calif., and Miriam to the refreshing, salt seabreezy Atlantic City. Best wishes girls for a wonderful trip; and Rose, leave some spots in Los Angeles for the rest of us to paint red.

At times it is necessary that Mr. Miskimins do some night driving which gets him home quite late, so he decided to keep a six-shooter handy in the pocket of his car. While returning home one evening, he noticed a young fellow standing on the corner waiting for a street car. "Coming my way, Buddy?" (Big hearted Roy you know) "Yes, thanks!" Later Roy thought this fellow looked a little suspicious and looked to see if he still had his watch. It was gone! Out came the six-shooter. "Hand over that watch," said Roy. This was done immediately and the stranger put out. Mrs. Miskimins who had been awaiting his return said: "Roy did you know you forgot to take your watch along when you left."—Lights out.

"Like to swim? Take a plunge!" Mary and Abbey have gone in for swimming in a big way. Finest exercise in the world for reducing. When are you going to swim the English channel girls?

For-the-lova-Mike-Donald, do you know your sitting Pop Wheeler in the pocket? (Meaning you owe Pop money.) Pop doesn't require that excess hair oil which dripped from your saturated hat.

Clashes from Casey's Office

A. F. S.

THE Junior Traffic Club of Chicago held its eighth annual banquet in the Red Lacquer Room of the Palmer House, Thursday evening, April 7, 1932.

Dinner was served at 7:00 p. m., followed by select entertainment and interesting talks on Railroad Economics and Taxation, given by the Honorable Judge Henry Horner and Dr. Alexander Carr.

The following Milwaukee Road officials and employes attended: H. E. Pierpont, E. B. Finegan, T. P. Casey, Earl Hyatt, Bob White, J. M. Hutchins, F. E. Douglas, J. S. Doherty, H. M. Borgerson, F. S. Robison, C. P. Schwarz, T. W. Brandes, Nathan Isaacs and Jim Slattery.

"Little Pedro" as we call him in the office, young son of Peter Braun, rate clerk, cut his first tooth the other day. Guess paw will have to hide his "rate book" so little Robert Paul won't chew it up.

Frank S. Robison, our Mars Candy Man, was home ill a couple of days with a severe cold, but came right back to work. Can't keep a good man down, they say.

Bob White, Chief Clerk to Mr. Casey returned to the office a couple of days ago. He has been absent due to an appendix operation. Bob won't tell us whether he has plain or hem stitches.

Come on, Harry Borgerson, do or say something so we can put your name in the magazine. It seems your wife's is in all the time. You're not going to let the women get ahead of you, are you? But—be sure you don't criticize us on any bargains we may get.

—HELLO, GEORGE—

Say, have you heard of the "Olympian's of

Chicago"—ask John T. Burke of the Vice President's office. Look out for them as they will do anything, "Just for Fun."

Elmer Wyse, our big Butter and Egg man of the Produce Market who resides in Itasca, planted a lot of tulips last year but didn't have one blossom last spring. So he tried again and set another mess in last fall. This spring he has tulips all over the place. How much are you going to charge a dozen, Elmer?

Splinters from the Wooden Shoe

Browning

THE Superior Division Superintendent's office certainly looks as if a cyclone had hit same. The Accounting Department forces have now all moved out and we have space to burn with just three clerks left in an office where 22 had been employed a year ago.

E. B. Gehrke, Division Accountant, has been transferred to Minneapolis while Clem Schauer has been assigned to duties in the District Accountant's office at Milwaukee. John Phillips, formerly Assistant Division Accountant, is now Time Reviser at Green Bay in place of Harold Matthews, who will take the position of Car Foreman's Clerk at Green Bay shops. Clara Hansen and Irwin Thiesfeldt are taking up duties in the Green Bay Freight Office and Catherine Browning will remain in Superintendent's office as Stenographer.

The sections on the Superior Division have been lengthened out and 20 sections have been discontinued, leaving a total of 42 sections on the Division.

Herman Brattz and Robert Heyde, veteran machinists, attended the Pension Club meeting in Milwaukee on the 19th and report a very good attendance.

August Jahn says everything is coming down except electricity; now that all the family are home they sit up all night and play the radio. Better invest in electric stock and get it back in dividends.

Some of our would-be fishermen have a hard time convincing their better halves that they catch the largest fish around midnight and have to sleep all next day. How about it, Harry?

Tim O'Connor, who was off several days with the flu, is back to work, having lost several inches around the waist line. Joe Kolbuss has also returned to work after being in a Milwaukee hospital for several weeks.

The locker room gang are thinking of putting on a boxing match with Bob Heyde and Joe Burns for the main bout. We would hate to bet on either one.

Ferd Lindeman is acting as roadmaster on the West Division due to Roadmaster Herman Lindeman being confined to his home account of illness. He has been ill for about a month but is slowly recovering, and hope to see him up and around soon again.

Jos. Cornette, Bridge Tender, passed away in a local hospital at Green Bay on April 4th.

DELICACIES FOR THE TABLE

Specialties

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

E. A. AARON & BROS.
CHICAGO, ILLINOIS

PETTIBONE MULLIKEN COMPANY

4710 W. Division Street
CHICAGO, ILL.

The name of Pettibone Mulliken in connection with the following products is a guarantee of the increased safety and lower cost resulting from their application.

Frogs, Switches, Guard
Rails, Crossings
Open Hearth and Manganese
High and Low
Switch Stands
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of
Manganese, Carbon Steel
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Under all conditions and at all times,
T-Z Products give unexcelled service.

"Crescent" Metallic Packing
T-Z Front End Blower Nozzles
T-Z Smoke Preventer Nozzles
T-Z Tender Hose Couplers
T-Z Blow-Off Valve Mufflers
T-Z Automatic Drain Valves
T-Z Boiler Wash-Out Plugs

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Miners and Shippers of

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Eastern & Western Kentucky
Illinois and Indiana Bituminous Coals

Seattle General Office News

Claire E. Shappee

MISS L. E. TALMADGE, a former employe of the Legal Department, has been visiting in California for several weeks. Miss Talmadge is well known among the employes of the General offices and comes down to visit us quite frequently.

Mr. Roy Hurd has been in the hospital, but is back at work now. We think he just wanted to go to Providence Hospital to see if the nurses were as pretty as Mr. Murtha said they were when he returned from there.

Speaking of hospital and pretty nurses, we have always had the impression that ether was used as an anaesthetic at hospitals, but Dick Hessian receives letters quite regularly from some little nurse at Providence Hospital scented with Houbigants best, which seem to have him in the land of beautiful dreams.

We are sorry to hear of the illness of Mrs. Roy Jackson and hope she will soon be enjoying good health again.

The Olympians won two out of three games in the commercial league rolling against "Put and Take." Mr. D. Peck rolled 620.

Mr. R. J. Middleton, Assistant Chief Engineer, is in Providence Hospital recovering from an operation. Everyone wishes him a speedy recovery.

We all noticed the Irish on the 17th of March between the O'Mearas, Murthas, the McCarthys, Mooneys, Murphys, Walshs, and we must not forget the Kelleys. They were all out to celebrate the "Wearin' of the Green."

Leap year is passing without any thrills. We thought that we might be able to report one wedding, but guess the only thing we can blame it on is Depression. Just think! All the girls will have to wait four years before they have another opportunity. Mr. C. C. McCormick, our Agricultural Development Agent, was in Seattle for a few days, but no one saw him in the month of February. I wonder why???

Mr. and Mrs. M. J. Notske entertained with a bridge party at their home on March 19th. Afterwards a dainty luncheon was served and everyone present reports an enjoyable evening.

Friends of Mr. and Mrs. R. V. Cummings are glad to hear that their little son Bobbie is on the road to recovery from pneumonia. He was quite ill for several days, but from latest reports is much better.

Vic Straus knows now how Andy felt after Bullneck Mooseface made a human pretzel out of him, and while A. V. Amos refuses to rub Vic with liniment, it is rumored that the corner drug store has declared an extra dividend this week owing to Mrs. Straus' extensive purchases of Sloan's liniment, "good for man or beast," and particularly "Charlie Horses." Bullneck Clams instead of Bullneck Mooseface were the cause of Vic's downfall. The popularity contest between Dore and Harlin was also a fizzle so far as Vic was concerned.

We extend our sympathy to Mrs. H. A. Lindstrom, wife of H. A. Lindstrom of the General Manager's office, whose mother passed away in Chicago on Easter Sunday. Mrs. Lindstrom is expected back from Chicago next week.

Helen Walsh has adopted the modified 18-day diet promulgated by "Amos and Andy" and is now on her 36th day of the 118-day diet. She is impatiently awaiting completion of the vapor bath cabinet and will start the cabinet treatment as soon as the first cabinet is delivered to the Lodge Hall. The line will form on the right when the first public demonstration is given.

It is rumored that Miss Lee is now studying Inland Navigation between Puget Sound ports and this study necessitates frequent calls, etc., from a certain young navigator now plying the Sound.

News from General Agent's Office

M. O. Barnhart, after his wife left for San Francisco, attempted to kalsomine his house.

Forty



Richard Edward Lee, Nephew of Ethel Lee, Export and Import Office, Seattle



Bobbie, Son of D. F. and P. A., R. V. C., Cummings, Seattle

At this writing Mac reports shortage of 2 gallons of kalsomine. Did you spill it or drink it, Mac?

Bill Murray and Ward Bell are in the throes of spring gardening—or something. Bill's mail for the past week looks like a congressman's seed distribution, while Ward says now he can't tell the difference between a golf club and a hoe handle.

John Agner reports conditions on west side of the Sound improving, but we haven't been invited to the house warming yet.

Roy Jackson reports Veterans of Foreign Wars State Convention at Spokane coming along in good shape and hopes to report that official sanction will be given our road in our next. He says that it takes time, energy and money—mostly money—to put it over, but will get that special train or bust.

Eva Duncan is all lined up to drive the new Pontiac sedan (latest model) away from the GMC show next Saturday night.

Lothario Fights Baldness

(A Hair Raising Story)

In a desperate attempt to retain a part of the skull foliage, E. M. Stablein, beau brummel

THE GAY NINETIES!



STABLEIN RECIEVES DAILY SCALP TREATMENT GIVEN BY BEAUTIFUL HOTEL CHAMBERMAID, IN DESPERATE ATTEMPT TO STAVE OFF APPROACHING BALDNESS! YOUTH MUST BE SERVED - HA - CHA !!

extraordinary, has resorted to the use of Oronite Cleaning Fluid. "I have tried everything from skid grease to some of these leading antiseptics that kill germs before you can get the cork out of the bottle without success. The situation is getting more serious every day. I certainly can't afford to show signs of approaching old age by losing my thatch. One day I was cleaning an old clock with Oronite when it suddenly dawned on me that this potent liquid might

prove my salvation and get me back in the good graces of the widows. I therefore poured some in my hair and I judged from the tingling sensation it produced that the hair must be growing back. I immediately proceeded to experiment further by having the chambermaid give me a skull massage along with it and this has resulted in a marvelous improvement. I am confident that I have discovered the way out for all aged beau brummels afflicted with this curse."

Fullerton Avenue Building

A. M. D.

MARY MANEY, our nurse, at the time this is being written, is a very sick person. We understand her ailment is a septic sore throat. It is sincerely hoped that by the time this appears in print she will be back with us again.

Charlie Dodds, of the Auditor of Station Account's office, is the proud possessor of a bright and shiny Ford. You may see him each evening streaking down Fullerton Avenue with two fair occupants ensconced in rear.

Florence Wiggins, of the Computing Bureau, spent a spring vacation at Hot Springs, Ark. Pretty soft, what?

Chas. Peterson, of the Auditor of Expenditure's office, ruined his golf for the next two months when a ladder on which he was working collapsed. Charley sustained a broken collar bone. We believe there should be a law against ladders.

A party was held on March 15th in the Fullerton Avenue Club Rooms in honor of Mrs. Marie Kieba, who has left the service. Those present were Dorothy Wilson, Mildred Zenk, Mrs. Harry Martin, Mrs. Gail Brauer, Josephine Lazare, Hazel Stieckler, Dorothy LaVergne, Evelyn Lehmann, Mrs. Lee Freewold, Irene McDonald, Evelyn Martin, Carrie Hammermiller, Katherine Mau, Flo Hurlless, Emily Lukes and Lora Dudle. We hear there was plenty of good food partaken of prepared as only our Milwaukeeke girls know how to prepare it, after which games were played and prizes given.

Miss Clem Barber of the Ticket Auditor's office, is taking a thirty-day leave of absence, due to ill health.

All these bridge games Pete Meyer, of the Ticket Auditor's office, has been playing lately have surely been making him absent-minded as he recently put his lighted pipe in his pocket and set his coat on fire. How about hiring an escort with a fire extinguisher, Pete?

We are glad to see two familiar faces with us again in the Ticket Auditor's office. Eddie Belshan of Elgin and Clarence O'Brien are back on the job again after being absent several months.

Frank Darmstadt, who some years ago was in the Interline Dept. of the Ticket Auditor's office, passed away very suddenly April 7th. His death was caused by hemorrhage of the brain. Frank left the services of the Milwaukee some years ago to become affiliated with Swift & Co. packing house, but of late years he has been with the Burlington general passenger department. We hear of his passing with great regret.

Are any of the girls in the building anxious to become affiliated with a Greek letter sorority? The Tau Gamma Sigma, a national sorority, with seven chapters in Chicago, would welcome additional members or groups of girls who would rather organize chapters of their own. The girls must be between the ages of 18 and 25.

The sorority originated in Hibberd High School eight years ago and is chartered under the State laws of Illinois. Its purpose is mainly for charity and to further friendship among girls for social and athletic activities.

Those interested are requested to apply to Emily Gannon Lukes, Grand President, located in the Ticket Auditor's office.

The Lure of a Perfect Hand has gripped a number of our girls including Ruth Nixon, Marie Streiber, Margaret McCarthy, Dale Zings, Catherine Wittman, Mary Cavanaugh, Rose Parker and Verna Sherrin, who call themselves the

"Easy Aces." They hope to perfect themselves in the art of playing bridge and meet twice monthly in the club rooms. Target practices, however, are held elsewhere and in private. It is hoped these young women succeed, not only in the game but in maintaining their friendly relations. Should either one or more of them show up some fine morning bruised or otherwise incapacitated it will be difficult for them to explain how it happened, because we will remember that they play bridge.

Mr. Ben Reinert, of the Freight Auditor's office, was "Master of Ceremonies" at the bridge and bunco party given by his Boy Scouts, Troup No. 64, Saturday evening, April 2nd, at the Myrtle Masonic Hall. Many members of the Statistical Bureau went home with beautiful prizes.

The Misses Florence and Agnes Gloden spent a very enjoyable week-end in Minneapolis visiting relatives.

Accounting employes in the building have been very successful in obtaining leads on Freight and Passenger business for the Milwaukee. For instance, J. A. Strohmeyer, Freight Auditor's office, together with A. F. Petri, Auditor of Station Account's office, have secured a movement of about 250 passengers from Chicago to Moline in connection with Turn-Verein convention. Others who have turned in Traffic tips are the following:

Name	Office
Herbert Mueller,	Assistant Comptroller.
B. Barnett,	Freight Auditor.
C. P. Preihs,	Auditor of Station Accounts.
C. A. Brown,	Auditor of Station Accounts.
Chas. Gardner,	Auditor of Overcharge Claims.
Ann Johnson,	District Accountant, Tacoma.
Roger Sturgess,	Car Accountant.
Sadie Middleton,	Mail Bureau.
Ruth Bruner,	Car Accountant.
Jesse Gray,	Auditor of Station Accounts.
F. W. Covnick,	Auditor of Station Accounts.
J. A. Dolle,	Auditor of Station Accounts.
R. P. Junker,	Auditor of Station Accounts.
J. G. Kreiter,	Freight Auditor.
H. E. Salzer,	Auditor of Station Accounts.
G. H. Halsey,	Auditor of Station Accounts.
M. K. Darnell,	Auditor of Station Accounts.

No doubt, these names will be found elsewhere in the magazine but we wished to be sure they would not be missed by employes of this building.

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

D. H. A.

TRAINMASTER A. F. Manley was called to St. Paul by the death of his mother, who passed away on April 1st, after an illness of several weeks.

Mr. J. P. Leahey has been transferred to Miles City as night roundhouse foreman, Mr. B. W. Goggins of Miles City coming here to take his place. Mr. and Mrs. Leahey have made numerous friends during their stay here, who are sorry to see them go. Our best wishes go with them.

Mrs. Leo Middleton spent some time visiting at the home of her mother at Freeport, Ill.

Edwin Carlson of Miles City exercised his seniority and displaced George Hilton as first trick car clerk, thereby making several changes in the yard office. George Hilton is now working second trick; "Topsy" Rinderneck, third; Herman Wahl displacing Harold Fuller as call boy. When is all this bumping going to stop?

Auditors C. L. Kellar of Moberge and Frank Langer of Aberdeen checked the freight and ticket office on March 14th and 15th.

Mrs. Emma A. Cornell has resumed her duties as agent at Selfridge, N. D., after a three months' leave of absence. Her position was filled by Mr. R. S. Lewis.

Miss Joedson Middleton was united in marriage to Blaine H. Miller on Wednesday, April 6th, at the home of the bride's parents, Mr. and Mrs. Leo Middleton. The bride was attended by

her sister, Mrs. Leslie Howe, as maid of honor, Mr. Edgar Miller, brother of the groom, acting as best man. These popular young people have a host of friends, who extend congratulations and best wishes for a long and happy married life. They left on an auto trip for points west and will be home to their friends, April 15th.

We were shocked to hear of the sudden death of Joseph A. Frundle, agent at Lemmon, S. D., who passed away on Saturday, April 2nd, from apoplexy, after an illness of two days. Mr. Frundle was a native of Iowa and entered the employ of the railroad in 1895, at the age of 19 years, and had been in continuous service since that time as telegraph operator and station agent. He went to Lines West in 1907 and had been agent at Lemmon for the past 15 years. He was prominent in church and Masonic circles and burial rites were conducted by the Order of Knights Templar, at Slater, Iowa.

Conductor Clay Zimmerman and wife, of Aberdeen, have just returned from a two months' vacation trip, spent with their son at Los Angeles, Calif. They also visited friends at Portland, Ore., and Logan, Utah. They report a fine time.

Wm. F. Hogan was called to Mason City, Iowa, by the death of his mother, who passed away on March 13th.

Mrs. Clyde Caldwell and two daughters, Mary Ann and Jane, are spending a few days, visiting at the home of Mr. and Mrs. "Red" Richardson at Lemmon, S. D. Clyde will go up for Sunday and bring the family back with him.

"Snus" Carlson spent the week-end at Aberdeen, a guest at the H. M. Gillick home.

Mrs. Anton Schmidt and son, Gordon Charles, of Caldwell, Idaho, are here on a visit with her parents, Mr. and Mrs. Thos. Swanton.

Fuel Supervisor J. L. Griffith of Tacoma spent a few days here on business. Jim's many friends on this division are always glad to see him.

Doc Byrne, the popular agent at Bowman, is taking a two weeks' vacation and a much needed rest. He is being relieved by Nick Gahr.

Mrs. R. S. Lewis of Selfridge, N. D., attended the Eastern Star doings here on April 7th.

Conductor E. W. Ogden, who has been a patient at the Moberge hospital, is now able to be about again.

Herbert F. Love of Tacoma, chairman of the B. of R. C., spent a couple of days here on business and pleasure.

Pete Collins is acting agent at Lemmon until that vacancy can be filled.

Miss Henrietta Hourigan, who is attending St. Mary's Academy at New England, N. D., and Miss Delsia Hourigan of Thunder Hawk spent their Easter vacations here with their father, Larry Hourigan.

We think it would be advisable for one of our

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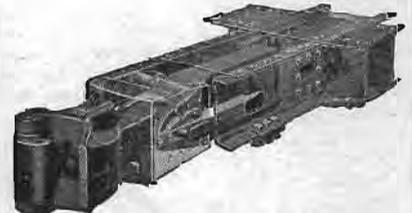
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Plant: Terre Haute, Ind.

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

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

UNION REFRIGERATOR TRANSIT CO.

Milwaukee, Wisconsin

popular carmen to purchase a new car, after hearing of all the trouble he had with his old one, making a trip to Aberdeen the other day. How about it, Charlie?

West I. & D. Division

Edna Bintliff

WE REGRET very much to learn of the death of Craig Wilson of Chamberlain. Mr. Wilson has been an employe of the Milwaukee Railroad for a long time and will be greatly missed by his many friends. Mr. Wilson's funeral was conducted from the Masonic Temple, Thursday, April 14th.

Both Superintendent and Mrs. Ingraham were Mitchell visitors Sunday evening, April 10th, at which time they both appeared on the program at the Corn Palace, which was in the nature of a Thanksgiving program. Mr. Ingraham spoke, telling something of what the railroads had done in relief work during the past season in hauling Red Cross feed free of charge. He said that he was sure Mr. Scandrett, Mr. Gillick and Mr. Harstad would join with him in an expression of happiness that the railroad was able to serve South Dakota in the drouth situation which she faced. Mrs. Ingraham favored with a song which was received with appreciation. She was accompanied on the piano by Mrs. Frank McGovern. Among others who appeared upon the program were Mayor Fredericks, Mr. A. Ellwein, County Commissioner, and Mr. Albert Evans, Red Cross Director for South Dakota during the past winter. Mr. Ingraham said that while we all hope that South Dakota will not need aid again from any organization, but that if she should need such aid the Milwaukee Railroad will stand ready to assist in the future as she has in the past.

We regret very much the passing of Joe Blade, who was numbered among the B. & B. crew at Mitchell. Everyone who knew Mr. Blade will feel that a fine, sincere man and friend has been lost to them.

Miss Lindskog, General Chairman of the Milwaukee Women's Club, was a Mitchell visitor April 1st, attending the joint meeting of the club and the Safety First meeting which was held upon that date. After the Safety First meeting Miss Lindskog spoke relative to the work which the Women's Club was trying to do and expressed the wish that the Mitchell Club might grow and develop into a fine organization. Mrs. Ingraham was also present at this meeting and favored with three solos, being accompanied on the piano by Mrs. Frank McGovern. Dancing followed the program.

The supply train was in this territory the second week in April. Mr. Reynolds brought greetings from Mr. Wiltout, former Trainmaster at Mitchell, who is now located at Tacoma, Washington. Mr. Reynolds lives in Seattle and gets down to Tacoma occasionally.

A meeting of the Pension Association was held at the K. C. Hall on the evening of April 9th. A fine attendance was reported. Mr. Chas. Winters was in charge of this meeting.

Mr. W. F. Cody was a Mitchell visitor April 13th.

Mrs. Nels Quandahl spent a week visiting her mother at Decorah, Iowa, early in April.

Mr. Eli Martinson is planning an extended vacation to points in California.

Mr. J. F. McMahon is taking a two weeks' vacation early in May.

Iowa and S. M. Division

V. J. W.

THE many friends of Alva Hartwell, retired shop employe, were shocked to hear of his death March 16th. Mr. Hartwell was run down by an auto near his home in Austin and died soon after the accident. He was rushed to a hospital but never regained consciousness. Mr. Hartwell was 71 years of age and was a veteran employe of the Austin shops.

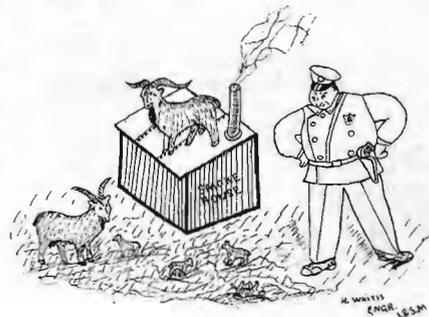
We were also shocked to hear of the tragic death of Harold J. Kelsey, pilot of the American

Airways passenger plane, which crashed near Calimesa, Calif., March 20th. Press reports state that the plane, piloted by Mr. Kelsey, struck a high tension wire while flying in a fog and crashed with a loss of 7 lives. Mr. Kelsey was a native of Jackson, Minn., and had worked on the Southern Minnesota Division as a brakeman and conductor prior to his taking up flying in 1915. He was a Royal Canadian Air Force veteran and had over 3000 hours flying experience. His father, Mr. Geo. Kelsey, is a veteran employe of the Milwaukee at Jackson. Deepest sympathy is extended to the bereaved relatives.

Word reaches us that Miss Ruth Wood, daughter of Chief Dispatcher R. E. Wood of Madison, S. D., won sixth place in the national oratorical contest held at Tulsa, Okla., with representatives from over 70 universities competing.

Clerk "Babe" Swank is busy these days trying to promote a diamond-ball team. With the depleted ranks he is finding it hard to find enough of the boys who are not busy getting No. 70 out on time every evening, to fill out the line-up.

It looks very much as though Assistant Ticket Agent Scott has the drop on the rest of the gang when it comes to advertising the old home town. Some months ago "Scotty" drew our attention to a syndicated article depicting a 106-year-old goose which hailed from his old home town, Erie, Ill. There was a mad rush with dope from all quarters holding up the traditions of home towns; McCoy with his "Sylvan Park" and "Fish Hatchery" from Lanesboro; Rafferty with the famous "Napkin Folder" from Spring Valley, not to mention his contention that the kodak was invented there and that heads of Sears Roebuck & Co., Armour & Co., and two personal aides to former President Woodrow Wilson hailed from the "Heart of Filmore Co." "Buck" Barker listed his entry, the much advertised "Pants Works" of Chester, and claims the origin of the "Hitch-Hiker's Thumb" for Farmington. However, Scott came right back with the release through a news reel of a blind telephone operator who had handled the exchange board in Erie for 30 years.



Hearing of the contest, Officer John "Eppy Perkins" McDermott, assigned to the depot district, entered his goat which had just presented him with four kids. A staff artist was rushed to the scene and his verification of "Eppy's" entry is presented for consideration. We might add that by the time the artist arrived only three could be officially entered in the contest.

Jesse James was in town this week enroute to Omaha.

Many of the boys are looking forward to the opening of the golf courses so they may continue the battle against old man par. With Cashier G. B. Williams and Assistant Ticket Agent H. C. Scott on the board of directors of the Austin Municipal Course, we will find some opposition for "Tang's" course out on the south side. We will run a few score cards as soon as the river goes down and releases No. 4 and No. 5 greens on our directors' course.

Glad to see Chief Clerk H. A. Wunderlich back on the job after more than a month's illness.

May 1st brings the consolidations of the Accounting Department of the division with the other Accounting Departments in the northern district with headquarters at Minneapolis. The consolidation will eliminate the following positions at Austin: Division Accountant R. G. Even-

son; Assistant Division Accountant Eleanor Moran; Bill and Voucher Clerk F. L. Alexander; Station Timekeeper Dwight Kneeskern; Track Timekeeper Ray Hoffman; Material Clerk W. F. Breingan; Comptometer Operator Lila Harrison, and B. & B. Clerk Russel Risberg. Present plans place R. G. Evenson and Russel Risberg in the Material Bureau, Eleanor Moran and W. F. Breingan in the Labor Bureau, and F. L. Alexander in the Bill and Voucher Bureau. A few more changes may be made but have not been announced as yet. The employes moving to the new jobs will leave as soon as the April accounts are out, starting about May 5th. Our best wishes go with the gang and we hope they will find time to drop us a little dope for the sheet occasionally.

Coast Division

"Kirk"

SECTION LABORER JOHN COX, wife, son and daughter made a trip to Manton, Mich., the early part of April. Mr. Cox has been a section laborer at Mineral since 1924.

Mrs. Wm. C. Saley, wife of Bridge Carpenter Wm. Saley, accompanied by her daughter Virginia, made a trip to McMinville, Oregon during the first part of this month.

Earl A. Rawson, Bridge Carpenter, son of B&B Foreman A. E. Rawson has just left for Chicago where he will spend several weeks visiting friends and relatives.

Regret to report the death of Pile Driver Engineer Charles Burton on March 27 of pneumonia. Mr. Burton was on the job up to within a very few days of his death. He was 44 years of age and had been with this company since August, 1922. The sympathy of the Coast Division employes is extended his immediate family.

Track conditions which were so badly disrupted by slides and washouts the last of February, the 26th to be exact, were put in shape for operation March 18, the first train over the line being Extra 9608W, Conductor Brenner, Engineer Walker at 12:30 A. M., March 18, followed by No. 16. First estimates for rebuilding the track were given as thirty days but that figure was bettered by a good margin.

Mrs. Margaret Green, nee Olson, formerly of the Superintendent's office, now of the Sheriff's office in Los Angeles, dropped in to say Hello a few days ago. C. F. N. couldn't wait until she came up to the office, but had to go down in the station to meet her. Charlie is impetuous that way. Come again Margaret.

S. C. W. is driving a big Viking "8" nowadays in place of the Packard. Haven't heard how much boot he got or gave or whether the deal is consummated, so to speak, but it's a dandy car and has lots of room. Have not seen any evidence of the rest of the gang acquiring a new car so think perhaps they will have to make the old one run another year.

F. W. Rasmussen, Roadmaster's Clerk, Tacoma, is serving on the jury, getting the low down on those who have been unfortunate enough to run afoul of Johnnie Law.

Andy Norwood is serving in Fred's place as Roadmaster's Clerk and Carl Tveter is handling the broom and hauling coal for Andy Norwood. Andy won't get so much done on the Country Place now that he has to work days but that can wait.

George Gordon who recently underwent a very serious operation for a tumor on the brain was in the office today and looks O.K., says he feels 100 per cent. This was the first operation of its kind ever performed in the Northwest and we can be thankful that we have a surgeon with the skill and experience of Dr. H. G. Willard on the hospital staff, to whom all credit is due. Understand George's chances where one in a hundred and it was a complete success.

Harry Hatch is back in the District Accountant's Office after a long siege of illness and we all hope for his continued improvement.

The weather is now just what Guy Bell has been ordering for some time and he can easily

get in nine holes after 4:30. Understand he took on our Chief Dispatcher last Saturday afternoon and was finally able to get him one down after playing several extra holes.

Wm. L. Baker, one of the old time conductors on the Coast Division passed away in Seattle last month. Mr. Baker will be remembered by the old timers, not having performed any service for the last seven or eight years, his last run being on the Grays Harbor Line.

Kansas City Terminals

S. M. C.

SPRING is here. We thought so a month or so back, but a sudden change to freezing weather changed our minds. However, the report is that the fruit crop is not damaged, for which we are thankful.

Since the Automobile Show we have quite a few new cars along "Automobile Row." Mr. Davis has a new Nash and Tigerman has a DeSoto, and each are claiming their car the best ever. It has been reported that the DeSoto does have a wonderful pick-up, particularly in the vicinity of the cigar factory.

Sympathies of the Milwaukee family are extended to E. F. Reed and family in the loss of his mother and brother. Mrs. Reed lived almost a century, being in good health until shortly before her death. Within the month her son, Hal Reed, a brother of E. F. Reed also passed away.

Switchman Wm. White has been on the sick list for some time.

Jesse Longshie better watch out or he will be trailed to his fishing haunts. Jesse caught a 15 pound catfish the other day and says there are more where that one came from, but try and get him to tell just where that is.

Mrs. W. E. Johnson was called to Council Bluffs account of the death of a relative.

Mrs. H. Wooden received word April 11 that two of her relatives had been killed account of a collision between their auto and a train.

Jas. Talbott let the flu get the best of him, and was home sick for over a week.

We extend our sympathy to Guy Rhodus, whose sister died recently.

General Office—Chicago

Vila

FOR the present, at least, it behooves our many friends who take their regular Sunday afternoon automobile rides through Deerfield, Ill., to abide by the speed laws of that good city. However, as soon as the new mayor is elected we should worry. Mr. H. C. Youngs, our Tie and Timber Agent, who also "toastmasts" during his spare time, is authority for this article.

On Monday, March 21 Mr. Edw. J. Littleton, clerk in Tie and Timber Agent Youngs office displayed one of his usual smiles, but it was noted that the smile bore a bit of added significance on this particular morning. Edward never could keep a secret, you know, and we soon learned from him that on March 19 he took unto himself a wife. Miss Charlotte Feeley, a very charming young lady, we happen to know. The Milwaukee Family wishes both of them health and a long and happy life together. Purchasing Department employes presented them with a Two Baby Type Vacuum Cleaner as a wedding gift, which was immediately placed in service in their apartment on the first evening it was received. They are a very happy couple, but nevertheless Edward had a difficult time explaining to his many friends how he acquired the bump on his head a few days after his marriage. It is even rumored that the fire department experienced difficulty in extricating the individuals in the conglomeration.

Mr. and Mrs. Marsh Oberg have just returned from a delightful two weeks stay in Miami and Havana. From the snap shots that we were privileged to see, their trip was very delightful.

Rod Harper is having an awfully hard time making plans for the summer. One day it is

Gallatin Gateway and the next day it is Alaska. Me thinks he will be on the old job, the same as ever—official M. T.

Miss Reynolds' dog is getting along nicely. He is eating dog biscuits now. Gladys says he is very cute, and we are all anxiously awaiting the snap shot she was going to take.

Dubuque-Illinois—First District Magazine Notes

E. S.

SYMPATHY is extended to the family of Engineer A. Tyler account the death of Mrs. Tyler on March 27, at the family home in Savanna.

The first D&I Division Fuel Meeting for the year 1932 was held in the Women's Club House at Savanna, March 16, with an attendance of 58. Some interesting discussions were had and a number of good suggestions were received.

Mr. Fay King, Assistant General Foreman at Dubuque Shops, was appointed to the position of General Foreman at Ottumwa, Iowa. The well wishes of his D&I friends go with him.

Miss Delia Cush has accepted a position in the Accounting Bureau at Chicago and the position of Roadmaster's Clerk at Savanna is being filled by Mr. L. McGovern, of Des Moines, Iowa.

Roadmaster R. J. O'Connor of Minneapolis, formerly Roadmaster on the South Line of the Illinois Division, spent the Easter holidays with friends at Savanna.

Miss Betty Cole, of Chicago, daughter of Train Dispatcher and Mrs. F. B. Cole, and at one time Roadmaster's Clerk at Savanna, visited with the home folks over the Easter holidays.

Sympathy is extended to Mr. and Mrs. F. E. Galvin account of the death of Mrs. Galvin's mother.

D&I First District Safety Meeting was held at Savanna, 7:30 p. m., April 6, with an attendance of 200, including officers and employes from Dubuque, Davenport, Elgin and the South Line. Mr. M. J. Flanagan was the principal speaker of the evening. Mr. T. C. George, of the Bureau of Explosives, also gave an interesting talk on the handling of explosives, inflammables, etc.

E. S. of the Second District—those "Dark Secrets" of our associates' pasts get deeper and deeper and very, very interesting. Can you keep them coming, as we want to know all there is to know and they won't tell us that's a certainty. We might say something about how that gang is "Cutting up" down here but want

Idaho Division

Gertrude Alden

W. C. SPRINKLE, Assistant Wire Chief at Plummer Junction, has been in the hospital at Spokane for some little time, where he submitted to an operation. He is able to be around and it is hoped that he will have soon recovered to the point of being able to return home, and to his regular assignment.

Engineer F. O. Putnam and wife made a visit to their son, F. F. Putnam, formerly a train man on the Idaho Division, and now residing in California. Mr. Putnam stayed about two weeks but Mrs. Putnam remained for a more extensive visit.

Operator F. G. Socwell visited at the Union Station recently and informed his friends that he has now fully recovered from a sojourn in a Spokane hospital.

Mrs. P. H. Nee was called to Wausau, Wis., account of the serious illness of a sister. Her many friends on the division hope that she found her sister much improved, and that she will soon be able to return to her home at Spokane.

G. W. Meyers, genial operator of St. Maries, charged the Canadian border recently by way of Eastport and Kingsgate. His conduct was all that could be expected of a married man (his wife was along).

Nick Toma, trucker in Spokane freight house, and wife enjoyed a visit with relatives in Kellogg recently.

Conductor C. M. McAuley recently returned from a sojourn of several weeks in California. Clyde says the beach apparel has not changed much (only several times a day). Colored glasses are the vogue on the beaches.

Division Accountant J. R. Clarke has been elevated to the position of Traveling Accountant in place of Harry Johnson, the change taking effect April 1st.

Parke S. Dunn is the new Division Accountant in the Superintendent's office, taking the place of Jack Clarke. We are all pleased to have Mr. Dunn added to our office organization, although we dislike to lose "Jack." However, we expect to see Mr. Clarke on his occasional visits to check us up.

Eleanor Martin, daughter of Agent C. A. Martin at Newport, Wash., a student at Washington State College, Pullman, recently paid her parents a visit.

Ruth M. Noland, college student at Walla Walla, visited her parents, Mr. and Mrs. E. A. Noland at Spokane during the spring vacation.

Mrs. Fern Davies, sister of Chief Dispatcher

MILWAUKEE ROAD SOUVENIR PLAYING CARDS

(Bridge Size)

50c Per Pack

On Club Cars and Dining Cars and at Practically
all Ticket Offices

Or By Mail From

W. B. DIXON

General Passenger Agent,

702 Union Station

Chicago, Ill.

P. L. Hays, has been in a Spokane hospital for several weeks seriously ill. Her many friends are hopeful that her improvement will be rapid and that she may return home soon.

Conductor D. C. Leaming and wife recently took a pleasure trip to Lewistown, Idaho.

The son of Chief Carpenter G. W. Lanning, Guy B. Lanning, who is a student at the Washington State College at Pullman, recently visited his parents at Spokane.

Train Baggage man W. T. Farnsworth is well on the road to complete recovery from his recently serious illness. He is convalescing at the home of his son-in-law, Riley W. Beal, at Spokane.

Olive Grobel and Marget Jarrish will attend the State Music Conference at Wcnatchee, Wash., during April and will render several two-piano numbers.

Conductor R. C. Falck, wife and daughter Betty, recently made a trip on the Spokane International to Eastport, Idaho, on a visit to friends.

Section Foreman John Delancy of Ralston, Wash., took a trip to Seattle and Portland recently to visit his daughters. John was in to see us today for the necessary documents to put him through the medical clinic for continuance in service.

Brakeman S. B. Cousins was called to Los Angeles account of the illness of his father. Brakeman Cousins is expected to return soon.

The Land of Ten Thousand Lakes

(Continued from Page 17)

through the Great Lakes or to the Red and Rainy Rivers whose waters flow into Hudson Bay. And on sandy beaches the children are secure in their summer joys; they can "go wading" in the shallows and sail their little ships on the placid waters that lap the shores.

And as for the fishing—thousands of Minnesota's lakes are fishing places from which the gamiest of the tribes will challenge your skill. Popular game fish include all species of bass, wall-eyed pike, northern pike, muskellunge, trout and land-locked salmon. You can pack your kit and hit right out into the wilds if you wish, for along Minnesota's waters you find some of the finest canoe trails in the world. You can hire a guide or you can go it on your own, and your trip can last a day, a week or a month, depending on the sport and your own desires.

Hunting? You can go a-hunting among Minnesota's Lakes and Woods and find deer, moose, bears, rabbits, and birds in profusion, partridge, grouse and ducks.

Out to westward is Big Stone Lake, on the borders of the State, a Fisherman's and Hunter's Paradise if ever there was one, and an interesting body of water by reason that it is the head of Minnesota River flowing toward the Mississippi and northward flows the Red River of the North to find its way into Hudson Bay.

It may almost be said that in and around the Twin Cities, you can have your own lake to swim in or fish in, or just to be lazy on the sands, for there are small lakes and large lakes hidden away from all the traffic, and lakes along the main highways, lakes that mirror great hotels and others where rough log cabins invite to the simple life. Eleven lakes lie within the city limits of Minneapolis, dotted with sailboats and canoes, and surrounded by fine homes and bathing beaches.

And from St. Paul, "thirty lakes within thirty minutes" is a slogan with ample



In Summerland

background of truth. Golf, fishing, swimming and boating are actually available right within the city limits or in a few moments travel outside the boundaries.

Country clubs and golf courses and resorts and playgrounds of every imaginable description are found everywhere; golf is sporty enough for the most exacting and nearly every course in the state has special arrangements for the convenience of tourists, their links and club houses may be used on the payment of a small greens fee.

To Minnetonka or to White Bear Lake, are easy drives, where far-reaching stretches of blue water and green grassy banks offer every possible delight of summer outings. These are lands of romance, too, of legend and story, of Indian maids and warrior chiefs; of lover's leaps and fighting tribesmen.

To the smaller lakes, Como, Phalen, Lake of the Isles, Lake Harriet, Nokomis and all the others, is easy driving or by trolley, and the pleasures of the outings there are as the sands of the sea,—numberless.

Big Stone Lake is far enough away from the haunts of men to be a real summer resting spot and summer cottagers are found there in numbers,—and summer

campers, too on its lovely banks overlooking the long stretch of shimmering water and enjoying its bathing and boating. Its beaches are wide and shelving, and the waters are shallow making for the safety and happiness of the youngsters the while it also contributes to the peace of mind of their mothers.

Indeed Minnesota offers everything desirable for summer vacation and you can be as quiet or as gay as you desire. Your choice of accommodations is unlimited, whether at a smart hotel, a cottage annex, a log cabin in the forest or a simple campsite by the shore of a little lake. You can find in Minnesota all these and more,—in short exactly what you want.

Red Hot Coals from the Second District of the Milwaukee Division

By L. J. L.

CONDUCTOR Wm. Smith and wife are in California, spending a few weeks with friends.

Conductor Joe Helms secured a round trip ticket from Canton, S. D., to Janesville. Very nice work, Joe.

Conductor J. H. Cavey has just completed 46 years of service with the Milwaukee. Jack says, "I feel just as good as I did when I first started and expect to plug in about twenty more years, before I start clipping bonds for a living."

Fred Jones secured a funeral party from a point in Indiana to use our line from Chicago to Beloit. Fred has gotten quite a few passengers for us this year. And his interest is appreciated.

Chief Carpenter Cameron made an inspection trip over his territory recently on his private motor car. He arrived at Beloit one windy afternoon, with his chauffeur and handy man, and was welcomed by our hand shaker, Matson.

The freight office at Beloit is in a real swell condition. Walls have been washed; partitions torn out; floors oiled, and desks varnished. Cashier Day has proven his worth as a painter.

We have three engineers operating one of our gas cars, and it is hard to say which is the best. But believe Harvey Rowe holds the individual honors at this writing. He left Beloit on No. 36 one afternoon, with two cylinders missing, and went into Milwaukee 5 minutes ahead of time.

Mr. Taylor has taken the agency at Florence, Ill.

Alfred Koester has taken up literature. Saw him with a very late book. Am not able to give you the title, but think Al will tell you if you ask.

Understand Bill Bush made a hurried trip while in Janesville to see a sick brother who was calling for him. How did you find the patient, Bill?

MILWAUKEE EMPLOYEES PENSION ASSOCIATION Members Entered on Pension Roll March, 1932

The following members of the Milwaukee Employees Pension Association have been placed on the pension roll during the month of March, 1932:

Name	Occupation	Division or Department
William R. Althaus	Machinist	Dubuque & Illinois Division
William G. Becker	Boilermaker Helper	Dubuque & Illinois Division
Charles M. Biggs	Conductor	Idaho Division
Ferdinand Bornfleth	Helper	Milwaukee Shops
John Bradley	Section Foreman	Iowa & So. Minnesota Division
Ole K. Gangstad	Carman Helper	Minneapolis Shops
Weston P. Hurlburt	Crossing Flagman	Police Department
Peter Kockum	Truckman Helper	Minneapolis Shops
William M. Jones	Machinist Helper	Minneapolis Shops
Robert Kuechenmeister	Molder	Milwaukee Shops
William F. Ledman	Section Laborer	LaCrosse & River Division
Henry Lewitzke	Machinist Helper	Milwaukee Shops
Julius Nagel	Section Foreman	Dubuque & Illinois Division
James H. Ryan	Crossing Flagman	Police Department
Leo Schley	Carpenter	Milwaukee Shops
George C. Sims	Blacksmith	Milwaukee Shops
George Snyder	Paint Foreman	Dubuque & Illinois Division
Harry M. Vedder	Conductor	Madison Division
Gerry Verfurth	Machinist	Milwaukee Shops

M. F. KOLBE, Assistant Secretary-Treasurer.

The gravel business has started, and perhaps some of the boys will be back to work again. Let's hope we shall all have steady jobs soon.

We have made arrangements to have one of our good looking engineers write us a few editorials this summer, and trust it will be of interest to you readers.

Agent Telfer and wife have returned from Sarasota, Florida, where they spent the winter. Both look fine, and report a very nice sojourn at the famous winter resort.

Few of us realize what a short trip it is to Excelsior Springs, Missouri. The South West Limited goes there direct, and it is a nice place to spend a few days. Horseback riding, golfing, and the famous springs and baths. John Ciomi is thinking of going down for a little spring golf training, anyone else interested may secure information from the Beloit Ticket Office. Let's get this place known around here.

Felix Raue dropped in the office, while doing some work at Beloit. He was on the sick list for some time, and none of his Beloit friends knew it. Felix is in the general office at Milwaukee. So, of course, we can be excused for this slip up on our part.

Kenneth Zimmerman is now in Milwaukee at work in the main office.

Iowa (East) Division and Calmar Line

John T. Raymond

AGENT H. E. SEELEY of Greeley was absent two months returning to work April 4th. He was relieved by Relief Agents D. D. Devore and J. I. McGuire during that period.

Agent H. E. Ramsey of Oxford Jct. is being relieved by Extra Agents Frank Behrens and W. K. Hodgson during his absence.

Mr. and Mrs. Chester Cornelius are now residing in Cedar Rapids instead of Marion.

Mrs. Ona Grassfield, formerly of Accounting force at Marion, has taken a position with the Perry clerical force.

The news of the passing away of Chas. W. Mitchell at Milwaukee, April 1st, was received with deep regret by many of the older employes on the Division. Mr. Mitchell has been president of the Milwaukee Employes Veteran Association since it started in 1916. In many ways he exerted his influence in promoting the welfare of the Milwaukee Road Employes and his efforts along that line have been greatly appreciated. He will be greatly missed.

Locomotive Engineer W. R. Barber of Marion attended the funeral of Chas. W. Mitchell at Milwaukee, April 4th.

Paul Loftus and crew commenced, April 4th, distributing the new steel from Oxford Jct. west. Conductor J. H. Lakaff and Engineer J. C. Smith and later, Engineer George Busby handling the work train.

Mr. and Mrs. Laurence S. Dove of Marion were called to Lost Nation on account of the illness and death of Mrs. Gish, the mother of Mrs. Dove. Mrs. Gish was 88 years of age and was well known in Marion having visited a number of times in the Dove home. The funeral services were held Tuesday afternoon, April 5th. The attendance included the following from Marion, Mrs. H. C. Van Wormer, Mrs. Willis Jordan, Mrs. J. F. Coakley, Mrs. Mary Snyder, Mrs. Frank J. Cleveland, Mrs. W. E. Cooper, Mrs. Clarence Oxley, Mrs. James Pringle, Mrs. McArthur, and Mrs. William Sheets. Friends on the Division extend their deepest sympathy to the bereaved ones in their loss.

Chief Dispatcher H. C. Van Wormer of Marion and Agent H. E. Ramsey of Oxford Jct. went to Clinton on a law suit in the Company's interest April 5th and 6th. It was a jury case and the Company won the suit.

Mr. and Mrs. Frank S. Keith of Marion went to Winthrop, Iowa, April 6th to attend the funeral services of a relative.

Ed Taylor of Marion has gone to Silver City, New Mexico, where he will visit in the home of his daughter, Mrs. Percy Kylo.

Iowa Division Safety First meeting was held in the Milwaukee Women's Club Room at Cedar Rapids, Iowa, March 30th at 7:30 P. M. Fifty-nine officials and employes in attendance. Supt. A. J. Elder presided, making a brief address, followed by the reading of letters and statistics on Safety First received since the last meeting held in Cedar Rapids; also some interesting statistics on automobile accidents prepared by an insurance company.

Mr. Elder said the Iowa Division has gone so far this year without a reportable or lost time injury, pleading continued cooperation of all employes to the end that this record be maintained indefinitely.

He called on the following to give brief addresses, emphasizing some particular phase that would contribute to Safety First: W. N. Foster, master mechanic; W. J. Hotchkiss, trainmaster; H. B. Christianson, division engineer; L. M. Farley, chief carpenter; George Barnoske, roadmaster; O. Miller, roadmaster; J. J. Van Brockern, roadmaster; W. C. Holdorf, assistant signal supervisor; Edward McGuire, assistant chief carpenter.

After the addresses by officials Trainmaster Hotchkiss called the names of each person present for suggestions at which time a number were given discussion and remedy to be applied where possible.

After an interesting and profitable session the meeting adjourned at 9:30 P. M.

We observed Agent H. E. Carter of Olin, L. J. Miller of Springville, C. H. Huyck and son of Newhall present at the Safety First meeting at Cedar Rapids, March 30th.

Mr. and Mrs. N. J. Edwards of Toronto, Iowa, visited over the week end April 2nd in the home of their son, Earle Edwards, and family. Sunday both families went to Viola and visited in the home of Mr. and Mrs. R. C. Merrill and family.

Mrs. E. J. Koch and daughter Claire of Wheatland, Iowa, were guests Sunday of Mr. and Mrs. Earle E. Edwards and family of Marion. Mrs. Koch is a sister of Mr. Edwards.

Employes concerned were pleased to note the thorough and satisfactory statement made by the Milwaukee Employes Pension Ass'n for 1931 in the April number of The Milwaukee Magazine. President L. C. Boyle, Secretary and Treasurer Chas. W. Mitchell and the Trustees of the As-

sociation have handled the fund in a wise and conservative way, their efforts are greatly appreciated by those interested.

The Milwaukee Magazine readers were greatly interested in getting the several views shown in the April number, of the slides and washouts on the west end of the System in the Cascade Mountains. Some idea of the immense expense and effort that had to be made by the Company to put the track back in shape was realized.

Born to Mr. and Mrs. Edward Mullaly of Marion, a boy. Congratulations are hereby extended to the family.

Agent A. J. Campbell at Atkins was absent a few days, Operator E. F. Clausen relieving.

Mrs. A. J. Campbell of Atkins was taken to a Cedar Rapids Hospital early in March for a major operation, came home early in April much improved.

B. F. Haffner, leverman, Sabula Bridge, was absent several days first week in April. Operator Geo. Madsen relieved him.

Lester Cleveland, George Struck and Nora Locke of the Accounting force, Marion, have transferred to the District Accounting office at Chicago.

Emmett Lahiff of the Store Department clerical force, Marion, has transferred to the Chicago office and has moved his family to Chicago.

O. P. Byrd, operator, Atkins Yard, has taken

LUMBER PILING—TIES

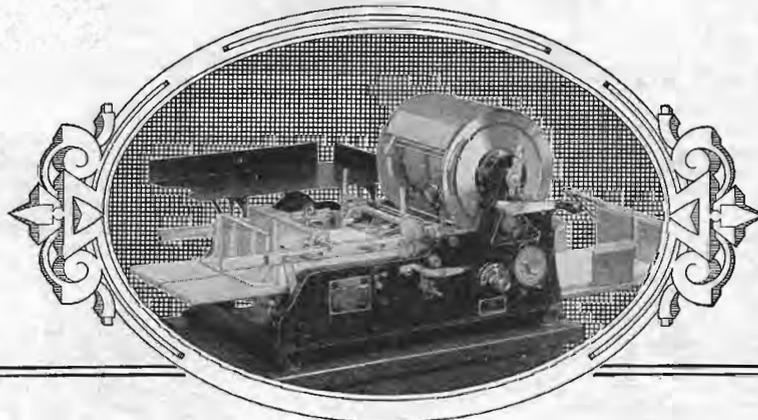
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an extended leave of absence. Operator E. E. Swartz relieving.

Mr. and Mrs. Thos. Costello, who have been spending some time at Washington Blvd. Hospital, Chicago, spent a few days at Marion, April 11th, returning to Chicago for further treatment by Dr. Metz. Part of the front bone of Mr. Costello's right leg was removed and placed in his right arm. The right leg is all right now and he expects the right arm will be good again, after further massaging by Dr. Metz.

Conductor Wes Pulley, who has been off duty for several weeks, resumed work on the Monticello-Oxford Junction wayfreight March 30th.

Conductor J. F. Higgins has been off duty since April 1st, taking treatment for his eyes. At last reports he was getting along very nicely. Conductor W. I. Farrell is relieving on Nos. 7 and 8 between Marion and Omaha.

Conductor J. J. Reardon is off on account of sickness since April 1st. Conductor Phil Shoup relieving on the Calmar passenger.

Conductors R. B. Eckhart and John J. Troy are running the transfer trains between Marion and Cedar Rapids while Conductors Farrell and Shoup are in passenger service.

Passenger Brakeman L. R. Curtis, who has spent the past four months in Los Angeles, Calif., has returned and resumed work on Nos. 7 and 8 between Marion and Omaha, April 11th.

Engineer G. W. McRae, who has been off for several weeks on account of sickness, resumed work April 3rd, doing the extra work off the Atkins board.

Roadmaster's Clerk Joe Sanborn was confined to his home for several days the first of April due to sickness.

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

Nora B. Decco

THIS is April when I write and May when you read, but it didn't seem as if spring had arrived until today. I wondered what was wrong and couldn't think, until Joe Gordon arrived this afternoon with his regular offering of pussy-willows from the east side of Bruno hill, and now everything can go ahead, as per schedule. As far as I know, there are no pussy-willows any place that are as nice as those, and each spring most of the east end train and engine crews tell me, "Honest, the first time we stop there, we will get some and bring in to Three Forks." Joe Gordon most always brings them. If he doesn't, Conductor Coffin does; but as long as Mrs. Gordon and Mrs. Coffin get the other half of the bunch, they don't object to the spring-time offering, and I expect sometimes I do help out by asking if the willow trees around Bruno have all been dug up, or what has happened to them.

The great parade has not ended yet. Engineer Flynn has gone to the Northern Montana division to work, having been displaced on the west end by Engineer Mahone in ring service. Engineer Davies has come back and is now on the Butte Yard switch engine, in place of Mahone.

W. B. Vaninwegan of Seattle and wife stopped over for a few days' visit with Conductor Fairhurst and wife here. It was Mrs. Vaninwegan's birthday the evening she arrived, and as her husband was one day here ahead of her, he met her at the train with a big stick. I know, as I loaned him the stick. I can't say what happened after that, but I'll bet on the Mrs.

Miss Etha Ellen Fauver met with a very serious accident early in April, while returning home from a dance. On the highway, just this side of Manhattan, their car was struck by a car going toward Manhattan, and she was very seriously injured in the mix-up. Other members of the party were also hurt very badly, two of the men folks still in hospitals at Bozeman; but both, as well as Miss Fauver, are improving at this writing. We hope to soon see her up and out again. She very narrowly missed being fatally hurt.

We regret to write of the death of S. M. Fitz-

Forty-Six



Electrician Helpers at Aberdeen: Bill Miller's Helper, Left; Paul Jensen's Helper, Right

gerald of Park county, March 22nd. Mr. Fitzgerald was the father of Mrs. Charles Rader of this city and was well known here. He leaves seven daughters and a son. Mrs. Fitzgerald passed away a number of years ago. Interment was in the Gardiner cemetery. We offer our deepest sympathy to this family in their loss.

Dick Helton is grandfather again. He has a new granddaughter, born early this month, and is a very proud man. We don't blame him. Congratulations.

A card from Operator DeChant from Milwaukee. A lovely view of a park there; flowers and green grass, to make us feel green with envy, we suppose. Soon the trees along the rivers will begin looking up here, too, and the lilacs flourishing, so we should worry. I can just see "Dee" walking around a park, looking at the green grass and the flowers.

For goodness sake, Conductor A. J. Carlson is grandpa, too! A nice daughter was born to his eldest daughter, Adelaide—who is now Mrs. Richard Jones—April 12th, in Bozeman. We offer our congratulations.

We hear from Great Falls that our former R. M. division fireman, Eric Williams, expects to enter all bucking contests this fall, wherever and whatever, as he rides the outside of a Model "T" Ford (there are seven others riding the same car and Eric has not enough seniority to get on the inside, we hear). The roads are rough and the way is long out to the roundhouse, so we will bet those other riders at our local fairs better look out when Eric arrives, after all his practice.

We also hear that Fireman O'Ragan and Sam Haffner do like the steam engines; but they like the R. M. motors better. Coal is heavy stuff, and a fire-box door is a mean-looking thing when it's always open for more fuel, and it's up to you to keep the blame thing fed.

Mrs. Sam Rodda was called to Butte by the sudden death of her brother, Pat Van Wart, April 12th. We offer our sympathy to Mrs. Rodda in the loss of her brother.

Operator Fred Byrne relieved on first trick at Three Forks for a week while Ralph Kemberling



Mary Ann, Thomas and Jean, Children of Special Officer L. D. Lyons, Deer Lodge, Montana

was off sick. But Ralph is O. K. again and back to work.

Operator Reeser, from Lewistown, also worked a couple of days here, relieving on second trick.

Conductor Vanderwalker and wife have returned from Michigan, where they have been for a few weeks' visit with home folks.

Passenger Conductor Rice spent a few days on the coast early in the month. Conductor Spayde relieved him while he was off.

Chicago Terminals

Guy E. Sampson

The seasons have their changes
Summer, winter, spring and fall
But the pockets of my trousers
They know no change at all.

BUT speaking of changes, in looking over the names of correspondents as listed under the head of Division newsgatherers, out of the 36 present correspondents we recognize but four who have been on the staff from the start of the Magazine, 20 years ago. Ruby M. Eckman, who has written column after column of interesting news from the Iowa Division and who also holds a record of having hired and fired more switchmen and brakemen than any trainmaster or superintendent on any railroad. Then John T. Raymond, who has written for the Magazine all its life (not his) besides dispatching trains out on a prairie Division in Iowa. Then Nora B. Decco, formerly Nora B. Sill, and usually called just Nora B. by her many friends on the railroad, who has written many special articles, poetry, McGaffey stories and her usual monthly budget of local news. The last name we see that has been on the list since the start is that of the present correspondent from the Chicago Terminals and who began writing for the good old LaCrosse Division. He it was who gave the name "Milwaukee News Gatherers" when he was elected president of the club the correspondents once formed away back in 1916 to 1919 when Ruby Eckman was treasurer and Nora B. was secretary. But times have changed for all of us, has changed the size of the Magazine, made many changes in official positions as well as among the employes' list and the list of correspondents, and has even changed the name of our old Milwaukee Railway to The C. M. St. P. & P. R. R. Yea, truly! the seasons have their changes, summer, winter, spring and fall, but the pockets of my trousers, they know no change at all.

Well, to get down to brass tacks and honest facts, we are somewhat short of news this month, but that isn't a change from the past—same old story—none sent in.

Surprise—That's what a number of Lester Hedegard's friends said one evening in March when they marched to his home in Bensenville to assist him in celebrating his 48th birthday. Oh, boy, and was he surprised. Was he? His old friend, Tom Freeman, and wife, had dropped in for a social game of cards and all were having just the biggest kind of a time when the door bell rang and Lester had to answer it, of course. Well, when he saw that bunch on the porch he just had the nerve to turn to Mr. Freeman and accuse him of knowing all about it. Can you beat that? Wonder how Tom happened to pick that particular evening of all the 366 evenings in 1932 to run in for that game. Well, anyway, everybody had a most wonderful time and Les assured them it was the first time that friend wife had ever pulled off a party for him that he was not able to get hep to before the day set. Many happy returns of the day, Les, is the wish of all employes in the Chicago Terminals.

Well, the Bensenville school board election is over for this year and two more railroad employes found seats on the band wagon this year. General Yard Master Jas. O'Keefe was elected as a member of the high school board and Wm. Bishop, chief car clerk, was elected as a member of the grade school board. Besides these two new members Yard Master Jes Capoot is president of the grade school board, and Car Clerk

Ed Bartholmey, a member of said board. All efficient men for their places on the different boards.

On April 4th Mr. G. E. Sampson and Mrs. E. Niland, who had been housekeeper in the Sampson home for the past year, were quietly married at their home in Bensenville. Only the immediate family were present, the closest friends of the family not knowing of their marriage till a day afterwards. They expect to take an extended trip to the Pacific Coast in June.

Illinois Division Conductor L. O'Donnell and freind wife have returned to their summer home on their ranch in Wyoming. Oh, boy, it must be nice riding horseback out on the plains these warm spring days.

Train Master R. A. Woodworth and Ass't Supt. D. T. Bagnell have been kept extra busy during April on account of the relaying of new steel, the putting in of new ties and reballasting of the road bed between Bensenville and Franklin Park. While all this work was done in record time it took careful supervision to get it done without delaying a single train, but they did it. This piece of new track was the completion of work done last year when the track from Western avenue to Franklin Park was renewed. And what a race course it can now be turned into and as smooth as a billiard table.

John Sampson of Fort Wayne, Ind., and an employe of the P. R. R. Ry. for over 30 years, came to Chicago the fore part of April and visited his cousin, G. E. Sampson. The two men had met but twice before in their lives and surely enjoyed their visit together.

Pat Cary and Walter Jackson asked us to leave their names out this month so we won't mention them, although both hate to see the warm days come, for we can all see their gray hairs more readily through thin summer caps than the heavy winter ones and who wants the fact to leak out that they are getting older every year?

Switchman Clarence Waldron says, "I'm going to spend Mothers' Day with her in Minneapolis, and so is Mrs. Waldron." Gee, that's fine, wonder how many other employes are going to do the same thing.

While business all over the country is terribly slow, yet the work trains put on in Chicago Terminals during this month have permitted a number of extra men to enjoy a few days work for which they are very thankful.

Another employe landed a political position this election in Bensenville. Mr. Wm. Cunneen received two of the four votes cast for Democratic ward committeeman. The other two votes were cast for two different men, so Billy was elected. This vote doesn't give you an idea of the size of this important little village where most of the trains of the Milwaukee Road enter the city and are worked up, neither does it prove that there are only four Democrats in Billie's ward, but only four voted for that particular office. Well, congratulations, Bill, anyway.

Bensenville is again without a watch inspector as its jeweler, Mr. Smith, has moved to Beaver Dam, Wisconsin. And still our employes are pleased over the fact that an official watch inspector in Chicago has decided to send one of his competent men to this end of the Terminal twice a month to take care of this inspection. The second and third Tuesdays of each month he will be located at the Bensenville round house and the second and third Wednesdays at Mannheim. This will give all employes the opportunity to get their watches inspected without having to lose time going to Chicago to have it done.

John Malvin (the motorcycle yard master) finds it very convenient to take a few days off each month even if he has got a motorcycle to jump from the east to the west end of his yard at Bensenville. "Get 'em out on time" is John's motto, and you can bet he as well as every other yard master in the terminals is doing everything in his power to make a clean slate along that line.

Supt. Whiting was forced to miss the last Safety First meeting on account of the illness of

Mrs. Whiting. Glad to report that she is greatly improved at this writing. However, Mr. Whiting missed one of the best meetings the Terminals ever held and he misses very few of them. Let's all try and meet him at the next S. F. meet.

LaVerne and Donald Smethurst and wives, their sister, Mrs. Harry Miller, and husband, were called to Fennimore, Wis., April 16th to attend the funeral of their uncle who died suddenly. Sympathy of all employes is extended to the family.

ANSWER TO CANNIBAL PUZZLE SUBMITTED BY MICHAEL CAVALLO LAST MONTH

First, Chief and cannibal across; second, Chief back alone; third, Chief and cannibal across; fourth, Chief back alone; fifth, two missionaries across; sixth, missionary back with cannibal; seventh, missionary and Chief across; eighth, missionary back with cannibal; ninth, two missionaries across; tenth, Chief back for two trips with cannibals.

Boomer Days

The American "Boomer" Railroad Man taught us many lessons. Turning back the pages of history of American railroads, we are reminded of that "Knight of the Rail," viz: The Boomer.

He came, he left. Carefree, happy, generous to a degree, detrimental to his own welfare. Little thought was given as to personal safety. He remained hardly long enough to become interested in the welfare of any one, not even his own, nor no one in his.

Yet we admired him. Why? Because he was "playig a part" in the drama of the life of a Railroad Man, courageous and inspired by the "Wanderlust."

American tradition is built upon "Boomer Days." The part the Boomer played in this "Drama of Progress" was necessary and he taught us MUCH.

In the January 1932 Issue of "The Frontier," a magazine published in Missoula, Montana, Robert Gates has given to us what appears to me as a very wonderful description of the thoughts that may have existed in the minds of

these old time "Boomers," causing them to travel and travel, giving their lives in many instances for the benefit of Posterity.

Time and progress have removed the "Boomer" from our midst and in his place has risen the Modern, Intelligent, Safe, "Knight of the Rail."

Mr. Boomer, we will never forget you. You taught us the value of Safety. You taught us the value of "Ideals" and the folly of the "Wanderlust." You played your part well and you will ever remain in our memory as a very necessary actor in the "Drama of Progress."

Samuel F. B. Morse, The Father of Telegraphic Communication

One hundred years ago Mr. Samuel F. B. Morse conceived the idea which led to his invention of telegraphic communication and the Morse Code. He sent the first telegraphic message between Baltimore and Washington on May 24, 1844.

Seven years later the first telegraphic train order was utilized. The progress of railways across the continent was accompanied by the telegraph, which became indispensable in train operation and in the conduct of railroad affairs generally.

More than 542,000 miles of railroad telegraph wire now flash day and night, for railroad operation never ceases. The telegraph and telephone section of the American Railway Association devotes much study to improvement of that branch of railroad service.

Professor Morse's invention a century ago has resulted in a world wide convenience of communication that neither the railroads, nor any other industry, nor social life, could do without in 1932.

The railway industry of the United States joins with the United States Government and with other private industries in celebrating the One Hundredth Anniversary of the invention of the Morse Telegraph and Code.

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BOSTONS AT STUD—4 Toy Studs, all of champion blood lines. See them before breeding your female. Grown dogs and puppies always for sale. Blackhawk Kennels, 2426 12th St., Rock Island, Ill.

FOR SALE—5 Room Bungalow—New—Attractive. Built of the best of materials and workmanship. Upon inspection, you will find each room to be a model room by itself and unique in style. This is not a real estate home and is the best buy in Humboldt Park District. Your inspection is invited. 3257 South Lenox Street, Milwaukee, Wis.

SPORTSMEN—Fisherman John tells his secrets. Write now for a copy of his 1932 fishing calendar. "It shows when fish bite best," and is full of good fishing tips. 25c postpaid. Fisherman John, mail address, P. O. Box 276; St. Paul, Minn.

For Sale at a bargain price, 133 acres on small lake, 25 cultivated. 7-room house, barn, hay sheds, and other buildings; also 3-room house, 1/2 mile to good grade school, 5 miles Colville, Wash. Will trade for a smaller place near Tacoma, Wash., or sell at a very fair price. Write 7404 So. Park Ave., Tacoma, Wash.

FOR SALE—Pure white German Shepherd (police) pups. Something rare and particularly beautiful. Priced reasonably considering quality, during April only. 8 weeks old pups, eligible to A. K. C. registry. \$25.00 C. O. D. on approval. Send for pictures if interested. Also have Persian kittens, orange or red. All from champion bred stock and guaranteed to satisfy. Write Box 384, McGregor, Iowa.

WANTED—Six-room house or bungalow to rent or buy. Near Milwaukee Road, Chicago to Libertyville. Give rent and particulars. Address J. T. Harvey, 2534 Eastwood Ave., Chicago, Ill.

FOR SALE—80 acres cutover land in Pine County, Minnesota, located 16 miles east of Sandstone on state aid road, one mile from store and oil station. Ideal dairy and farming locality. Will sell at a sacrifice. Write, Ray H. Hoffmann, 309 North 5th St., Austin, Minn.

FOR SALE—Baby chicks, well known incubators and brooders. Coal and electric. Buy from a brother railroad man. Address, Manawa Hatchery, R. F. D. No. 1. Box 126, Council Bluffs, Iowa.

For Sale—An "Edenette" electric clothes washer; apartment size; new. Must sacrifice for \$20.00. Original price \$55.00. D. Feeley, 938 N. Homan Ave., Chicago, Ill.

For Sale—North half of a section of land 7 miles northeast of Flaxton, N. D.; also a lot in East Missoula, Montana. Write Box 266, Plummer, Idaho.

For Sale or Trade—I have a beautiful wooded lake lot 50x800 feet in depth, with a 50x150 ft. silver sand beach, located in Muskegon, Mich. 1 mile from Muskegon Lake and 2 miles from Duck Lake on the shores of Lake Michigan, 3 miles from the oil fields. Suitable for resort, summer home or business. 185 miles from Chicago. An ideal place for a permanent home. Will trade for any suitable place in Indiana. Address reply to R. A. Freitag, Room 700, Union Station, Chicago, Ill.

For Sale—New Remington 22 caliber auto-rifle with case and rod. Sacrifice for \$18.00. Joe O'Neill, 1617 N. 35th St., Milwaukee, Wis.

For Sale—Lady's dressmaking form (adjustable from smallest to largest sizes). Cost \$25.00—sell for \$10.00. Charles Hornshaw, 1442 East 31st St., Tacoma, Wash.

For Sale or Trade—A couple B flat soprano saxophones; silver plated; in case; low pitch; gold bell; just like new. Would consider trade for Winchester 52 rifle with speed lock, or 22 calibre long rifle. G. F. Rediske, Agent, Ingomar, Montana.

For Sale or Trade—Several Silver Fox Furs made up ready to wear, also several pair silver foxes. Any one interested in raising silver foxes, write—Box 201, McGregor, Iowa.

For Sale—Select residential lot in Edison Park District, Chicago. All improvements in. One block from new 100-foot boulevard. Five blocks from suburban transportation. Twenty-five minutes to Loop. \$800.00 cash and mortgage for balance will handle. An excellent investment in a community that will grow by leaps and bounds with resumption of building activities. Address inquiries to Classified Department, Milwaukee Magazine, 869 Union Station, Chicago.

For Sale or Trade—Improved 160-acre farm 3 1/2 miles from county seat town on graveled road in Wisconsin. Approximately 90 acres in cultivation, abundance timber for fuel, running water near buildings, good 8-room house, nice yard and shade, large barn and other outbuildings. House has good soft cold water in kitchen. If interested, write C. S. Morton, Hopkinton, Ia.

Freight Auditor's Bowling League

(Continued from Page 31)

Becker, urged on a spunky but hard luck team. Haidys led a bunch of fighters it would seem Reinert had a scrappy outfit full of pep Three cheers for our Captains who made us step.

2

Next, imagine if you can
A team one would call All-American.
"Strike Ball" Malczynski—hit 'em far and wide
"Speed Ball" Kemnitz—often was to one side
"Back Up" Neuzil—knocked an average of one-fifty
"Control" Larson—proved to be quite nifty
"Poser" Allaire—first year for this man
"Body English" Stevens—often the pins would just fan
"Gutter" Pufundt—guttered four in a row—some roller
"Big Time" Riplinger—now a real seasoned bowler
"Screw Ball" Miller—improved at end of season
"Anchor" Orłowski—shot too good often without reason
"Head Pin" Peterson—bowled with all his might
"Poosh 'Em Up" Wayrowski—kept his team in the fight
"Pocket" Gavin—showed his team the way
"Railroad" Crickard—sooner bowl than play
"Lefty" Woelffer—the Brooklyn side was his dish
"Suspensers" Jacobson—to shoot 175 is his wish
"Hot Shot" Tarkowski—unbeatable when he was right
"No Count" Lindmark—messed the pins up a *slide*
"Around the Bend"—knocked 'em down with a bang

"Button Hook" Greenwald—on a tap—"To Bad" he sang
"Round House" Ewalt—Thursdays are his day
This is some lineup! What do you say?

3

So when we disband until this Fall
Let us remember that all in all
Each one of us tried to do our best
And derived much pleasure in the test
So let us look forward to more good times
With the Freight Auditor's Bowlers, who,
Are much better than these rhymes.

CHARLES WOELFFER.

The Milwaukee Road Softball Team, runners-up in last year's Chicago Evening American huge tournament, are again organized for the coming year, and are anticipating another successful season. Last year's veterans, including Joe Lullo, the Rumps brothers, Ed and Ray, Joe Shemroske, Felix Specht, Ralph Klotz, Red Thies, Jake Ewald, Roy Schiffer, Roy Weise and Captain Herb Gumz will be aided this year by two newcomers, Hank Tobin and Johnny Shemroske, while the Master-minding will again be done by Manager Pete Meyer, ably assisted by Coach Tom Fitzgerald.

Harry Krumrei, of the Ticket Auditor's office, competing in his fourteenth consecutive A. B. C. tournament, carried his team into the so-called "Heavy-Sugar" in the five man team event. The team known as the Joe Vos Belters piled up a score of 3046 which put them in first place at that time. Harry, with that fast breaking hook under control contributed 683 pins with games of 202, 224 and 257. The team remained in first place about a week and the tournament ended with it in third place. The prize money on this event alone was \$925.00. H. K. and his partner also rolled 1143 in the doubles, Harry shooting

562—he rolled 593 in the individuals and 1838 in all events, all scores "in the money."

A team composed of Burke, Gumz, Stowell, F. D. Dale and C. Albright rolling in the National Railway Tournament rolled 2820 in the team event. In the doubles Burke and Albright shot 1216. The boys were certainly strong in the individuals with Burke 625, Gumz 618, Dale 677, Stowell 571 and Albright 627, a total of 3118. What a score that would have been in the team event. In the all events Dale totaled 1882, Burke 1861 and Albright 1832.

Joe Patrickus, of the Superintendent of Building force, bowling with the Arctic Fruit Ale team in the Crystal League broke all former marks of the Crystal Bowling Alleys, by piling up scores of 279, 224 and 255 for a total of 758. Something for the boys to shoot at. In Joe's first game he spared in the first frame and then lined up nine successive strikes.

Milwaukee Road Passenger Representatives Honored

MR. A. H. MURPHY, General Agent at Philadelphia, has been elected president of the Philadelphia Passenger Association at the annual meeting of that body in February.

City Passenger Agent Lutz was elected a director and Assistant General Agent Lincoln was re-elected historian of the same organization.

Mr. T. A. Morken, General Agent, Passenger Department, Minneapolis, has been elected president of the Minneapolis Passenger Association.

Mr. Charles F. Brady, City Ticket Agent, Omaha, has received the presidency of the Trans-Missouri Passenger Club of Omaha. Mr. R. G. Davisson, City Passenger Agent at Cleveland became vice-president of the Cleveland Passenger and Ticket Agents' Association.

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