

The MILWAUKEE MAGAZINE

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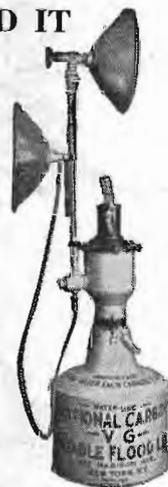
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NEW YORK (ARRIVE)

H. M. BATEMAN.
To George W. Hill
1932.

H. M. Bateman, famous London cartoonist, recently visited America and made a complete circuit of the country by rail, starting from New York, and touching on his Western trip Chicago, Minneapolis, Seattle, San Francisco, Los Angeles, New Orleans and Washington. He was tremendously impressed with the efficiency of the Dining Car service on the American railroads, and he proceeded to record his appreciation in this cartoon. —Courtesy of The Erie Magazine

The Lead and Zinc Ore Deposits of "The Wisconsin District"

Quest for Bullets Developed Lead Mines

INTO the hills of Southwestern Wisconsin and in the facing bluffs of Illinois and Iowa, on the opposite side of the Mississippi River, nature put a great store of two of the most useful minerals of industry.

Lead and zinc are almost twins in the family of ores. They commonly occur in conjunction, although both minerals are found singly in certain localities.

Uses for lead were known to the aborigines of this continent, for when the white men explorers came here, they found the red men digging into the lead deposits with their crude methods of extracting ore, and while we say that "the discovery and mining of lead in the United States goes back to the earliest exploratory expeditions into the wilds of the new-found continent, and that the finding of workable deposits of this mineral in Eastern Missouri and Southwestern Wisconsin antedates all other important discoveries of this mineral in the United States," we include in the "discovery" the workings of the Indian miners who dug into the hills and extracted the ores for their own uses.

Lead has been mined for centuries in the river bluffs that border the upper Mississippi.

The three counties of Southwestern Wisconsin, Lafayette, Iowa and Grant, where the largest deposits of lead and zinc ore have been found, together with the deposits in Northern Illinois in the vicinity of Galena, and of Iowa in and around Dubuque constitute what is now designated "The Wisconsin District" of lead deposits and lead mines.

To the discovery of the immense deposits in the three Wisconsin counties named, is attributable the first white settlements of the state when Welsh and Cornish miners who had already entered the Galena vicinity came across the river to possess themselves of the rich findings on the east side. The Indian occupants of the hills and valleys of Wisconsin were not at all cordial to the white intruders, and the beginnings of the Indian warfare that characterized the early settlement of the state were over the mining properties and rights.

The existence of extensive lead deposits in the Upper Mississippi Valley was reported by explorers as early as 1634, and in 1690 lead was reported to have been purchased by traders from the Indians at Peoria.

As far back as 1766 Captain Jonathon Carver in his explorations along the country of the great river reported finding lead in great quantities in the vicinity of the Wisconsin Lead District and he also found the Indians in all that vicinity in possession of masses of the "Galena" and "float minerals," which he said they did not know how to use. Captain Carver, however, did not linger long around the lead diggings, for his was the high spirit of adventure and his objective was the source of the great river that was carrying him



The Mineral Point Zinc Works

to westward.

Julien Dubuque was probably the first striking figure of a permanently established lead mining industry. The scene of his greatest activities was on the western side of the Mississippi on the site of what is now the Iowa metropolis that bears his name. Lead ore was discovered there in 1780 by an Indian woman and in 1788 the Sac and Fox Indians, who were then lords of that domain, in a grand pow-wow held near Prairie du Chien, Wisconsin, up-river some, from Dubuque's settlement, granted to him the lead-bearing ore lands he was working; and Dubuque, in 1796, received a confirmation of this Indian grant from the Baron de Carondelet, governor of Louisiana, in which they were allowed to be "The Mines of Spain."

Although Dubuque's principal workings and the mines that were received in the "grant" were located on the west side of the river, he appears to have crossed over and carried on some activities in the lead-producing districts of Wisconsin, where the Indians were operating and carrying on trade in the mineral with the traders from down river.

Although Dubuque won and seemed to have kept the confidence of the Indians during his lifetime, after his death in 1809 all of his pits and furnaces were destroyed

by the tribesmen who then, themselves went on with the production and reduction of ores according to their own crude methods and with what knowledge of the methods of the white miners they had assimilated from their contacts with Dubuque's men.

For the most part, however, the ore continued to be dug by Indian women and the old and superannuated men of the tribes, using hoes, shovels and pickaxes. They had no shafts, windlasses or buckets and they always dug at an angle that permitted them to walk in and out of the pits. The ore was carried in baskets by the women to the river banks and ferried from there, in canoes, to the traders; the sachems and chieftain and warriors of the tribes meanwhile enjoying the pleasures of the chase and the prosecution of their predatory warfares. There was one thing the Indians did not, however, fail to learn from their white brethren, and that was the transmutation of lead ore into bullets and the consequent substitution of firearms for the primitive bow and arrow weapon.

When, in 1819, under the leadership of Jesse W. Shull, the white settlers entered the lead diggings of Wisconsin, with the intention of permanent residence, they settled near Dodgeville, Mineral Point, Shullsburg, Platteville, Montfort and Linden. They did not, however, enter into peaceful possession, for the Indians opposed them everywhere and the newcomers were finally obliged to seek the protection of General Henry

Dodge, the first territorial governor of Wisconsin, whose name enters largely into the early chronicles of the territory. He established law and order in those regions and protected the white miners in their holdings.

For the past hundred years mining of lead and zinc has been one of the principal industries of this part of the state, and although now surpassed by agriculture, it was for many years the leading industry and it still remains a source of employment to many thousands, the richest deposits are yet uncovered, and the most extensive operations being in the vicinity of Shullsburg, Dodgeville, Platteville, Linden, Benton, Cuba City and Hazel Green.

In the hills around Mineral Point the first mining activities were carried on. Shallow mining was the method employed and many of the old mine holes are still to be seen. To be exact, it was in the hill just east of the city itself, which extends down to a point just opposite The Milwaukee Road station, where lead mining was begun in Wisconsin and from that location the city took its name—Mineral Point. Later, deeper mining was developed and the mining area extended into the other counties, so that the lead and zinc deposits of Wisconsin proper, now con-

stitute by far the largest part of the entire "Wisconsin District."

Zinc Mining

The history of zinc in the United States does not carry with it the romance of early exploration into the wilds and the unknown perils of a new land, because its discovery and the records of its uses are of more recent date, being perhaps, as far back only as the middle of the 18th century, in this country. Zinc was first used in the United States, as far as known, in 1838, at the Government Arsenal in Washington, in the preparation of the brass for the new standard of weights and measures ordered by congress.

The early sources of supply, however, included the Wisconsin District, where the presence of the zinc deposit, in conjunction with lead, and which were formerly rejected as useless, was known from the earliest operations.

Transportation

One of the problems of those early days of the lead-mining industry was transportation. There were no railroads in the Wisconsin District and the river was the only avenue of commerce. Beginning about 1838, shipments of lead were undertaken on a small scale, by wagon to Milwaukee, and thence by lake, eastward. Ox-teams laden with lead were not an uncommon sight on the Milwaukee docks after their long and toilsome trek across the state, a journey of eight to ten days. At about the same time efforts were made to de-

velop a route up the Wisconsin River to the portage at Fort Winnebago, thence down the Fox River to Green Bay, but the distance and the hardships proved too great, involving extra handling as well.

But in 1842, a water route was established from Wisconsin to the State of Maine, stopping short of the Mississippi River by only 160 miles. A railroad from Galena to Milwaukee was talked of, but did not materialize. In 1857 the Mineral Point Railroad was built, operating from Mineral Point to Platteville, connecting with the Illinois Central at Warren, this line being eventually absorbed by The Milwaukee and an extension of its line from

The City of Mineral Point

Monroe to Mineral Point effected. The building of The Mineral Point Railroad resulted in the establishment at Mineral Point of the Mineral Point Zinc Company, at one time the largest oxide and sulphuric acid industry in the United States.

The city of Mineral Point is one of the most interesting, historically and scenically in the state. In the beginning of the mining by the Welsh and Cornish settlers in this locality, the settlement clustered around "the diggings" and was known by the highly unique and euphonious name of "Shake Rag." Just how and from what source this name originated is buried in oblivion, but Shake Rag, as an important mining camp, enjoyed a brief notoriety. Mr. S. M. Palmer, who wrote of a brief visit of this region in 1836, described the camp of Shake Rag as "a few scattered log huts or shanties principally ranged along a deep gorge or ravine, through which the road wound its sinuous way. There was a hotel kept by Col. Abner Nichols, familiarly addressed as Uncle Ab. A short distance from the main building was a grocery. Here was to be found at all hours, music, dancing, singing, drinking and gambling of every description. Nor were these scenes confined to the grocery of Uncle Ab., for they were openly and notoriously enacted in each other similar establishment in the town." The mining camp, however, within a few years outgrew its aspects as such camp, developing into a metropolis of distinction for the sur-

rounding mining territory, for the mining industry and gradually into its present eminence as a market center for a rich agricultural country.

Mr. T. L. Pagels, Agent at Mineral Point, writes: "Yes, Mineral Point has had a 'mining boom.' In 1906-07 the price of ore was high and mining was in full swing, attracting prospectors from all over the country, nearly every acre of ground was leased. Companies were formed at Janesville, Madison, Milwaukee and other points, drilling machines were in operation in every direction. A Board of Trade was opened where stocks were bought and sold, and results being that some very large deposits were uncovered—some of the mines developed being the 'Ross,' 'Gillman,' 'Fix,' 'Merry Christmas,' 'Tripoli,' 'Squirrel,' 'Homesite,' 'Slack,' 'Hazel Patch,' 'Peacock' and others.

"Mineral Point on August 3, 4, 5, and 6, 1927, celebrated its hundredth anniversary, being one of the outstanding events in its history; at which time all important events covering the past century of its progress were depicted in parades and pageants day and evening.

"The mining activity of lead and zinc depends upon conditions and the price of these commodities at the present time is at a low ebb, as all other commodity prices are, but the mining industry in this territory is still in its infancy and there are still rich deposits to be uncovered. The zinc industry here will continue for many, many years to come."

The most important use for lead is of course in the manufacture of white lead; but among its other uses are in the production of sheet pipe, shot, alloys, bullets, etc. The use of lead for projectiles was one of the earliest manufacturing industries in the Wisconsin lead region. The largest use of zinc ore is in the production of white pigment, and it is in trade, a direct competitor of white lead.

With the exception of iron and copper, no metal is so widely distributed in the United States as lead and zinc ore; and only iron and copper exceed them in production.

In the preparation of this article, the kindly assistance of Mr. T. L. Pagels, agent at Mineral Point, is gratefully acknowledged.



Old Zinc Furnace, 1 Mile West of Mineral Point



The Milwaukee Passenger Shop

By L. B. JENSON
Superintendent Passenger Car Shop, Milwaukee

THE Milwaukee Passenger Shop, while being one of the units of the Milwaukee Car Shops, is, in itself, a large repairing, assembling and manufacturing plant. In normal times the Passenger Shop does a car repair business alone of over \$1,500,000 annually and employs between 600 to 750 men. The plant covers over 13 acres of ground, and its five large buildings have about 317,000 square feet of floor space. The three car repair shops will hold 69 passenger train cars (equivalent to consist of five very long trains) at one time. While the Shop's principal work is to repair, rebuild and build new passenger train cars, it also manufactures large quantities and varieties of material for the other units of Milwaukee Shops and for other points on the railroad.

To successfully handle a large volume and variety of work the Shop has eleven major departments. Most of these departments are sub-divided into two or more parts so that there are actually some 30 divisions, each one of which specializes in certain work. Among the shopmen employed, are skilled mechanics from many trades; men with years of experience in quantity and quality production.

Prior to five years ago, eight shops, located at various points on the railroad, repaired and repainted passenger train cars. In 1927 the passenger car repair work was concentrated at Milwaukee, and since that time the Milwaukee Passenger Shop has handled all of the passenger car repair work for the railroad. Concentration of work at one shop point permits a more advantageous and economical operation.

The 1,300 passenger train cars owned by the railroad are taken into Milwaukee Shop for one of three purposes. First, they may enter shop to receive general repairs. Second, they may enter shop to be rebuilt or modernized. Third, they may enter shop to be given light repairs. During the period, August, 1927, to December, 1931, an average of 70 cars were repaired each month. This was a total in and out car movement of over five cars, or 2½ car output per working day.

A general repair car is one that receives a periodical overhauling and repainting to maintain it in a serviceable and presentable condition. During the past four years each car owned was given general repairs on an average of once every 25½ months. The cost to give a car general repairs averaged about \$1,437, which included labor, material and overhead expense. This cost varies, however, with the class of car. For example, in 1929 the cost to repair a head end car averaged \$1,016, a coach \$1,276, and a diner, sleeper, etc., \$3,043. This difference in cost is due to the difference in the amount of interior repair and refinishing work necessary. General repair cars contribute about



L. B. Jenson

82% of the Shop's total car output, and consumes about 63% of the Shop's total expenditure for car repairs.

A rebuilt car is one that is converted from one car class to another, as from sleeper to coach, or that is strengthened, for example, by the application of a steel underframe. A modernized car is one in which extensive interior changes are made. In the normal times of 1928-1929 an average of one rebuilt or modernized car left the Shop each week. The average cost of these cars was about \$8,062, which varied (in 1929) from \$4,719 for a head end car, to \$10,207 for a coach, to \$16,344 for a sleeper, etc. Another phase of this improvement work is the building of new cars. During the past four years Milwaukee Shop built 31 new cars, of which 20 were combination mail and express cars, 10 straight express cars and one a dynamometer car. The total cost of these cars was about \$630,683, or an average of \$20,345 each. The Shop obtained this work by submitting successful bids in competition with car building concerns, and proved that it could satisfactorily perform the work and stay within its bid. Rebuilt, modernized and new built cars contributed about 7% of the total car output at about 35% of the total car expense.

In general the cars given light repairs at Milwaukee Shop are cars damaged in accidents or fires, cars requiring slight improvements or cars that cannot be economically repaired at the Terminals. Light repair cars are never completely repaired. For car output measurement and cost control purposes, light repair cars are divided into credit and non-credit cars. When repairs cost \$100 or more, a car is called a credit car and counted as a car in measuring the output. When repairs cost less than \$100 a car is called a non-credit car and is not counted as a car turned out. The chief advantage of this classification is that it satisfies the shopmen as they get credit for what they do. About one light repair credit car is handled by the Shop to every seven general

repair cars, and one non-credit car to every two light repair credit cars. The cost of repairs to a credit car averaged \$330, or 23% of the average cost of a general repair car. A light repair-non-credit car cost \$43. Light repair credit cars gave 11% of the total car output and took 2% of the total car cost.

There are three classes of work done on cars handled at Milwaukee Shop. First, repairs are made in kind; second, repairs are made because of wrecks, accidents and fires; third, cars are improved, that is, receive alterations, additions or betterments. During the period August, 1927, to December, 1931, 67% of the total expenditure on cars went for repairs in kind. One car out of every 14 turned out was damaged either in an accident or by fire. The average damage per car was \$372, and these repairs took 1% of the total car expenditure. One car out of every five turned out had alteration, addition or betterment work done on it at an average cost of \$2,987. Thirty-two per cent of the total car expenditure went for improvement work.

A car is handled through Milwaukee Shop in about the same manner that a passenger train is handled over the road. When a car enters shop it is placed in the first station, where it is stripped of sash, upholstery, etc., and then washed inside and outside. The car is then moved to the second station, where repairs are made to its body, underframe, etc. It then moves to the third station, where it is painted and varnished, and then to the fourth station, where the sash, upholstery, etc., are reapplied in the car, and the car made ready to leave shop. While the car is moving through the shop, the sash, etc., removed from the car at the first station are also moving through the various shop departments, and again meet the car at the fourth station. The car and its stripped parts move through the shop on a time card or schedule, and the work is dispatched. The routing system followed is generally known as the "station-to-station" plan of handling cars, and its chief advantage is that work is segregated, thus permitting maximum productive work. A car is moved about seven times from its entrance until its exit from the shop. The spray booths at the third station, where the car moves in and out to be painted and varnished by spray, account for three movements.

In the repair shop (second station) a group system is followed. Under this plan the two or three cars that constitute one day's output are placed on tracks next to one another in one group or lot, and the lot is handled as though it were an individual car. Under this system the gangs of repairmen obtain a continuous progressive movement by going from one group to the next. This lot system is again designed to segregate the work. While the station-to-station plan and the group system are most effectively used for general repair cars, they are also used in a limited way for rebuilt and light repair cars.

The average general repair car remains in shop about 18 working days, a rebuilt or modernized car 55 days, a light repair car 10 days, and a new built car 40 days

after receipt of the underframe from the Blacksmith Shop. During normal times about 44 of the 69 shop stalls are continually occupied by general repair cars, 11 by rebuilt, modernized or new built cars, 3 by light repair cars, and 11 are unoccupied or utilized for other purposes than to hold cars. The cars not only move through shop at a fast speed, but they are generally "on time." A check of 2,281 cars turned out showed that only 487, or 21%, were "late," that is, failed for various reasons to meet their time card or scheduled out dates.

The highest car output obtained in any one month in the history of Milwaukee Shop was in August, 1927, when 103 cars, or 4 per working day, were turned out. This meant that a car costing about \$1,800 for repairs left shop every two hours of a working day. In other months the output has fluctuated from one to four cars per day, depending upon the repair program. The daily output of cars is always predetermined, and the Shop has never failed since August, 1927, to meet its output

quota. The mass production of a Ford plant was equalled by Milwaukee Passenger Shop in the spring of this year when it washed and painted 138 work train cars and turned them out at the rate of one car every 77 minutes 37 seconds.

In addition to work on cars in its shop, Milwaukee Passenger Shop manufactures, repairs and assembles a large quantity and variety of articles for use by others than itself. This material may be anything from a reclaimed angle cock to a newly made engineer's seat cushion, or from a new lamp jack to a repaired and revarnished office desk. Some idea of the quantity of the material turned out can be gained from the following facts. In 1929 the Wood Mill turned out 11,590,678 board feet of finished lumber for various purposes. This was a sufficient amount of lumber to build 580 wooden, 28 ft. x 40 ft., bungalows in which over 2,500 people could have dwelt. The Pipe Shop in the same year mounted 94,851 air brake hose, which, if laid end to end, would make a rubber tube 33 miles long. *(Concluded Next Month)*

Truck Subsidies

But Despite Free Right-of-Way Ton-Mile Cost Is 15c—For Railroads 1c

By THOMAS F. WOODLOCK
In Barrons

A CORRESPONDENT (A. K. H., Brookline, Mass.) asks for some statistics on the matter of truck transportation to correspond with those recently referred to concerning passenger travel. Horatio L. Whitridge has recently gathered in An Appraisal of the Economic Soundness of the Motor Truck some interesting facts and figures, and this writer avails himself of Mr. Whitridge's industry—with due acknowledgment of indebtedness. Some of the figures are taken from the report of the Interstate Commerce Commission on "Motor Transportation" and others from various sources, all duly cited.

The total volume of freight carried by trucks in 1929 was estimated by the Commission at a little less than 26,000,000,000 ton miles. This was 4.2% of the total freight business movement of the country. This business was carried by a fleet of a little less than 1,300,000 trucks which averaged 15,000 miles a year. At a total cost of 21 cents a truck-mile there is indicated an operating cost of something over \$4,000,000,000 a year to apply to the freight movement by truck. This compared with a total operating revenue of \$6,279,000,000 received by railroads transporting 72.9% of the country's freight and in addition some 31,000,000,000 of passenger miles.

Allowing an average wage of \$30 a week for a truck driver the "wage" cost (or its equivalent in owner's time) of trucked freight was a trifle over \$2,000,000, against a total railroad wage bill for 1,650,000 railroad employees, amounting to very close to \$2,900,000,000. This railway wage bill averaged about \$33.54 a week from presidents to trackwalkers. The truck-mile cost of 21 cents seems a moderate estimate, seeing that our rural mail service,

according to the annual report of the postmaster general, averaged 24.75 cents a truck-mile.

Trucked Freight 15c a Ton-Mile

Thus freight in 1929 cost on an average 15 cents a revenue ton-mile against a little over 1 cent a ton-mile carried by rail. Convenient, the service may be, but it is certainly not cheap, even with door to door delivery!

The "investment" in motor-transport—passenger and freight motors—was estimated by the Commission as of the close of 1922 at \$12,500,000,000 for rural highways, \$4,000,000,000 for garages and terminals and a little less than \$8,000,000,000 for trucks, but the last named figure is the "depreciated" value and not the original cost. Mr. Whitridge says that the Commission's figures are much too low. The rural highways figure is only a little more than the actual cash spent on roads and their maintenance for the years 1921-1930. The estimate for garages and terminals represents only \$150 a car—obviously far too low a figure—and he thinks it should be increased to \$10,000,000,000 to cover all collateral plant, such as repair shops, supply stores, dealers' establishments and filling stations. The original cost of motor themselves, he estimates at a little under \$20,000,000,000, and he arrives at a total outlay on motor transportation of something over \$42,000,000,000. This is about 50% greater than the book investment in our railroads.

Trucking Operations at Loss

Reverting to trucking cost, the Commission had this to say: "It appears reasonable to conclude, particularly in view

of the inadequacy of the financial statements of groups of truck operators, that under present conditions a very considerable part of common carrier operations are conducted at a loss or at less than a reasonable profit, and that this branch of the motor industry is characterized by an instability which renders it difficult for it to adjust itself to basic competitive conditions and to demonstrate its particular capabilities. Stable contract operations appear to be conducted at a more profitable level than common carrier operations and presumably private operations represent in every case a net saving over the cost of employing outside service." The basis for this latter presumption is not evident. Are we to suppose that private truck operators know more about their costs than do common operators?

There remains the much debated question whether or not motor travel is "paying its way" so far as highway cost is concerned. The Commission said as to this: "It is impossible with the information now available to determine whether or not there is a subsidy received by motor operators for hire." To which Mr. Whitridge replies that motor transportation "as a whole is subsidized through the maintenance of highways and streets, and the cost of traffic control, largely out of the general tax levy." Here we are on uncertain ground so far as strictly mathematical results are concerned, but the general appearance of the figures assembled by Mr. Whitridge tends to support his assertion.

Cost of Motor Transportation

Finally there is the annual cost of motor transportation in this country. This Mr. Whitridge estimates, exclusive of highway expenditure, but including depreciation, wages and all other operating expenses, at something over \$18,000,000,000 per annum, covering the national fleet of 26,000,000 vehicles. This contrasts with a ten-year (1921-30) average annual net income for individuals and corporations of a little under \$31,000,000,000, as reported to the United States under the Income Tax laws—not, of course, representing the entire "national income."

How long can we keep this up? Cheap transportation it certainly is not. Mr. Whitridge's concluding remark has point: "The laws of economics like the 'mills of the gods, grind slowly, yet they grind exceeding small,' and until a searching appraisal of the economic soundness of the motor truck is made and until it is discovered whether or not automobile transportation is a product of the 1929 era that is still to be deflated, it would be wise for industry to carry 'transportation insurance' by supporting Class I railroads of the United States."

Might Have Been

"Are you positive the defendant was drunk?"
"Well, your honor, I saw him put a penny in the patrol box and then he looked up at the court house clock and roared, 'By gad! I've lost 14 pounds!'"

Guest—"Look here! How long must I wait for that half portion of duck I ordered?"
Waiter—"Till somebody orders the other half. We can't go out and kill half a duck."

ACCIDENT SAFETY FIRST PREVENTION

Primer of Safety

By S. J. Alexander, Manhattan, Mont.

- A—ALWAYS
- B—BE
- C—CAREFUL
- D—DON'T
- E—EVER
- F—FORGET.
- G—GOOD
- H—HEALTH
- I—INVARIABLY
- J—JOINS
- K—KEEN
- L—LEARNERS.
- M—MEN
- N—NOW
- O—OWE
- P—PROVEN
- Q—QUENCHLESS
- R—RESPONSIBILITIES.
- S—SHOW
- T—THEN
- U—UNERRING
- V—VIGILANCE
- W—WHEN
- X—X-RAYING
- Y—YOUR
- Z—ZONE.

The Reviving of Self-Preservation Through Safety First

By Sam Lane,
Safety First Committeeman,
Deer Lodge Locomotive Shops

I HAVE chosen for my short talk today the phrase, "The Reviving of Self-Preservation Through Safety First." We are all gathered here today for one of the finest things that concern humanity, and that is, Safety First. To my mind the most peculiar part of it is that those who are to be the direct recipients of its greatest benefits are here at the invitation of those who will receive the least of its benefits, that is, speaking in a physical sense. You have probably heard that "self-preservation is the first law of nature." But if this were true, then there would be no need of this meeting today, but statistics prove that this instinct of man has become so dulled that in hundreds of thousands of cases it fails to come into play until catastrophe is upon us, the result being a life lost or an injury of minor or major proportions. It is evident then that we must sharpen up this sixth sense of self-preservation. No man wants to get hurt, that is certain. I would invite you gentlemen to watch the birds as they gather their food, for with every morsel obtained there is a sharp glance around. Truly an example of eternal vigilance is the price of liberty, or in this case, safety, and so it must be with us. We are all here gathering our food, our livelihood, and as we gather it by perform-

Personal Injury Record

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

	May, 1932			May, 1931			Increase or Decrease		
	Fatal	Reportable	Lost Time	Fatal	Reportable	Lost Time	Fatal	Reportable	Lost Time
Lines East	—	15	5	1	14	13	-1	+1	-8
Lines West	—	4	1	1	3	3	-1	+1	-2
System	—	19	6	2	17	16	-2	+2	-10

	5 Months, 1932			5 Months, 1931			Increase or Decrease		
	Fatal	Reportable	Lost Time	Fatal	Reportable	Lost Time	Fatal	Reportable	Lost Time
Lines East	7	55	29	5	65	50	+2	-10	-21
Lines West	—	11	7	1	4	10	-1	+7	-3
System	7	66	36	6	69	60	+1	-3	-24

A decrease of 3% in reportable cases.

ing our daily tasks, let us not fail to give that sharper mental glance around often, lest catastrophe overtake us. We have become clothed with a false sense of security, made of the cloth of human conceit, our superiority over the animal kingdom in the matter of security from danger, which has developed a form of mental laziness which has proven very detrimental to our self-preservation. I would like to suggest that we intensify our efforts to promote the growth of self-preservation by taking liberal doses of carefulness, thoughtfulness, alert minds, competency, kind, thoughtful firm leadership, and mix all of these with a liberal application of cooperation, and the recovery of self-preservation is assured.

In conclusion, I would like to add that if this railway company, or any other great industrial enterprise desires to improve its business by eliminating human suffering and adding to the sum total of human happiness by promoting our safety, why I am for them, first, last and for all times, and in this earnest expression I feel I voice the sentiment of my fellow-workmen.

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

The records show that all of the following divisions completed the month of June, 1932, without a reportable injury and those shown with the star prefix also went through the month without a lost time injury:

- *La Crosse & River
- *Superior
- *Hastings & Dakota
- *Twin City Terminals Coast

Tacoma Locomotive Shops Has Best Safety Record

General Foreman Al Pentecost, in charge of the Locomotive Shops at Tacoma, has a record of going through the period December, 1929, to date without a reportable or lost time injury.

This is a mighty fine record and it is better than that for any other locomotive shop point.

Extra Gang Foreman Mallas Has Good Safety Record

The following is a letter Supt. A. J. Elder wrote Mr. Flanigan in connection with the record of Foreman Mallas while on the Iowa Division:

Mr. M. J. Flanigan,
Chicago, Ill.

Foreman Mallas in charge of ballast gang just completed ballasting fifty miles on this Division. He handled the work without a reportable or lost time injury, and I believe one of the most economical jobs of ballasting that was ever done was performed on this Division.

I want to say that our fast scheduled trains lost very little time by these gangs and that the work was well organized and went along without a hitch.

(Signed) A. J. Elder,
Superintendent.

Their Goggles Saved Their Eyes

The following two statements by Laborer Andrew Karpinski and Chipper Leo Shields are another proof of the value of goggles in work of the kind they do and the importance of complying with the Goggle Rule:

Mr. Shields writes:

I have been employed in the General Foundry Chipping Room as Chipper for about three and one-quarter years and living up to Rule No. 20 has saved my eyes many times. I have seen a great many goggles broken from flying chips, in fact, I have had at least a dozen and a half lens broken in my goggles from these flying chips, and I have never had either of my eyes injured, as I never take my goggles off while chipping is being done. I believe that this goggle rule should be lived up to by all employees who work in the Chipping Room and Foundry.

Mr. Karpinski says:

On Friday May 20th, while I was chipping a wheel cope which is the top part of the Wheel Foundry flask, a chip struck the left lens of my goggles and cracked it.

The chip did not go in my eye as I had my goggles on. I think it is necessary for everybody to wear goggles while working in the Foundry, as I would have been blind in my one eye if I wouldn't have had mine on. I am glad I lived up to Safety Rule No. 20 and wore my goggles as I now have two eyes and I probably would have had only one if I wouldn't have had my goggles on.



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Government Competition

“GET the Government out of the Barge Line business” was the plea made by representatives of the railways in hearings held in South Bend, Ind., by the Shannon Committee of the U. S. House of Representatives which is investigating the many ways in which the Government is competing directly with private citizens and private capital. The railroad representatives referred to the Government ownership of the Inland Waterways Corporation, which operates barges, under the direction of the Secretary of War, on the Mississippi, Illinois and Warrior rivers in competition with the railroads.

“The Barge Line properties of the Government should be disposed of because continued operation is unfair and unwise,” stated the railway representatives. “The Government should immediately dispose of these properties because the longer it remains in this business the more money it will invest, the deeper it will become involved, the stronger will become its propaganda organization and the harder it will be to dispose of it.

“We do not believe it will be necessary for us to propose any detailed plan as to how this should be done. Our recommendation is that Congress, immediately upon convening in December, pass a law which shall provide as follows:

“At the earliest possible date, but in any event by July 1, 1933, the Inland Waterways Corporation shall cease operations.

“At the earliest possible date the Secretary of War shall dispose of all property of the Inland Waterways Corporation to

the best advantage of the United States.”

The specific objections to continued Government competition were stated as follows by the railroad representatives:

“The Government advertises its transportation service as Government-owned and Government-operated. Private business cannot compete with an organization which advertises itself as the direct agent of the United States Government.

“The officers of the Federal Barge Line do not understand the railroad business and, being thus uninformed, make erroneous statements regarding the railroads, uttering these statements with all the force and weight which attaches to their official Government position. For instance, Major-General T. Q. Ashburn, Chairman of the Inland Waterways Corporation, stated on June 13, 1931, that ‘The railroads try to belittle waterway freight shipments by claims that rail shipments are faster than river transportation. . . . Our Inland Waterways’ boats carry 16,000 tons of grain from St. Louis to the Gulf of Mexico in ten days. Freight trains cannot begin to approach that figure.’ As a matter of fact, in June, 1931, the Illinois Central Railroad was regularly moving wheat between St. Louis and the Gulf of Mexico in 35 hours, and could have moved 58,000 tons a day at this speed.

“We further object because many of these statements of Government officials are distributed at the cost of the Government and under the auspices of the U. S. War Department. For example, copies of a speech by General Ashburn were distrib-

uted to newspapers by the ‘War Department, headquarters Sixth Corps Area, Chicago,’ accompanied by a request that ‘marked copy or clipping’ of the General’s speech be mailed to the Assistant Chief of Staff.

“We object to the Barge Line’s operation because it receives direct aid from the Government, which is given free to the Inland Waterways Corporation, but for which every citizen engaged in private business must pay. We refer to the franking privilege by which mail and propaganda are distributed.

“The railroads object to the Government’s activities in the Barge Line business because the Inland Waterways Corporation does not pay taxes on its equipment and does not attempt to pay interest on its investment. Property taxes to the extent of over \$300,000,000 annually are paid by the railroads; likewise the railroads, as a private enterprise, must earn a return on their investment if they are to be maintained as private corporations. It is not only unfair competition for the Barge Line operations of the Government to be conducted without regard to taxes and an interest return, but it is also apparent that such methods cannot prove that private enterprises can operate barge lines at a profit—such proof being the ostensible reason for the Barge Line’s existence.

“The railroads object to the Government engaging in the Barge Line business because its rates are fixed solely with a view to securing business and not with a view to operating as a private corporation must operate.

“We object to this Government operation because the Government, when operating the Barge Line, does things which it has prohibited and made illegal if done by a railroad. It is unfair competition for the Government to regulate and restrict the railroads and at the same time conduct unrestricted competition with the railroads.

“We object to the Government engaging in the Barge Line business because its agency has induced municipalities to invest money unwisely in river terminals. To these expenditures the railroads, as taxpayers, have been compelled to contribute.

“The railroads object because the Inland Waterways Corporation secures the benefit of taxpayers’ expenditures for construction and maintenance of the streams on which it operates without accounting for them. These expenditures are unnecessary and unjustified.

“Take the lower Mississippi and Warrior rivers, for example. Consider the annual capital expenditures and maintenance charges made only in the period from July 1, 1924, to June 30, 1931. Ignore all previ-



Trainload of Tractors from Milwaukee Off for Palestine and Persia

ous government expenditures on these streams. Then take only 48 per cent of these costs, as the Federal Barge Line handles only 48 per cent of the traffic. Ignore all taxes and interest charges on the Barge Line's equipment. There is thus produced an annual charge against the operations of the Federal Barge Line on these streams amounting to \$2,357,744. When this figure is divided by the tonnage actually handled, it is found that the operation of the Federal Barge Line, on the lower Mississippi and Warrior rivers, is subsidized by the taxpaying public to the extent of over \$1.50 for every ton of freight handled.

"The railroads finally object to further activity of the Government in the barge business because according to its own figures it has failed as a business proposition. According to its books the Barge Line has lost \$275,000 since its formation. It has credited itself with interest of \$288,000 on government funds. If it had not had this money its loss would have been \$563,000. It failed by over \$6,500,000 to earn the tax and interest charges which a private corporation would have to earn and pay. If it had been charged compensatory tolls for the use of the waterways upon which it operates, it would have failed to earn these tolls by the amount of almost \$19,000,000. The total cost to the taxpayers of the United States on this basis, therefore, during the period of the existence of the Inland Waterways Corporation has thus been about \$26,000,000. Contrast this cost to the taxpayer with the alleged savings to the shipper. General Ashburn in a recent address, estimated these savings at \$7,500,000. In other words, the taxpayers paid approximately \$3.50 for every \$1.00 saved by favorably located shippers."

E. G. Burkland, President of the Railroad Credit Corporation, testified:

"Net railway operating income of the Class I railways in the United States amounted, in the first six months of 1932, to a total of \$112,000,000. This figure represented a reduction of more than 53 per cent below the corresponding earnings in the first six months of last year. Even more important, however, as indicative of the seriousness of the present railway situation, is the fact that this net railway operating income earned in the first half of this year is sufficient to pay less than half of the interest due upon railway bonds outstanding, and is less than one-third of the amount required to pay the total railway fixed charges which have accrued in this period."

"These figures have a peculiar bearing upon these present hearings. Because of the marked reduction in railway net earnings, it has been necessary for various lines, in order to pay their fixed charges, to borrow from the Railroad Credit Corporation or the Reconstruction Finance Corporation. With reference to my experience in directing the activities of the Railroad Credit Corporation, it is highly significant that a most serious financial situation has been found on those railways which parallel the lower Mississippi river and which suffer, in consequence, from the competition of the federal barge line. No further illustration is needed to disclose the fallacy of the argument so often advanced by inland water-

way advocates that development of inland waterways will not hurt the railways, but will aid them through the provision of additional traffic. With the railroads paralleling the lower Mississippi river in a most serious financial condition, this beautiful waterway theory is completely denied by actual fact.

"The Reconstruction Finance Corporation has also loaned funds to various railway companies to enable them to meet their fixed charges. These government loans are made at an annual interest charge

Edward Howell

EDWARD HOWELL, former general iron bridge foreman on lines west of Moberge, passed away Sunday, August 21, 1932, at his home in Adams, Minnesota.

He was born December 19, 1860, at Waukesha, Wis., and entered the railroad company's service in January, 1882, as a carpenter. He was promoted to the position of carpenter foreman in May, 1883, and again advanced to carpenter and pile driver foreman in 1884. In August 1899 he was made concrete foreman and in November 1901 iron bridge foreman on lines east of Moberge. This position he held until October 1907, when he was appointed general iron bridge foreman on lines west of Moberge and continued in this position until he became ill.

Some of the outstanding pieces of work with which he was connected are the Fort Snelling drawbridge, Short Line bridge over the Mississippi River near Minneapolis, drawbridge over the Mississippi River near Sabula, Missouri, River bridge at Moberge, bridge over the Des Moines River valley near Madrid, and a long list of viaducts and bridges on lines west, including bridge over Columbia River at Beverly. He also rendered excellent service during the flood at the Randolph Bluff bridge over the Missouri River and during the forest fires in the Bitter Root Mountains in 1910.

He was obliged to retire a few years ago because of ill health and has since been living at his old home at Adams, Minn.

We extend to Mrs. Howell our sincere sympathy.

John B. Johnson

DEATH has again entered the ranks of the Veteran Railroad Men's Association and has taken from us one of the oldest and best known of our organization, our dearly beloved Brother John B. Johnson, who was so well known to all of

of six per cent. Furthermore, railway taxes are now relatively at the highest point ever reached. It is obvious that the heavily taxed railroads, borrowing money from the government at six per cent to avoid bankruptcy, cannot compete upon any basis of economic equality whatsoever with the federal barge line which is not only tax exempt but which has secured, in addition, from the government both its capital invested in equipment and its operating funds, without having to pay or even earn a single cent of interest upon this public money."

us and with whom he associated for nearly seventy years.

John B. Johnson was a man of great character, always ready to extend a helping and welcome hand and to assist the needy; one to appreciate a favor and never to forget his benefactor. In all the years of association with them, no one ever found him neglectful to his comrades of many years and when others were in trouble, he frequently called on them personally and more frequently phoned to inquire of their condition and always gave or sent words of cheer and comfort. His judgment in fraternal affairs was always the best and received with all due consideration by his fellow comrades.

His seat is declared vacant in council and his chair ordered draped in mourning for the period of one year and comrades of the Veteran Railroad Men's Association extend sympathy and condolence to all bereaved relatives and friends.

Sumner S. Johnston,
Secy. I. & M. Vets.

Charles Peter Mooney

CHARLES PETER MOONEY, an employe of this company for 53 years, died at Mercy Hospital, Janesville, Wis., after a short illness.

Mr. Mooney was born in Brodhead, Wisc., in 1859 and lived in that town most of his life.

Mr. Mooney began service with the Milwaukee Road in 1879 as brakeman on the LaCrosse Division between Milwaukee and Portage. The following year he was transferred to the C. & M. Division and later to the Mineral Point Division, where he had since remained.

Mr. Mooney was conductor of the first passenger train to run between Milwaukee and Mineral Point.

MILWAUKEE EMPLOYEES PENSION ASSOCIATION

Members Entered on Pension Roll July, 1932

The following members of the Milwaukee Employees Pension Association have been placed on the pension roll during the month of July, 1932:

Name	Occupation	Division or Department
David Brown	Stationary Fireman	Dubuque & Ill. Div.
Thomas Burns	Warehouse Foreman	LaCrosse & River Div.
Hugh W. Edwards	Permanent Hostler	Milwaukee Shops
William Falch	Car Cleaner	Milwaukee Shops
Robert A. Good	Storekeeper	Tacoma Shops
Andrew Gustafson	Carman Helper	Minneapolis Shops
Charles E. Hersey	Carpenter	Dub. & Ill. Division
Herman Jeoks	Engine Watchman	H. & D. Division
Charles W. Muscheid	Clerk and Custodian	LaCrosse & River Div.
William Nettleton	Car Repairer	Dub. & Ill. Division
John H. Port	Tinsmith	Milwaukee Shops
Frank W. Ruth	Yard Conductor	Twin City Terminal
Andrew Schader	Conductor	Iowa Division
Robert N. Scott	Locomotive Engineer	Milwaukee Division
Thomas M. Tappins	Switchman	Twin City Terminal
Henry W. Weise	Engine Watchman	Madison Division
Henry W. Wiest	Carman	Dub. & Ill. Division
William Williams	Storehelper	Dubuque Shops

M. J. LARSON, Secretary-Treasurer.



Harvesting Wheat Near Tekoa, Wash. Note Height of the Stand

Farming in "The Inland Empire"

LON COOK

ONE of the bright spots in the nationwide agitation for farm relief is found in the "Inland Empire" of the state of Washington.

With agriculture the basic industry in the territory named, which is all country tributary to Spokane, it is logical that a most essential activity be carried on promoting and fostering the interests of farming. This, our railroad is doing under the direction of Mr. C. H. McCormick the agricultural representative of the Agricultural and Colonization Department, whose headquarters are in Spokane.

The farmers of the Inland Empire, are almost unanimously optimistic in spite of low prices. They are now making careful study on ways and means of cutting down overhead and they believe that when prices of wheat improve, their



Where They Grow Sweet Spanish Onions at Neppel, Wash.

position will be much more favorable. One farmer, according to Mr. McCor-

mick, in speaking of the depression, said: "Wisdom is the principal thing, therefore get wisdom, and with the getting, get understanding. We are the most powerful and richest nation; that we are not happy as in times past, is our own fault. This is a land of plenty and I believe people should be more optimistic, have more confidence, confidence in ourselves and in the future of our country. Confidence will return in a degree and speed only as we rely upon ourselves and we must stop hoping that



Quality and Length of Flax Grown in the Palouse Country

a president or a legislative body can perform miracles. You cannot build confidence except on a foundation of stability. First stabilize our ideas and the rest will come as a matter of course. This country isn't going to hell, even if the minions of hell are abroad in the land with their damnable false doctrines of disruption and destruction, proselytizing among the distressed and discouraged. We Americans have our future as a people in our own hands. Let us be up and doing."

Known By the Company He Keeps

By an Employee

THERE is an old saying—"One is known by the company he keeps." Trucks have aligned themselves with the common carriers. Hence they have by all lines of common sense reasoning automatically placed themselves in a position where they should be accorded the same consideration as the railroads with which they are competing, no more, nor no less.

One's responsibility should never extend beyond the lines of his jurisdiction, nor his privileges beyond the bounds of equity.

The trucks competing with the railroads remind me of a thrifty industrious pioneer who goes to a new country and by perseverance and privation builds a home, and about the time he gets settled, along comes a family who moves in with him and takes all the best rooms, offering to pay the gas and water bills.

We know this country would never have amounted to anything if the railroads were not built into it and operated for years at a loss.

The railroads are loaded down with restrictions as regards rates, schedules, safety appliances, wages, train movements, taxes, and a hundred other handicaps that

adverse public sentiment, and ambitious politicians have saddled on to them in the past fifty or sixty years. Now along comes a truck, cutting rates, operating over a slab highway never intended for that purpose, taking the cream of the traffic which rightfully belongs to the railroads, thus reducing the revenues to such an extent that unless drastic legislation is enacted within the next two or three years that will bar the truck competition, government ownership will be inevitable. Then what? The deficit from operating under government ownership will have to come from the pockets of the tax payers, as the railroads must run.

The truck companies should enjoy the same privileges as have been accorded the railroads, but at the same time must bear the same burdens. Otherwise, we would be encouraging class legislation and delegating special privileges, which is a dangerous course for our form of government to pursue. So let the truck companies build their own right of ways like the railroads have had to do. Let them have all the privileges enjoyed by the railroads as regards operation, as well as all the restrictions.

The trucks are skimming the crock and leaving the thin milk for the railroads.

They take the high class and package and short haul stuff and let the rails have the unprofitable tonnage. No government on earth would stand for such an absurd proposition, but ours. Now let me suggest that if the trucks are going into the heavy weight class, they must take on all comers. If I have two thousand sixty-foot piling to ship six hundred to one thousand miles, the truck should be able to take it at the I. C. rate, or crushed rock chat for a two hundred mile haul at existing rail rates should be accepted and moved promptly. And if the truck companies are not in position to handle such shipments, it will be evidence conclusive that they have entered the wrong race and should be ruled off the track.

If it were not so serious, I could not discuss this for laughing. The people own the railroads, then deliberately proceed to put up a job on themselves, by ruining the value of their holdings, depress business conditions, increase unemployment, making it impossible to secure capital for the additional railroad mileage needed, and let the property run down and get into the hands of receivers, this being the last lap of the journey to government ownership.

If this is the sensible thing to do, I'm crazy.

The Agricultural and Colonization Department

Contract Feeding

What Is It? How Can It Be Used?

In every "Corn Belt" state we serve, there are farmers who have fed western range animals on a so-called contract. These contracts are nothing more or less than co-operative agreements whereby the western rancher or producer furnishes a given number of feeder animals and a "Corn Belt" farmer takes those animals, feeds them his home grown feeds, and when fat, the rancher and feeder both share in the ultimate terminal market sale of the animals.

Contract feeding furnishes a way by which feeder animals may be made grain fat by packer trade without the use of extensive credits. The rancher waits for his money until his lambs or steers are sold for slaughter. Likewise, the feeder waits until the same time to get his returns for the feeds fed.

Probably at no time in the history of American farming has there been a greater need for this type of business arrangement between the western producer of feeder animals and the eastern feeder of fat animals. Thousands of "Corn Belt" farmers have the feeds, have had the experience of feeding for the market but due to present economic conditions do not have the credit with which they make purchases. Consequently, these farmers do not appear on our terminal markets to purchase numbers formerly bought there with the result that the ranchman must sell on a curtailed market and the feeder must go without feeders. Therefore, the rancher and feeder developed the feeder contract.

In the past, many different kinds of feeder contracts have been used. On the whole, all that have been used and are likely to be used may be classified under three main sub-heads: First, the contract, whereby the ranchman paid a definite pre-arranged price to the feeder for the gains in weight put on the lambs during the fattening process; second, a contract whereby the feeder agrees to fatten a given number of lambs, receiving for his compensation the market price for the gain put on at the time the lambs are sold; third, a newer

type of contract whereby both the ranchman and feeder share a pre-arranged percentage of the final sale price received for the fattened lambs or steers.

We know of no one contract that is equally acceptable by all producers and feeders. On the other hand, we think that some one of the several types of contracts can be drawn that will form a working basis for agreement in all feeder and range territories. It is largely a matter of getting ranchers and feeders or their agents to sit down for a short while and work out an equitable basis upon which they feel they can co-operate to the mutual advantage of all concerned.

Our Traffic and Agricultural Development departments are constantly in touch with both feeders and ranchers who are looking for an outlet for feeds and feeders by the contract method. We will gladly serve as a bureau to which ranchers and feeders may come to secure free information that should lead to the completion of a contract for feeding.

Inasmuch as our Road serves so great a part of both the range and feed lot areas of the country, we feel that we can be of exceptional service in getting ranchmen and feeders together upon the basis of reliable information. Where any of our agents or other employes find there is a local desire for more information about contract feeding, we will surely furnish it if requested. This service may mean much to ranchers and feeders we serve as well as to our Road. Contract feeding is at present a basis upon which lasting friendships may be built between the range and feed lot areas with our road serving as the connecting link.

Unemployed Landward Bound Our Road's Policy Fully Explained

WITH the coming of railroads, virgin land yielded to the settler's plow and became a part of our productive acreage. During the history of our land settlement our railroads have been closely identified with all landward movements and have often been looked to for guidance.

At present, there is a movement "back to the land." The U. S. Bureau of Eco-

nomics reports that there was a net return to the land during the past year of 200,000. With that movement there has developed among civic organizations, large industrial concerns, insurance companies, land mortgage companies, governmental bodies and others, a desire to place the movement on a sound and substantial basis. Therefore, our railroads have again been called upon for land settlement council, especially as it relates to the present unemployment situation.

Due to this desire to get land settlement assistance from the railroads and also to unify the policy of all interested in a landward movement of our unemployed, a meeting was held attended by representatives of most of the western railroads and R. E. Shepherd, Chairman of the Board, Federal Land Bank, Spokane, Wash., also, L. F. Parsons, Idaho State Chamber of Commerce, Boise, Idaho. At this meeting it was felt desirable that a statement of policies relating to participation by the western railroads in a co-operative movement to aid certain of the unemployed to obtain farm homes should be formulated. A suggested statement of policy relating to this whole problem has been drawn up by the committee, selected for the purpose, and has been submitted to all the western roads for approval.

The Milwaukee Road has already endorsed the suggested statement of policies, and for the benefit of all our employes, as well as others, we are herewith quoting the:

"Suggested statement of policies relating to participation by the western railroads in a cooperative movement to aid certain of the unemployed to obtain farm homes.

"1. The need for such cooperation is apparent and it appears probable that the necessity will continue for a considerable period and may become even more pressing.

"2. Families, whose incomes have ceased by reason of unemployment or whose incomes have been greatly reduced by wage reductions or part time work, are faced with the stern necessity of securing the requirements for existence, and to that end, it is believed that, with the cooperation of organizations such as the Federal Land Banks, Insurance Companies, Trust Companies, local banks and commercial organizations, state and local chambers of commerce, etc., many unemployed, who now have funds which are steadily being used up for living expenses, can be placed on small farms upon which they can establish and maintain a home, educate their children in rural schools, and obtain at least a comfortable living.

"3. A farm home assures food, shelter, in many cases fuel, and better living conditions than in the cities.

"4. In the middle, western and north-western states, lands are available for settlement which are suitable for various



A Start Towards Independence On Cut-Over Land

types of agriculture. Prices are low and terms of payment are favorable to new settlers.

"5. A large proportion of our unemployed are qualified to earn their living on the land by reason of having the background of farm experience, either in this or in foreign countries. They have the desire to go back to the land and some have savings which can be used for financing such removals. An intensive campaign should result in transferring many to self-supporting farms.

"6. By aiding the unemployed who have the requisite qualifications for re-establishing themselves on small farms, the railroads not only will make it possible for them to maintain themselves with little or no need of outside assistance and be able to raise their families under favorable conditions, but will also add to our present farm population a strong, independent, self-supporting body of small land owners, which is most desirable as a factor in national safety. The principal of providing opportunity for self-support is the most important one to be observed in connection with such placements.

"7. All railways serving the Western States are endeavoring to arrive at the best methods by which this land settlement work can be accomplished. The failures of the past have taught us that the advertising of a territory and the direction of new enterprises to locations therein without a careful study of such localities

and the honest, intelligent direction of the individual in the selection of his location far too often leads to disappointment, discouragement and abandonment of what, with proper direction, might have become a productive and a prosperous enterprise. The railroads are altogether too familiar with the monuments to deserted hopes which stand throughout much of our newer country as testimony and misdirected, even though conscientious, effort on the part of the early endeavors for development and land settlement.

"8. It is desirable that, with the object of securing a unified policy and co-operation in rendering this service to those who would be benefitted by going back to the land, the railroads take immediate and concerted action to this end and actively participate with state and local Chambers of Commerce, civic bodies, and other organizations and individuals who can and should further this movement not only for reasons of human welfare, but also because the settlement of desirable, successful families will add to the prosperity of communities in which they locate.

"9. The western railroads are not advocating and are not interested in the removal of the indigent unemployed from population centers. We know of no opportunities whereby this class can be successfully settled in farm homes, neither do we know of any western communities which are able or desire to assume the responsibility of caring for this class."

Edinburgh, together with half a dozen other leading lights of Great Britain.

Hans Hansen

HANS HANSEN, who was employed in the Car Department at Council Bluffs forty years, prior to December 1928, when he retired from service, died July 5th at his home in that city.

The esteem in which he was held by his associates and many friends was shown by the large attendance at his funeral.

We extend to his surviving family, our sincerest sympathy.

T. P. Schmidt, Car Foreman.

IN MEMORIAM

Orville H. Silvernail

Concerned with grades and templets
Alignments and masonry;
Charts of commercial pathways
That link the lakes and the sea.
His chosen line of endeavor,
In which he tried to succeed
With the grit that Nature lent him
Through the spark of ancestral seed;
'Till checked by the arch intriguer,
That lingers in wait for all,
That a vision that's beatific
May replace its deadening call.
And out of this vale of weirdness
He carries sublimities—
Farewell from his fellow fielders,
And the love of the loves he leaves.

Ed. Murray.



Dr. Ernest Frank Dupre

Wins Honor in Europe

IT WAS a great day for one elderly couple in Tacoma, when their son received high honors at Edinburgh Medical College, graduating from the highest division of the post-graduate group of that famous institution, with a Doctor of Philosophy Degree for extensive research in medical lines. This degree was the finale to several others already won.

Dr. Ernest Frank Dupre, the recipient of such honor is the son of Frank Dupre, colored chef on The Olympian, and Mrs. Dupre and the son was born in Tacoma 29 years ago. He went through the public schools of that city and achieved fame and honor as a student and athlete at Stadium High School. He then spent three years at Washington University, a fourth year at University of Chicago and a year at Northwestern Medical College, going thence to a year of special study in the medical school of the University of Paris. Not satisfied with all he had gained in the years of intensive study, he went to the University of Edinburgh for four years of post-graduate work and research.

Doctor Dupre's parents have financed their son throughout his educational years, happy to make the sacrifices necessary to advancing a son so worthy. The youth had been willing to work his way through but the parents would not allow it believing that all his energies should be used toward his education. At times it has been a pretty tight pinch for the devoted parents, but they have been true to the cause and have the high pride and satisfaction of seeing their boy at the top.

After a short visit at home with his parents, Doctor Dupre will accept one of several positions that have been offered him either in London, on the continent or in South America.

Doctor Dupre received his Ph.D. degree on the same platform with Ambassador Andrew Mellon who was given an honorary degree by the University of

ADOPTED BY LITTLE PHEASANT

MR. F. E. WEISE of the Engineering Department furnishes The Magazine with the following from a letter he had received from Mr. A. G. Baker, former Division Engineer of this company, but now retired and living in Los Angeles:

"If you happened to read the article in last Milwaukee Magazine by Mary Lawler you may have noticed the photo of 'Little Pheasant,' one of the Sioux Chiefs who went to Washington to conclude the treaty. Well, this chief adopted me as his son while I was transitman on the survey to the Missouri River in 1879. While we were at work on the east side of the Missouri River, making triangulation of the river, he kept by my side each day, watching my transit work. One day I was looking through the transit for a point on the opposite shore, about 4,500 feet distant. I happened to sight an Indian grave, same being built on poles, and under it was a coyote looking up at the corpse. I had "Little Pheasant" look through the telescope. He saw the objects and jumped back, saying, "Wah-Wah," in astonishment at the nearness of the objects. He named me 'Little-Man-Long-Eye.' I have forgotten the Indian name."

Hey! Hey!

ANOTHER Golf Tournament and General Outing to be held by the Freight Traffic Department, Sunday, September 11 at the La Lumiere Hotel, Lake Oconomowoc, Wisconsin.

There will be golf, swimming, boating and a good time to be had by all.

Any employees of outside offices desiring to join our little "shindig" call J. A. Bushelle, Locals 212 or 213.



SAID TO BE HUMOROUS



Mr. Smith was addicted to the free and unlimited use of cusswords. His young daughter tried to live up to daddy's standards, including profanity. Her mother had tried long and vainly to break the child of the habit and finally as a last resort said, "Jennie, you cannot live in this house if you continue to use such language. If you say another bad word you will have to leave home."

It was not long before the test came and Jennie was told to pack her things and move out. She sorrowfully argued the question without avail and finally asked if she might stay until daddy came home. This request was granted and she deposited herself upon the curb in front of the house to wait.

Shortly afterward a delivery truck stopped and the driver yelled, "Say, little girl, is this the Smith house?" "How in hell should I know?" the youngster indignantly replied, "I don't live here any more."

A little boy came running in to his mother one morning and said: "Oh, Mama, did you know what a nice ash-man we have?" "No," said Mother, "I never particularly thought about it. Why did you?" "Well," replied the youngster, "he is real nice and good, too. This morning when he dropped the ash can on his feet, he sat down and talked to Jesus for ten minutes."

"What caused you to beat that guy up?"
"He insulted my girl."
"Why, all he said was that she danced like a zephyr."
"My mistake! I thought he said 'heifer.'"

A meek little man was walking home from the funeral of his big masterful wife. Suddenly a roofing pile fell and struck him on the head.
"Gosh," said he, "Sarah has arrived already."

Wife of Professor: "Do you know, it is ten years ago today that we became engaged?"
Professor: "Heavens! Why didn't you remind me before? It is high time we were married."

Motor-minded Norah had just obtained a new position as maid in the Newrich home.
"Norah," her mistress called from the boudoir, "it's ten o'clock; you may take the dog out now and give him some air."
"Yes, ma'am," said Norah, "and please, ma'am, where will I find the nearest service station?"

Girl: Why didn't you tell me I had a dab of rouge on the tip of my nose?"
Escort: "How should a man know how you girls want to wear your complexion?"

"I'm very tired," said the woman at the head of the supper table.
"You should not be," said her minister, who had been asked to the evening meal, "you haven't preached two sermons today."
"No," said the woman, absent-mindedly, "but I listened to them."

IT'S A HARD LIFE

The other afternoon, as the umpire was leaving the ball park, after the home team had

AND THE GOVERNOR WAITED

The Governor was in a hurry. His car was approaching our First Avenue crossing just as McNerney stepped out with his metal flag to warn of an approaching train. Mac has guarded his crossing faithfully for a good many years, and it's a brave motorist who dares to venture across our right-of-way in the face of Mac's warning.

The Governor's car slowed down, and the chauffeur, observing that the approaching train still had some distance to travel before reaching the crossing, re-engaged his gears and began picking his way across the rails. Not to be daunted, Mac rushed over to the car, flag in hand. "And what d'ye think y'r doin'," he exclaimed. "Git back there, or I'll cut the head clean off yez with this flag. I'm runnin' this crossin' and ye'll do as I tell yez. G'wan now."

The Governor interrupted Mac's harangue: "My good man, I'm in a hurry to cross this track. I have important business to attend to."
"Shure, and I don't care if ye have," said Mac. "If yez get out there in the middle of that track and the train hits ye, then Larry Benson'll have me on the pan for getting ye killed; besides, I don't think I'd care to pick yez up."
"Say," said the Governor, after he had stood just about all of Mac's authority that he could stand, "do you know who I am? I'm the Governor of this state."

"Shure, and I'm glad to meetcha, Governor," retorted Mac. "I'm Mr. McNerney, crossing watchman of the Milwaukee Road. Now g'wan back there wit yez, and keep out of the way of this train."

And the Governor waited.

dropped a close one to the visitors, he was approached by an irate fan.
"Where is your dog?" demanded the fan.
"Dog?" repeated the umpire in surprise, "I haven't any dog."
"The hell you haven't," bawled the fan. "You're the only blind man I ever saw who didn't have a dog."

WILL IT COME TO THIS?

Judge—"A locomotive engineer, eh? What's the charge, officer?"
Cop—"Speedin', yer Honor. He was tryin' to beat a bus to the crossin'!"

Town Visitor: "You're quite wrong in considering the birds a nuisance; they devour insects and caterpillars."
Farmer: "Thanks for telling me. It's a great consolation to know that they eat my fruit merely for dessert."

It was a lovely morning. The train stopped at a village station, and an enthusiastic tourist leaned out of the car window.
"Isn't this exhilarating?" he exclaimed as he rubbed his hands.
"No, it ain't," replied a passing porter, "it's Jonesville."

One day a very pretty young lady who had a poodle dog in her lap chanced to be riding on a street car. A bluenose lady sitting next to the girl addressed her thusly: "My, what a nasty

little dog. Dont you think, my young lady, it would look much nicer if you had a little baby in your lap?"

"No," the pretty one replied in calm, even tones, "it wouldn't. You see, I'm not married."

The sweet young thing entered the office of the fashionable dog kennels, and tripped up to the handsome young man at the desk.

She (cooing): "I want a pet."
He (sadly): "I'd love to, but the boss is mighty strict."

A traveling salesman for a Scotch firm held up in a country village by a bad storm, telegraphed his firm, "Marooned here by storm; wire instructions."

The answer came back: "Start summer vacation as from yesterday."

A boy was about to buy a seat for a picture show in the afternoon. The box-office man asked: "Why aren't you at school?"
"Oh, it's all right, sir," said the youngster, earnestly, "I've got measles."

GOOD ADVICE

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

THE EVIDENCE

"But, dear, I'm late because I've had my nose to the grindstone all day."
"Well, you'd better get a grindstone that doesn't get rouge, lipstick and powder all over you."

Abraham was passing away, and around him the members of the family were grouped, weeping and praying.

His lips were seen to move, and Rachel, his dutiful wife, bent forward to catch his words.
"Wife," he whispered, "is everybody present?"
"Yes, dear," sobbed Rachel, "we are all here."
"Are you quite sure, wife? Is Moses here? And Reuben and Rebecca, and little Ikey?"
"Yes, father," sobbed Rachel, "we are all here, all listening."

"Just as I thought," moaned the old Hebrew as he turned his face to the wall. "I am not dead yet, and already they have begun to neglect the store."

A very young miss while at a party confided that she was considerably annoyed with boils. "Indeed! And where are they?" asked a sympathizer. "On the back of my lap," was the diplomatic reply.

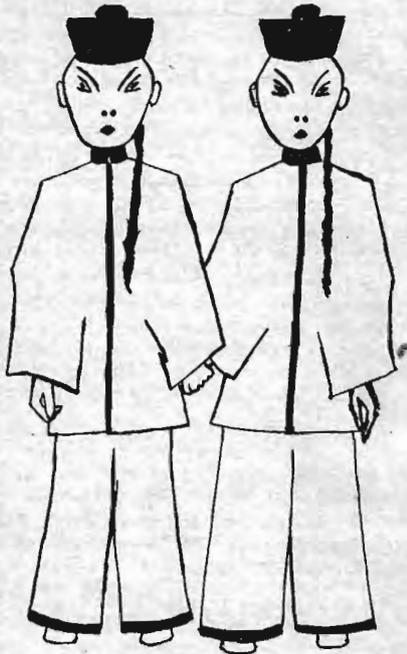
The newlyweds were on their honeymoon. They had the drawing room and the groom gave the porter a dollar not to tell anybody on the train they were married. When the happy couple went in for breakfast next morning all the passengers snickered.

The groom called the porter and demanded: "Did you tell anybody on the train we were just married?"
"No, sir," said the porter. "I told 'em you all was just good friends."

OUR LITTLE FOLK



ELINOR CORCORAN



Sung and Tung

The Kind Lady

FO SUNG and Fo Tung lived in the Chinatown section of a large, crowded city in this country. They were twins and very pretty little boys but they really had very little fun. They had never lived in China, but their mother told them many stories of life in China, of its beauty and of how she had been so happy there. Although she had never told them, Sung and Tung knew that their mother was very unhappy and would like more than anything else to go back to her native land to live.

When the little twins were ten years old they told each other that more than anything else they would like to make their mother happy. So they left their home in Chinatown and set out to earn money to send their mother to her home.

The first day they walked and walked until they were out of their district and in streets unknown to them. Fearlessly they trudged on asking occasionally for work to do, but none of the shopkeepers had a thing for them. That night they lay down in a doorway and slept. The next morning they begged food and an old man at an apple stand gave them each an apple.

By afternoon they were on a street having great tall buildings, a wide pavement, and big automobiles. Sung and Tung clung together and whispered. They knew that these people were wealthy because they were the kind who went through Chinatown and bought goods at every shop.

As they stood gazing at a woman leading a little black dog, the dog tugged himself away from her hand and started to run away. Sung and Tung, who had been brought up to be little gentlemen by their kind and gracious mother, ran after the little puppy, caught him and returned him to his mistress. The lady was so happy to have her dog returned that for a moment she did not notice who had been so kind to her.

When she looked at them she gasped with delight—"Oh, you little dears—I saw you just the other day in Chinatown and wanted to talk to you, but you were so shy. What are you doing so far away from home? But while you tell me come with me and have dinner at my home."

Sung and Tung, shy but happy with the beautiful lady, climbed into her shining big car and off they went. It was not hard to tell her their story she was so kind. And as they expected, the kind lady told them what to do. They wrote a letter to their mother telling her they were in the city and would be home just as soon as possible with a big surprise for her.

Then they were given tasks to do each day and oh, how they loved it. And besides that—they were getting a great deal of money (much more than they could possibly have earned but they knew nothing of that.)

By the end of two months the kind lady told them that they had more than enough to take their mother to her native land and that she had taken care of their tickets. The boys were overjoyed and bowed to the floor before her.

And so Sung and Tung took their mother and went to their beloved China but they never forgot the Kind Lady and when they were grown older they sent her rare gifts each year to commemorate her help to them.

A Surprise

AUDREY'S birthday was just after school started in September and every year she had a birthday party to which she could invite anyone she wished. During this summer Audrey had become acquainted with a little French girl, Antoinette who had moved into a small house near them. Antoinette was very, very poor and while Audrey liked her and felt sorry for her she didn't play with her if anyone else was around. Audrey's mother knew this and often told her little daughter that she was not being loving and kind, but was selfish when she treated Antoinette like that. And Audrey always repented and

said she would be better but she would continue just the same—she couldn't help it.

When she was planning her party she said, "Antoinette's birthday is in September, too, but I don't know whether I'll invite her or not. So many of the girls won't play with her."

"But that is not any reason that you should not invite her. Why don't you set a good example for the other little girls. They are only being selfish."

So Audrey agreed that she should invite Antoinette. There were twenty girls and their mothers invited to her party and the little invitations went out just the proper time beforehand. The very day they had been put in the mail, Antoinette came running over to Audrey's with her face beaming. "Oh Audrey, thank you so much." Then more soberly she said, "Mother said I might come if I wouldn't mind wearing my old dress. Would that be all right?"

Audrey, thinking of her new blue silk dress, hesitated, but her mother said, "That won't make a bit of difference, Antoinette, it is not a dress-up party and I am going to call the mothers and tell them." So Antoinette went smiling home.

"But mother, I have my new dress," pouted Audrey.

"Yes, but I have decided that you should save it for Jane's party in October." Audrey was crushed but she knew by her mother's tone of voice that it would do no good to tease.

The morning of the party came and the day was perfect. The lawn was set with tables for refreshments and lawn chairs for the mothers. At two the guests began to arrive and all the little girls were in their gingham school dresses. Audrey, too, had on a school dress but it was a new one. Antoinette came shyly and chose a corner of the lawn where there was no one else. The girls spoke to her, but did not ask her to enter into their games. For about fifteen minutes she sat by herself, happy just to be there, but wishing that someone would ask her to play too.

Suddenly everything was silent because Audrey's mother had risen and was calling to the girls to listen to her. Then—"Antoinette, come here. Audrey!" Both girls came forward and stood by her. "Our party this year is not for Audrey alone but for Antoinette, too,



because her birthday is this month also." For a minute Audrey was on the verge of tears. Why did mother have to spoil her very own birthday party. But then she looked over at Antoinette and saw the happy smiling face with big tears trying to creep over the edge of her eyes and her selfish little thoughts flew away.

"Oh, Antoinette, I'm so glad mother did this, I really am. And you are to have exactly half of all those boxes on the table. Mother, mayn't we open them now?"

"Yes, that is what I want you to do." Now that the ice was broken the other girls gathered around Antoinette and wished her a happy birthday also. So ten of the packages, some big and some little were given to Antoinette and the girls began to open them.

Then there were refreshments and there was a big cake for each girl and inside each cake was another package from Audrey's mother. For Antoinette she had chosen a little gold bracelet with "Antoinette" engraved on it and for Au-

drey she had chosen a tiny gold locket.

The rest of the afternoon they spent playing games. As they were leaving all the girls stopped to say goodbye to Antoinette and invited her to come to their homes to play. And after they had all left Antoinette gathered her bundles, crying with happiness. "Mrs. Richard, I'm the happiest girl in the world, I think. And this very day is my birthday, too."

That evening Audrey crept into her mother's arms as she still did occasionally and said, "Mother, I'm so glad you thought of that. I was angry at first, but as soon as I looked at Antoinette I was glad I had such a nice mother."

The Patterns

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

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

7617. Ladies' Dress. Designed in sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. Size 38 requires 3 3/8 yards of 35 inch printed mate-

rial, and 7/8 yard of plain material, if made as in the large view. If made with long sleeves and without collar 3 3/8 yards will be required. To trim collar and cuffs requires 3 3/4 yards of edging, and 2 1/2 yards of insertion. Price 12c.

7607. Girls' Dress. Designed in sizes: 8, 10, 12 and 14 years. Size 12 requires 2 1/2 yards of 35 inch material for the Dress, and 1 1/2 yard for guimpe, if made with short sleeves. With long sleeves the blouse requires 1 1/2 yards. Price 12c.

7632. Junior Miss. Designed in sizes: 11, 13, 15, 17 and 19—with corresponding bust measure 29, 31, 33, 35 and 37. Size 15 if made as in the large view, requires 3 3/8 yards of 35 inch printed or other material and 3/4 yard of plain material. If made as in the small front view, (in monotone) 3 3/8 yards will be required. Price 12c.

7261. Ladies' Dress with Slender Hips. Designed in sizes: 38, 40, 42, 44, 46, 48, 50, 52 and 54 inches bust measure. A 46 inch size requires 4 1/2 yards of 39 inch material. To trim requires 2 yards of lace edging, and 1/4 yard all over lace 18 inches wide. Price 12c.

7646. Girls' Dress. Designed in sizes: 6 months, 1, 2 and 3 years. A 2 year size with wrist length sleeves requires 1 3/4 yard of 35 inch material. With short sleeves 1 3/8 yard is required. To trim with bias binding requires 2 yards 1 1/2 inch wide. Price 12c.

7628. Ladies' Morning Frock. Designed in sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. Size 38 requires 3 3/8 yards of 35 inch material. To finish with bias binding requires 5 3/4 yards 1 1/2 inch wide. Price 12c.

7420. Girls' Undergarments. Designed in sizes: 2, 4, 6, 8 and 10 years. Size 6 requires 2 3/4 yards for both Slip and Chemise-Drawers, in 35 inch material. To trim both garments as illustrated requires 4 5/8 yards of narrow lace and 4 5/8 yards of bias binding 1 1/2 inch wide. Price 12c.

7052. Ladies' Dress. Designed in sizes: 34, 36, 38, 40 and 42 inches bust measure. It requires 3 1/2 yards of 39 inch material for a 38 inch size. To trim with bias binding requires 5 3/4 yards 1 1/2 inch wide. Price 12c.

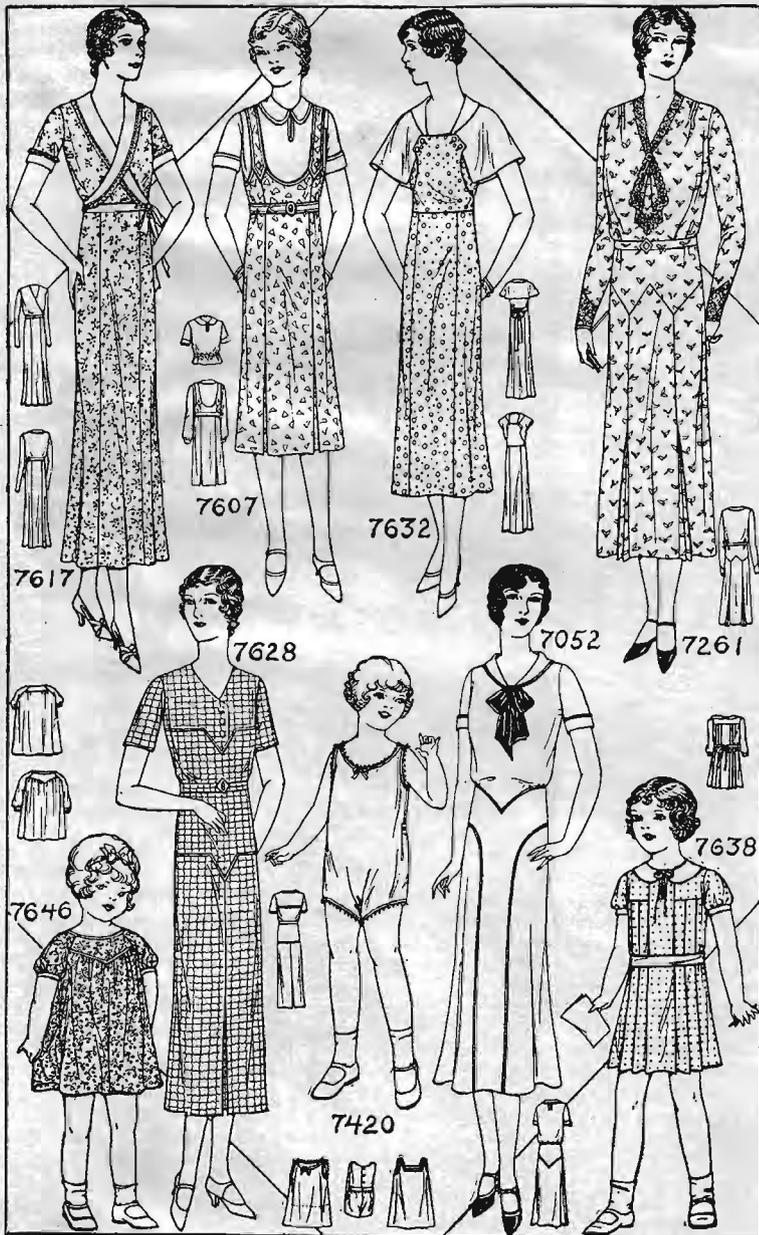
7638. Girls' Dress. Designed in sizes: 2, 4, 6 and 8 years. Size 4 if made with puff sleeves, requires 1 7/8 yard of 32 inch material. With long sleeves 2 1/4 yards. For contrasting material 3/8 yard. Price 12c.

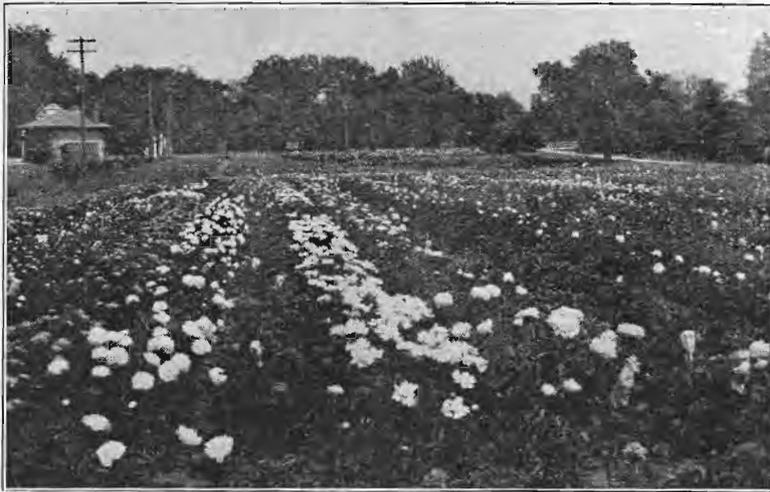
Favorite Recipes Fritters

Apple Fritters. One and one-third cups flour, two teaspoons baking powder, one egg, two-thirds cup milk, one-fourth teaspoon salt. Mix and sift dry ingredients, add milk gradually and lastly, the well beaten egg. Pare and core two medium sized apples. Cut in eighths and then in thin slices, and stir into batter. Drop by spoonfuls in hot deep fat. Drain on brown paper and sprinkle with powdered sugar, or serve with maple syrup.

Queen Fritters. One-fourth cup butter in small saucepan and pour on one-half cup boiling water. Let water again reach boiling point then add one-half cup flour and stir until mixture leaves side of saucepan, cleaving to the spoon. Remove from fire and add one at a time, two eggs unbeaten, beating the mixture thoroughly between eggs. Drop by spoonfuls into hot, deep fat. Drain and make an opening and put in fruit preserve, jam, jelly or marmalade. Sprinkle with powdered sugar.

Oyster and Macaroni Fritters. Cook one-half of elbow macaroni in boiling salted water until soft and blanch. Parboil one pint oysters and cut in pieces. Reserve one-half cup oyster liquor and use in making white sauce in place of milk. Mix macaroni and oysters, add white sauce, pinch of cayenne, one-half teaspoon lemon juice and one-fourth cup grated cheese. Spread on plate to cool, then shape into fritters, dip in crumbs, egg and crumbs and fry in deep fat.





Peony Field in Gardens of A. L. Murawska

Peony Planting Time

Dear Editor,

This is September and planting time and I would like a little space to say to my many friends who have paid my flower garden visits this past season that I greatly appreciated their attention and hope everyone enjoyed seeing the flowers. I was sorry that at times I could not spend more time with my fellow employes, because of other visitors and customers who came to leave orders for plants to be shipped to them at the proper time.

Now because peonies can only be transplanted in the fall, it was necessary for me to take names of those friends who came, and to whom I had promised a plant as a gift, with the idea that they would receive these plants in September, the proper season for transplanting.

Railroading 50 Years and Still Going Strong

ON JULY 12th, "Commodore" Henry D. Perry, agent at Oconto, Wis., rounded out full fifty years of service with the Milwaukee Road. He started at Ixonia, Wis. July 12th, 1882 as operator, was transferred to Columbus where he remained several years and then went to West Salem.

In 1898 he was transferred to Marinette as agent and in 1901 went to Oconto to fill the same position, where he has since remained.

Mr. Perry is the oldest agent in point of seniority on the Superior Division, and he also claims "oldest" honors in some fraternal affiliations, being the oldest living member of Oconomowoc Chapter No. 42, Royal Arch Masons and was the first elected member of Oconto Commandery Knights Templar.

Mr. Perry is highly esteemed by his railroad associates and superior officers, and by the business men of his home town and the surrounding territory. He is still "going strong" with never a thought of retiring on his well earned laurels.

Small Boy: "Thanks for the present, auntie."

His Aunt: "That's nothing to thank me for."

Small Boy: "That's what I thought, but mother said I should thank you for it anyhow."

Voice Over Telephone: "Is Mike Howe there?"

Answer: "What do you think this is a stock yard?"

That time is now at hand, and if those to whom I promised a plant will call at my place between the 15th and last of September, the promise I made them will be fulfilled. To employes living out of town, I wish to say that if they will send me twenty-five cents in stamps to cover the cost of packing and postage, I will send the promised plants, viz: one peony and one iris root.

I am also making a special offer to employes, at this time, which may be found in the Classified Ads section on page 32.

I hope you will all come to see my garden next season and tell your friends about it and I will try to do everything in my power to show my appreciation.

A. L. Murawska, Engineer, Chicago Terminals, 8740 Ridge Street, River Grove, Ill.

Wisconsin Valley Division Notes

Lillian

W^M. C. MILNE, who was conductor for many years on the Valley Division, passed away at Cedar City, Utah, where he had been living the past year with his daughter Mrs. John Chisholm. Mr. Milne was in active service up to about 6 years ago when he was taken ill and had not been able to work since. Mr. and Mrs. Milne and their son David left Wausau about a year ago. Since then David has been appointed to the West Point military academy. Mr. Milne served the railroad company for about thirty years as conductor. The body was taken to Los Angeles for cremation. The Valley division employes extend sympathy to Mrs. Milne and family.

A baby daughter was born to Mr. and Mrs. Joe Held at the Wausau Memorial hospital July 24th, 1932.

Philip Lennert, an employe in the mechanical department for many years passed away at St. Mary's hospital July 31, 1932 after a very brief illness. The body was taken to Tomahawk, his former home, for burial. Division employes extend sympathy to Mrs. Lennert and son.

A. R. McDonald of the public service commission concluded the hearing which began Wednesday, August 10th to consider the application for permits to conduct freight truck lines between the city of Wausau or Rhineland and Milwaukee. Arguments were made by three concerns applying for permits and opposing statements were made by representatives of the railroads, the Northwestern, Milwaukee road and Soo Line, and delegations from the trainmen's brotherhoods appeared and opposed any new truck lines claiming that such truck lines still further decreased work on the railroads. Of special interest was the testimony of Mrs. J. E. Dexter, president of the Milwaukee Railroad Women's Club. She opposed the adding of further truck service and told of the many railroad

men in Wausau and Milwaukee who are now suffering from decreased train service due to truck competition and lessened business. Mrs. Dexter said that the Women's Club of Wausau was now giving aid to the families of 185 former employes of the Milwaukee road and part time aid to some sixty others who were only working part time. She told of the many appeals for help the club received, even from former workers on the Northwestern road, but the club was forced to limit its care to unemployed Milwaukee road men and their families. The funds are paid in by men working whole or part time on the railroad and this amount has been decreased as work on the trains decreased.

Idaho Division

Gertrude Alden
Bi-Focal Troubles
Edgar A. Guest

THE wise optician smiled and said:
"The upper half to look ahead,
The lower half whereby to read,
And thus one pair is all you'll need.
Have patience, in a week or two
Bi-focals will not trouble you."

I muttered as I left the shop:
"For distance always use the top
The bottom lenses you will need
When you sit down to write or read."
I raised my foot high in air
To mount a step which wasn't there.

The level street became a hill,
I looked at people standing still
And since I used the lower glass
There seemed no room for me to pass
I turned a corner of the street
And knocked a woman from her feet.

And all that day throughout the town
My eyes kept looking up and down
"That fellow's drunk," I heard men say
As I went reeling down his way
With those bi-focals on my face
The town became a crazy place.

Bi-focal troubles curious are,
The far seems near, the near seems far.
You step for heights that don't exist
And jostle folks you should have missed.
Until man grows bi-focal wise
He finds he can't believe his eyes.

Miss Shirley Smith is temporarily a resident of the film colony, Hollywood, and is enjoying her California visit.

Condr. R. W. Duell is out of the hospital and is trying his luck on crutches. We are glad that he is out of the hospital and trust that he will soon be able to discard the crutches.

Conductor J. J. Murphy has been on the sick list for some time but is now able to handle the job on the Coeur D'Alene line, where he has things all to himself. The patrons on the Coeur D'Alene line welcomed Big Jim back on the job.

The funeral of Mrs. M. F. Whalen occurred at St. Maries, Idaho, on August 3rd, interment being at that place. Mrs. Whalen was well known on the division having resided at several of the Idaho Division terminals, where her husband was in yard service, being Yardmaster for many years. The sympathies of all the employes on the division are extended to the bereaved husband and children.

Locomotive Engineer Fred J. Rader passed away in a Spokane hospital recently, after a long illness. The body was taken east for burial. Sympathies are extended to Mrs. Rader.

The Spokane chapter of the Milwaukee Women's Club welcomed Mrs. Byram and Mrs. Kendall at the special meeting held in the club room on August 10th. A successful meeting evidenced the high regard in which these two ladies are held by the members of the local organization, and it is hoped that there may be many more such meetings.

Mrs. F. E. Devlin of Tacoma accompanied Mrs. Byram and Mrs. Kendall to Spokane, and was a visitor at the club meeting.

THE MILWAUKEE RAILROAD WOMEN'S CLUB

Card of Sympathy

The members of The Milwaukee Railroad Women's Club offer their sincere sympathy to Miss Etta Lindskog, Secretary General in the loss of her mother whose passing occurred at her home in Chicago on July 21st.

Tacoma Chapter

Mrs. F. W. Rasmussen, Historian

TACOMA Chapter met May 23, for the regular monthly meeting.

The luncheon was served at twelve noon so as to allow those working to attend. Mrs. F. W. Rasmussen, chairman, was assisted by Mmes. Pyette, Goldsbrough, Morisson, Schoutzie, Davis, Cessford, Monroe, Bell, Clover, Bement and Jennings.

The business meeting was called to order at 1:30.

Reports of the chairmen present were given as follows:

Membership—For the new year 32 paid voting and 20 contributing.

Scholarship—spent for clothing \$2.94 and other help amounting to \$5.94, three personal calls, three telephone calls.

Benevolent—made twenty personal calls, seventeen telephone calls, three letters. A great deal of help was given, food, milk and garden seed.

Tacoma Chapter had three deaths in its membership in May. Mrs. Cawkins, Mr. Cessford and Mr. Hazard.

The regular meetings for the summer will be held as follows:

June 27—Home of Mrs. Harry Hatch.

July 25—Home of Mrs. Geo. Pyette.

Aug. 15—Home of Mrs. Valentine.

Marion Chapter

Mrs. Robert Cessford, Historian

A MAY breakfast climaxed the 1932 membership drive of Marion Chapter. The affair took the form of a house dress party and members came decked out in attractive wash dresses. All voting members holding 1932 membership cards were invited. Every effort was put forth to make all eligible persons members of the club. During the past year a great deal of constructive work has been done, financed by membership fees. The sum of \$408 was expended in welfare work. Thirty-two dollars in scholarship work and \$50 for garden seeds given to unemployed men. The afghan committee made \$117.00 in the sale of afghan tickets.

A short business meeting was held. It was announced that the club to date had 140 voting and contributing members. Plans were made for a family picnic at Thomas park.

After the business meeting cards were enjoyed. Congratulations of the club to Mrs. Jordan.

On Thursday, June 9th, the family picnic of the club was held at Thomas park. About seventy-five persons enjoyed a 6 o'clock supper. A ball game was a feature of the entertainment.

The club adjourned for a summer vacation, leaving the welfare work in the hands of the various committees.

Sanborn Chapter

Mrs. Ellis Miller, Historian

SANBORN Chapter met regularly on the evening of June 17, the club motto was recited in unison and minutes of previous meeting read.

The treasurer's report showed a balance of \$51.02. Membership dues of \$2.00 were received.

Mrs. Wiley reported \$10.75 taken in on sale of jellies and jams.

It was decided to recess for July and August, but perhaps to hold a picnic on Labor Day, to be definitely decided later.

No luncheon was served, it being band concert night and an early adjournment to attend the concert.

Perry Chapter

Mrs. J. J. Kindig, Historian

PERRY Chapter met in regular session June 9th at 2:30 p. m., being the last meeting until September.

Owing to illness in the family of our newly elected treasurer, she resigned her office and Mrs. D. F. Sullivan was elected to fill the vacancy.

After the usual business meeting we had a short program. Miss Betty Eunanson favored us with a song and a piano number. Also a piano number by Miss Ramona Powers.

At the conclusion of the program the board held a short business meeting and outlined plans for welfare work. The Ways and Means Committee will hold a benefit card party and hope to realize a good sum to carry on relief work.

Many calls were made on the sick and flowers taken into their homes from gardens of our members.

Milwaukee Chapter

Mrs. J. D. Thurber, Historian

MILWAUKEE Chapter met June 20th, the last before the summer recess. Reports of the various chairmen were given. The Welfare chairman showed we are aiding many needy families, furnishing clothes, shoes and food. The Sunshine chairman reported sending cards and making phone calls to shut-ins. The Program



Roxey and Ursula Hill, Daughters of Supt. and Mrs. Hill Riding in the Miles City Rodeo.



Ursula Hill and a Companion "Holding Herd" During a Roundup.

chairman had an interesting program,—a piano number by Miss Emma Frankenstein of the Sunshine Girls Orchestra, and a song by Master Robert Marquardt, son of our corresponding secretary. The Social chairman furnished refreshments.

We were pleased to have Mrs. J. H. Valentine, former president of Terre Haute Chapter, with us, Mr. Valentine having been transferred to Milwaukee. We hope she will join us often.

We regret to report that Mrs. Robert Scott passed away after an illness of five days. She was one of the organizers of the Milwaukee Railroad Women's Club, was second vice president general for several years, and helped in the organization of Milwaukee Chapter. Our sincere sympathy is extended to her husband.

Madison Chapter

Mabel Day, Historian

MADISON (Wis.) Chapter held its regular meeting in the club rooms June 8th. The Chapter decided not to discontinue meetings during the summer, and Mrs. F. W. Liegois invited us to hold the July meeting at her home.

Mrs. Frank Dempsey is busy selling Zanol Products, from which the Chapter realizes a good percentage.

After the close of the business meeting, refreshments were served, and a social hour enjoyed.

At the present time we are having but few calls for relief.

A June party was held in the club rooms on the evening of June 1st. The fish pond and candy booth proved to be very popular. After the close of an interesting program, games were played and enjoyed by all. To Mrs. Welty and her committee we owe a word of praise for making the party so successful.

The annual picnic for Milwaukee employes and their families was held at Olin Park on June 25th, with an attendance of about one hundred.

Mrs. Clarence Chapman, chairman of the committee, was assisted by Mrs. Chauncy Mahaffey, who was in charge of the games for girls and women, and by Mr. Chapman and Mr. Liegois, who were in charge of games for men and boys. The games were played by young and old and we all did justice to the picnic supper which followed.

Credit for the delicious coffee must be given to Mrs. MacDonald, Mr. Carter, Mr. Coleman and Mr. Wm. Chapman.

LaCrosse Chapter

Mrs. C. W. Whiting, Historian

THE regular meeting of LaCrosse Chapter was held at Myrich Park June 1st. After the meeting adjourned the afternoon was pleasantly spent playing cards until 5 o'clock, when a covered dish supper was served. All reported a good time. Many thanks to the committee. The July meeting was held at Copeland Park on the 7th, as the club had decided to hold their meetings in the parks during the hot weather. After an informal meeting the ladies had just settled down to a game of cards when it started to rain—and how it can rain at a picnic. Mrs. Woods invited them to her home; they all report having had a good time.

The club extends its sympathy to the family of the late Alois Swinzrod, Mr. Swinzrod having passed away June 26th. It was also the day of their wedding anniversary.

Sioux City Chapter

Lillian Rose, Historian

THE Governing Board of the Sioux City Chapter held its July meeting at Riverside Park. Each officer brought her co-chairman—an annual feature—and the affair took the form of a delightful picnic, with a business meeting following. We sorely missed Mrs. F. L. Paul who, with Mr. Paul, has moved to Ottumwa. Here is hoping in their new surroundings they will not forget their many Sioux City friends.

The losers in the spring membership drive will entertain the winners, at the next regular meeting. Mrs. Embick and Mrs. Snow are in charge.

The annual picnic for all employes will be held the 3rd Sunday in August. The Sioux Falls chapter with their famous base ball team has been invited. Word is being circulated that Sioux Falls thinks we should employ some professional talent for the Great American Game in order that it may not be too one-sided. But we shall see what we shall see, and full reports on this matter will be made in due season.

The C. M. St. P. and P. Locomotive Engineer who is the Family-bacon-bringer-in has just laid on my desk the August number of our Magazine. As a mere reporter who anxiously awaits the issue each month,—to keep a reportorial eye on the activities of the various chapters,—the Summary of the Milwaukee Railroad Women's Club as printed on page 14, caught and held my attention with considerable interest.

That survey of the year's work should—if there be such—forever answer any question of the worthwhileness of the Women's humanitarian labors during the past year and all the years since its inception.

Across the years of my life there has come a mental picture of my childhood featuring a "family gathering" at my Grandmother's. The happy spirit of the re-united family would go to my Grandmother's head like a draught of wine, and finally rising from her chair and extending her hands to those nearest her, the Dear Old Lady would start that grand old song:

Blest be the tie that binds
Our hearts in Christian love
The fellowship of kindred minds
Is like to that above.

Today as I read the Yearly Report, I wish every member of our Great Organization and all of us connected with our Road could join hands and sing that song. In our hearts I know we do, and like Peter the apostle, may we always be found "Giving all diligence to have and to hold fast to faith, virtue, temperance, patience, brotherly kindness and CHARITY."

Tomah Chapter

Mrs. A. C. Harris, Historian

THE Tomah Chapter has been taking a vacation during July and August. The next meeting will be September 7th.

We are grieved to lose a member through the death of Mrs. Raymond Gleason and we extend our sympathy to Mr. Gleason and children.

Aberdeen Chapter

Mrs. Charles L. Boland, Historian

ON Wednesday, June 8, a very successful dinner-bridge was held in our club rooms; 102 persons were served, and the neat sum of thirty-four dollars and ten cents cleared. These dinner parties have become a real feature, as they are not only a source of pleasure to all who attend, but constitute a means of carrying on this chapter's work in caring for its needy members.

This party was in charge of Mrs. R. E. Sizer and her sunshine committee. Men's prize was won by Mr. E. H. Soike, and women's by Mrs. Byron Kelly. Again a large number of tables were refused because of inadequate room.

At this time we wish to speak of our loss of several members who have been transferred to other points, and while we regret their going, we hope their new surroundings will be very pleasant, and that they will find time to return for occasional visits. We also wish to welcome Mr. George Passage, formerly of Terre Haute, and hope that he will enjoy working with the staff of the local offices.

For a healthful, happy outing of two weeks, eight local girls, daughters of railroad families, and all of whom are girl scouts, have been selected to attend the annual girl scout camp at Pickerel Lake.

Early in June, Mrs. Earl Hopp underwent a major operation at St. Luke's Hospital, and we are pleased to report recovered very speedily. According to information received, those on sick list are doing nicely, and, it is hoped, will soon be restored to good health.

Despite the rainy weather, the annual picnic at Montevideo was well attended, and from all reports, was a very decided success. Perhaps the sunshine will shine on next year's chosen day for the big event.

Thursday evening, June 30, a dinner-bridge was given in our club rooms by representatives of "Wear Ever" Aluminum Co.; fifteen tables were served, clearing \$13.50. Mrs. I. P. Stager and Mrs. Grover Towner were hostesses for the evening, and another enjoyable dinner party, was the report of all present.

A similar event is scheduled for Monday night, July 11, and those in charge are hoping for the success of their plans.

Ladd Chapter

Mrs. E. J. Coss, Historian

LADD CHAPTER held its meeting July 6, with President Mrs. James Volesano presiding. The meeting was called to order by all repeating the club motto. The Ways and Means Committee gave a report on the card party held June 22. Five hundred and bunco were enjoyed, with 11 tables of five hundred and 4 of bunco. Fourteen dollars and fifty cents was taken in. Expenses were \$5.48, leaving a balance of \$9.02 clear. The meeting adjourned, after which five hundred was played, with prizes going to Mrs. J. Volesano and Mrs. J. Marietta. Dainty refreshments were served by Mrs. J. Volesano and Mrs. J. Marietta.

Black Hills Chapter

Mrs. J. S. Johnson, Historian

BLACK HILLS CHAPTER held its last regular meeting for the summer months on Monday evening, June 13, at the home of M. F. Boyden.

Our president, Mrs. Diehl, opened the meeting, and the topics discussed were largely concerned with relief work and other activities of the club. A delightful social evening followed the business meeting. Cards were played and the evening closed with a delicious lunch, which was served by Mrs. Boyden and her daughter, Dorothy.

On June 26, our club held its annual picnic at the Municipal Tourist Park. Swimming, visiting and playing cards were the favorite diversions for the day. A lovely dinner was served at 12:30 to about 75 members of the club, under the General Chairman Social Worker, Mrs. Stanley Core. All reported a very good time.

Janesville Chapter

Mrs. P. K. Trambly, Historian

THE regular meeting of Janesville Chapter was held Tuesday night, July 5, in the club house. The president, Mrs. Elmer Duxstad, presided. The secretary and treasurer's reports were read and accepted. The relief chairman reported five families supplied with milk and six families supplied with groceries during the month of June. Mrs. Belle Daggett, sunshine chairman, reported 43 personal calls, 8 telephone calls, 7 cards and 3 sprays of flowers sent to homes as expressions of sympathy. The relief chairman reported 10 personal calls and 40 telephone calls. At the close of the business meeting, a social time was enjoyed by the members.

Bridge, 500 and bunco were played at the meeting at the club house, Thursday evening, June 30. Meses. John Davey, Mort Kelleher, Charles Gregory and Frank Oliver comprised the arrangements committee.

Mrs. Charles Gregory, 236 North Chatham Street, gave a lawn party at 2 P. M., Monday, June 13. Bridge was played. Members of the chapters and their friends were invited.

The club extends sincere sympathy to Mr. and Mrs. James Mulligan in the loss of their son,

Edward Mulligan, who passed away recently.

Mrs. Thomas Fox has returned to her home from Mercy Hospital, where she was confined for several weeks.

Union Station Chapter

Vera G. Snapp, Historian

UNION STATION CHAPTER entertained its members and their guests at the Home Arts Guild, 62 East Lake Street, on June 16. The President, Miss Hazel Merrill, welcomed the guests and members, and read "Together," from our Constitution and By-Laws. Club Motto was repeated in unison. After the regular business meeting, a delightful supper was served, followed by cards and bunco. Program Committee also arranged an interesting contest for those who did not wish to play cards or bunco. There were two prizes for each table, in addition to numerous door prizes. It was an exceptionally gay party with which to wind up the season.

On June 18, we joined Fullerton Avenue Chapter in a picnic at the home of Mrs. Grant Williams, in Edgebrook. A very lovely luncheon was served. Those who wished, played Bridge and other games, for which prizes were awarded. There were fifty-one present, of whom twenty-three were members and guests of Union Station Chapter. We all wish to thank Mrs. Williams for her kindness in extending this invitation.

Spokane Chapter

Mrs. W. H. Hunter, Historian

SPOKANE CHAPTER met on its regular day, the 2nd Tuesday in June, being the 14th. Our president, Mrs. Nee, has returned from a trip to Wisconsin and presided for the first time since her election as president.

The secretary's report made mention of the activities of the chapter since the last report, including giving of garden seed to all who applied, for the purpose of making gardens.

The treasurer's report showed \$178.77, with renewals of three contributing members, Messrs. H. E. Bryson, H. A. Scandrett and J. T. Gillick.

Mrs. W. H. Ashton reported 61 voting members and 435 contributing, a paid up total of 496.

The sunshine chairman, Mrs. G. A. Rossbach, is doing much calling on the shut-ins.

Mrs. M. C. Helmer, a member from Coeur d'Alene, was present, and extended an invitation to our chapter to be the guests of the Pioneer Club at their picnic on June 21, which was accepted. The president appointed Meses. Chas. Strong, T. E. Corbett, P. L. Hays and R. W. Beal committee of arrangements for the picnic. Mrs. Henry Church, a member from Spirit Lake, was also present, and spoke briefly.

At the conclusion of the meeting, a social hour was enjoyed.

About 200 of The Milwaukee Family were guests of the Pioneers at the picnic at Coeur d'Alene. A steamer ride on the lake was enjoyed to Conkling Park, where a picnic luncheon was served. Messrs. P. H. Nee and E. M. Grobel were masters of ceremonies, and proved themselves adepts in the role.

Mrs. M. C. Helmer opened her home at Coeur d'Alene and many of the club members enjoyed her hospitality.

The picnic supper was eaten in Blackwell Park, followed by dancing.

Terre Haute Chapter

Mrs. R. S. Bentley, Historian

ON Saturday, June 11, the Club entertained with a supper in honor of Mrs. J. H. Valentine and family, the large gathering enjoying the eats very much—the cakes are getting bigger and better each time.

Mrs. H. Barns, acting for the Club, presented to Mrs. Valentine with a nice speech, a lovely aviatrix traveling bag, as a remembrance of the period of her life spent in Terre Haute. Mrs. Valentine was loved by all and we shall greatly miss her, but at the same time wish her lots of good luck in her new location.

The evening was rounded out with music and readings, enjoyed by all.

SPECIAL COMMENDATION

Our Business Getters

General Passenger Agent W. B. Dixon acknowledged with thanks the efforts of the following named who have interested themselves in securing passenger business for our line:

A. Zack	Electrician—Roundhouse	Mason City, Ia.
A. W. Johnson	Freight Auditor's Office	Chicago
Geo. W. Wilson	Comptroller's Office	Chicago
W. Constantine	Car Accountant's Office	Chicago
A. W. Luedke	Traveling Auditor	Chicago
H. E. Multack	Auditor of Expenditure's Office	Chicago
Ralph Kauppi	Chief Clerk—District Accountant's Office	Chicago
W. M. Ludolph	Assistant Engineer—Engineering Dept.	Chicago
C. A. Howard	Agent	New Giarus, Wis.
Miss Ottilia A. Mayer	Clerk—Freight Auditor's Office	Chicago
Edward Dummer	Commissary—Western Ave.	Chicago
A. L. Jackson	Conductor—C. & M. Suburban Division	Chicago
E. H. Braun	District Accountant's Office	Milwaukee
W. E. Bartlett	Engineer—Green Bay Shops	Green Bay, Wis.
W. T. Schoonover	Agent	Laredo, Mo.
Mrs. G. H. Steinecke	Information Bureau	Chicago
E. B. Bigelow	Information Bureau	Chicago
Fred K. Malone	Switchman	Milwaukee
E. E. Manso	Agent	Lawson, Mo.
C. D. Busick	Agent	Polo, Mo.
George Wilson	Comptroller's Office	Chicago
Miss Helen A. Miller	Real Estate Department	Chicago
F. X. Langer	Traveling Auditor	Aberdeen, S. D.
J. A. Strohmeier	Freight Auditor's Office	Chicago
A. O. Tate	Real Estate Department	Chicago
Mr. Halsey, G. H.	Traveling Auditor	Chicago
Wm. Dolfina	Asst. Supt. Sleeping and Dining Car Dept.	Tacoma
George Sunagel	Car Accountant's Office	Chicago
J. F. Breit	Storekeeper, Western Ave. Roundhouse Store	Chicago
H. G. Merkel	Agent	Geraldine, Mont.
C. L. Kellar	Traveling Auditor	Chicago
D. Fiock	Agent	Coffee Creek, Mont.
L. B. Kay	Agent	Fairfield, Mont.
J. L. Franz	Chief Clerk, General Manager's Office	Chicago
A. W. Luedke	Traveling Auditor	Lewistown, Mont.
A. F. Sieg	Storekeeper, Bensonville, Ill.	Bensonville, Ill.
F. O. Schaudies	Traveling Freight Agent	Chicago
Rose Finnell	Accounting Department—Fullerton Avenue	Chicago
Harry H. Kester	Car Accountant's Office	Chicago
Wesley Nehf	General Freight Department	Chicago
G. M. Dempsey	Safety Department	Chicago
Miss Ethel Haynes	Freight Claim Department	Chicago
J. A. Perham	Veteran Flagman	Racine, Wis.
W. A. Hickman	Agent, T. & T.	Toledo, Ia.
F. X. Langer	Traveling Auditor	Aberdeen
J. E. Vraney	Traveling Auditor	Chicago
G. H. Halsey	Traveling Auditor	Chicago
Miss Josephine Goetz	Ticket Auditor's Office, Central Typing Bureau	Chicago
Miss Rose Finnell	Stenographic Department, Fullerton Avenue	Chicago
Josephine Votava	Clerk, Car Accountant's Office	Chicago
Roy Schiffer	Ticket Auditor's Office	Chicago
Thos. Hughes	Traveling Time Inspector, Aud. of Expenditures' Office	Chicago
Karl E. Hahn	Chief Clerk to Statistician	Chicago
A. W. Luedke	Traveling Auditor	Chicago
H. Seig	Motor Car Inspector	Chicago
J. J. Cassin	Demurrage Inspector	Chicago
Miss Hazel M. Merrill	Clerk, Engineering Department	Chicago
Luke Walla	Traveling Car Agent	Duluth
John Butler	Auditor of Expenditure's Office	Chicago
W. H. Woodhouse	Baggageman	Mason City
Miss Deeney	Agent's Office	Mason City
Julius Wiele	Trainmaster's Clerk	Mason City
A. W. Parker	Agent	Calmar, Ia.
Joe Fiala	Roundhouse	Mason City
Albert Zack	Roundhouse	Mason City
Martin Olson	Agent	Mason City
T. E. Crillen	Conductor	Mitchell
J. J. Behrens	Operator	Sioux Falls
Geo. Fixen	Rate Clerk	Rapid City
W. A. Peterson	Agent	Mason City
Joe Findley	Agent	Mt. Vernon, S. D.
Sidney Ingraham	Son, Superintendent	Mitchell
Mrs. Harmon	Wife, Conductor	Mason City
E. A. Ashley	Clerk	Mason City
L. D. Mather	Conductor	Rapid City
Thos. Hickson	Roundhouse Foreman	Mason City
Chas. Forest	Engineer	Rapid City
Arnold Saxer	Engineer	Rapid City
Bud Jennings	Assistant Agent	Rapid City
H. J. Swank	Clerk	Spencer, Ia.
Ruby Potter	Master Mechanic's Office	Austin, Minn.
Paul Hurley	Locomotive Department	Mason City
R. H. Betts	Agent	Mason City
J. Driscoll	Agent	Farmingdale, S. D.
Lyell Holmes	Agent	Emery, S. D.
W. H. Stewart	Brakeman	Mason City
W. E. Long	Conductor	Mason City
W. J. Johnston	Engineer	Mitchell
Mrs. Mabel Buchanan	Traveling Engineer	Mason City
W. E. Brown	Car Foreman's Clerk	Mason City
	Roundhouse	Mason City

A. R. Willata, revising clerk, Seattle Local Freight Office, furnished tips to the Traffic Department resulting in securing shipments of furniture to Chicago and Milwaukee; also a carload of malt syrup for eastern points.

W. B. Alleman, Yard Clerk, Tacoma, furnished tip to Traffic Department resulting in selling a one way ticket, Tacoma to Chicago, and the party left Tacoma on No. 16, July 31st.

W. A. Monroe, Dispatcher, Tacoma, furnished traffic tip resulting in the sale of one round trip ticket Tacoma to Pittsburgh and return.

J. P. Crawford, B. & B. foreman, Cle Elum, Wash., furnished traffic tip resulting in the sale of two round trip tickets Tacoma to New York City and return, using the Milwaukee between Tacoma and Chicago.

S. J. Robbins, passenger conductor, Superior Division, is always alert to secure new business and to hold what the company already has secured, and on several occasions of late he has been instrumental in securing passengers who had previously had in mind the use of competing lines; and also has been careful to explain to passengers on his trains the times and places of connection with other lines to which these people were destined.

In acknowledgment of his attention to the company's interest, General Superintendent D. W. Kelly wrote Mr. Robbins as follows:

Mr. Meyer has written me telling me of the business that you have secured.

I know that a lot of our employes are securing business and saying nothing about it, but I like to hear of these cases and I hope that you will report them. The more business we have the more men will be employed, and it is to the interest of every employe to secure all of the business that he can for the railroad that he is working for. Keep up the good work and try to get others to do so.

C. L. Carey, operator, Coburg, Mo., furnished tip resulting in securing a shipment of sugar to Chicago.

Miss Sibyl Clifford, clerk in assistant superintendent's office, Kansas City, was instrumental in securing four round trip fares, Kansas City to Chicago and return.

Yard Clerk Klima, Milwaukee Terminals, was influential in securing a carload of freight from Logansport, Ind., to Milwaukee via our long haul.

Mr. Klima is always alert and active to secure the routing of all possible business via the Milwaukee.

Those of Us Who Do

By G. P. F.

TRAIN DISPATCHER J. G. Upp, at Ottumwa, reports discussing railroad business with one of his relatives, visiting Ottumwa. Mr. Upp discovered that this gentleman was shipping five to six cars per year to Ottumwa industry via competing lines, same to Sioux Falls. It appears the adverse routing was account the shipper figuring that the Milwaukee did not have equal service. Mr. Upp was readily able to show that our service from Chicago was overnight to Ottumwa and fully equal to that of our competitors, so that we are to have all future business. Our people here are explaining to the Chicago office of the shipper our service to Sioux Falls, which is as good or better than any other. No doubt we will get that business too.

Route Clerk Herman F. Boeck at Galewood Station, Chicago, secured diversion to our line of ninety-seven L. C. L. shipments, with a total

(Continued on Page 32)

ON THE STEEL TRAIL

THE DIVISION NEWS-GATHERERS

Guy E. Sampson.....Train Director, Bensenville
 Vila M. Graves.....Engineering Department, Chicago
 A. M. Dreyer.....Fullerton Avenue, Chicago
 John T. Raymond.....Dispatcher, Marion, Iowa
 Ruby M. Eckman.....Care of Assistant Supt., Perry, Iowa
 E. L. Sacks.....Care of Trainmaster, Dubuque, Iowa
 Lucille Millar.....Care of Storekeeper, Dubuque, Iowa
 M. G. Braheny.....Care of Superintendent, Mason City, Iowa
 C. M. Gohmann.....Care of Superintendent, Ottumwa, Iowa
 Sybil M. Clifford.....Care of Asst. Supt., Kansas City
 C. M. Browning.....Care of Superintendent, Green Bay, Wis.
 Eileen Story.....Care of Superintendent, La Crosse, Wis.
 L. J. Lightfield.....Ticket Office, Beloit, Wis.
 Julia Barrows.....Care of Car Department, Milwaukee Shops
 H. J. Montgomery.....Drafting Room, Milwaukee Shops
 Mrs. Edna Bintliffe.....Care of Trainmaster, Mitchell, S. D.
 E. Stevens.....Care of Superintendent, Savanna, Ill.

Claire E. Shappee.....Care of Western Traffic Manager, Seattle, Wash.
 Gertrude Alden.....Care of Superintendent, Spokane, Wash.
 Leda Mars.....Care of Local Agent, Minneapolis, Minn.
 N. A. Hiddleston.....Care of Mechanical Dept., Minneapolis, Minn.
 V. J. Williams.....Care of Superintendent, Austin, Minn.
 Lillian Atkinson.....Care of Superintendent, Wausau, Wis.
 B. M. Smith.....Care of Superintendent, Aberdeen, S. D.
 M. F. Kasak.....Care of Superintendent, Sioux City, Iowa
 Harriet Shuster.....Care of Refrigerator Dept., Fullerton Ave., Chicago
 Dora M. Anderson.....Care of Local Agent, Moberidge, S. D.
 Nora B. Decco.....Telegrapher, Three Forks, Mont.
 A. M. Maxeiner.....Agent, Lewiston, Mont.
 L. W. Pratt.....Care of Superintendent, Butte, Mont.
 F. E. Kirkland.....Care of Superintendent, Tacoma, Wash.
 R. R. Thiele.....Raymond, Wash.
 H. W. Anderson.....Roundhouse, Harlowton, Wash.
 Anne Evans.....Care of Superintendent, Madison, Wis.

Seattle General Office

Claire E. Shappee

THE Milwaukee Women's Club gave an enjoyable picnic at Lincoln Park, Saturday afternoon, July 23. Everyone attending reports an enjoyable time. There was plenty of ice cream and coffee served by those who helped make the picnic such a success.

Earl Connelly, formerly with the local freight office, has been made Solicitor in Charge of Traffic for the Beardmore Highway Express, Inc., Seattle.

W. A. MacLeod has gone into the fruit business, picking wild blackberries. Mac picks berries all day Sunday and picks out the thorns all day Monday.

The world's greatest, however, is Art Brett, who claims to have picked 10 gallons of wild blackberries per day, some days?

BELIEVE IT OR NOT, MacLeod's pen of pedigreed Leghorn "ROOSTERS" is producing an average of 6 eggs a day. This is due to the thoughtfulness of Mike Murtha, who, taking advantage of the unsophisticated MacLeod, stealthily and at a great deal of labor, plants eggs daily in MacLeod's chicken house, and he, knowing no better, continues to garner and eat the eggs gratuitously supplied by Murtha, thus for the time being affording Mike considerable mirth; however, we suspect the tables will be turned when Mike tumbles to the fact that MacLeod was taking care of chickens when Murtha was kicking the slats out of his cradle.

Mr. and Mrs. Martin Notske celebrated their twentieth anniversary on August 10th with a party at their home where about thirty of their friends gathered to celebrate this event.

Everyone in the Traffic Department is glad to see Helen Jones' smiling countenance again among us. Helen was quite ill last week but is on the job again as peppy as usual.

Roy Hurd of the Transportation Department is on his vacation so we won't have any cartoons to print until he gets back and thinks up some good ones.

The passing of Mrs. Ted Miller (known to all of us as Ann Riley) was a great shock. Ann worked in the Local freight office also Pier 6 and as telephone operator. Mrs. Miller was buried from St. James Cathedral Monday, August 1st, Mr. Roy Jackson, Assistant General Agent, was one of the pallbearers. Mrs. Miller leaves to mourn her, her husband, Mr. Ted Miller, a son, Ted, Jr., age 6, and her parents, brothers and sisters.

We were sorry to hear that the mother of W. Z. McElwain, Cashier of Seattle City Office, passed away recently in New York State.

City Freight Office

John Agner last seen leaving Bon Marche with six suits of woolen underwear. He said by gosh he was going to keep warm this summer in that camp of his if it took all winter.

M. O. Barnhart is going into politics. Says he has entered the Seattle P. I. jig saw puzzle contest. Later he decided after looking over a few saws and trying to find a jig to fit em that jigs were not in his line—said his dogs are all worn out now, anyway politics Mac says is for men with time and money and he is out of both.

Dick Lamphear denies that Sockeye story in our last issue. Says to the best of his recollection it was a red herring and when he attempted to weigh it—being a lady and a trifle overweight—it seemed to resent Dick's attempt to put her on the spot that way.

Bill Murray now has taken an application for the master painters union, but to hear some of the boys talk you would think they were all ready members of the Master Brewers Local.

Milwaukee Terminals

M. H.

FOREMEN O'Connor and Ryan of Roundhouse No. 1 have returned from their vacation, the former from Baile Atha Claithe, Ireland, and the latter from a trip through the Panama Canal.

Engineer Henry (HANK) Johnson left for Norway July 1st, after a few days' visit with his brother, Dispatcher John Johnson.

Chief Dispatcher Roy Daly was at Trade Lake fishing while on his vacation. From the several boxes of fish that he sent home to his friends the Railways Express have been busy.

Conductor Amos Koch became Grandpa to Carl Zeske July 22nd. Quite a young fellow to be a Grandpa.

Engineer Chas. Horsch had a fine birthday cake July 31st, and all of his family home to help eat it.

Operator Thomas Regan was shot through the foot July 26th, by a stray bullet from someone shooting in a building near the North Milwaukee depot. He is still under the care of the Doctor and getting along fine.

Shopman and Mrs. Chas. Wilde left for Detroit, Mich., July 25th, on their vacation.

Engineer Chas. C. Wilson is at his summer home at Fox Lake, Wis., fishing and having a good time.

Conductor Wm. O'Rourke is officiating in place of Conductor Amos Koch who is on vacation at Pine Lake, Forest County, Wis.

The sympathy of the Milwaukee family is extended to our Station Master August J. Sovig, in the loss of his wife by death, July 23rd.

One of our former Engineers, Dr. Wm. L. MacKedon, one of the most prominent Physicians and Surgeons in Milwaukee was married July 30th to Miss Ethel M. Theisen at Racine, Wis. Congratulations from the Milwaukee family.

Grumblings from the West End of the I. & D. at Rapid City The Weep Picnic

SATURDAY morning, July 16th, the ladies of the Milwaukee families were hustling around preparing for early morning marketing, the first chore of which was to go to the bank for the necessary, to shop with, when news broke that

This picture is reprinted from last month with a corrected list of names of those shown.



1. Frank Henratty, 2. Anton Kroha, 3. Frank Ward, 4. Fred Austerman, 5. J. W. Taylor, 6. J. C. Miller, 7. Chas. McDonald, 8. J. C. Austin, 9. Otto Klactzner, 10. F. Kneller, 11. Chas. H. Bilty, 12. Frank P. Brock, 13. Chas. Curtis, 14. C. R. Darlington, 15. J. F. De Voy, 16. Chas. Voigt, 17. J. R. Thompson, 18. A. E. Mitchell, 19. A. Alexander, 20. Ed. Tuckerman, 21. Robt. Lorimer, 22. Fred Cooledge, 23. A. E. Mauchester, 24. G. Miller, 25. Alois Steinberg, 26. Carl Bausenwein.

the bank in which practically every Milwaukee employe banked his change had failed to open its doors. Many were hit hard and all were hurt to some extent. We all had great confidence, and still have, that same confidence that everything will not be lost.

It was, however, decided to call the clan together that evening at Canyon Park and work the subject over thoroughly. All were present when the meeting was called to order, the Cores, Diehls, Sullivans, Igous, Kemerlings, Kuckleburgs, Hicksons, Johnsons, Saxers and, in fact, everyone sure enough was there.

After a lengthy discussion it was decided the right thing to do would be to hold a public Weeping Picnic, the rules of which were to "go as you please." Let the heaviest losers weep the loudest and let everyone weep in their natural voice, whether bass or tenor.

We all circled around the fire, and when the weep master gave the key, the weeping started and as the brothers and sisters warmed up to a higher pitch it was conceded by the gallery to be one of the most wonderful demonstrations of voice culture ever recorded.

The tourists in the park and the natives living around the park swarmed over to see what it was all about. Some thought it a church choir in rehearsal, while others thought it an Indian uprising and came armed to the teeth. After the rehearsal everyone felt relief and all donned bathing suits and went bathing in the clear cold spring water of Rapid Creek, and, of course, Sunday morning everything looked rosy.

Thos. Hickson, R. H. F.

Fullerton Avenue Building

A. M. D.

VERDA Byerly and Marion Hayes of the Central Typing Bureau will spend a six weeks' vacation in Europe. They sailed on the Columbus, August 20, and are headed straight for Paris, and will also visit Switzerland, Germany and the Riviera. They will return on the Bremen, one of the largest ships in the world.

This month will long be remembered by the veterans of the Ticket Auditor's office as the month in which anything can happen, for it was two years ago this month that the last of the old guard gave up the ghost, and, as Walter Winchell would say, walked the plank. Herbie Chessman celebrates his wedding anniversary this month.

On August 1, at 12:08 A. M., a baby girl was born to Mr. and Mrs. Edward Kusch. Mr. Kusch is one of our well known boys in the Ticket Auditor's Office. The baby weighed eight pounds and is called Bonnie Mae Kusch. Congratulations!

Myrtle Freitag of the Ticket Auditor's Office, who has been on sick leave for several months, has returned from a short trip to Rice Lake, Wis. Although still unable to resume her duties, Myrtle's health is said to be much improved.

Miss Betty Laeffelman of the Freight Auditor's Office spent her vacation at Billings, Mont., and while there had the novel experience of assisting the Indians in the ceremony celebrating the fiftieth anniversary of the founding of Billings.

Miss Eleanor Swoik of the Freight Auditor's Office returned, several shades darker, from her vacation at Twin Lakes, Wis.

Miss Margaret Jones of the Freight Auditor's Office spent a week of her vacation taking her nephew to the circus and getting acquainted with the wonders of Chicago.

Andrew Edmonds has returned from England, where he spent two months. He was delighted with his trip and visit with relatives and old friends. He remarked, on his return, that he was sorry to come home and wished he could stay in London always. His friend said it was too bad.

A. K. Pajak of the Auditor of Expenditure's Office lost the thumb of his right hand in an automobile accident. It happened while attempting to avoid running down a boy on a bicycle, the car rolling over, lacerating the thumb so badly that it was necessary to remove it.

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Miss Caroline Mackreth of the Auditor of Station Account's Office toured the West by way of Los Angeles, San Diego and Agua Caliente.

Miss Sylvia Edstrom of the Car Accountant's Office spent her vacation at Twin Lakes, Wis., acquiring a nice coat of tan. Incidentally, she drove her car about 1,000 miles around the country during her absence. Some people have a lot of luck.

Margaret McCarthy, Marie Streiber, Verna Sheenin and Ruth Nixon of the Car Accountant's Office; Mary Kelly of the Central Computing Bureau, and May Kavanagh of the Credit Officer's Office, spent the week-end of August 13 at Oconomowoc, Wis. Within three hours of Chicago by excellent train service, Oconomowoc is an ideal place to spend short vacations, and many small parties are being arranged. With the low week-end rates, this is a good field for traffic tips.

Miss Helen Ewald and Miss Marion Peterson of the Car Accountant's Office have taken up horseback riding. To be absolutely correct, Marion has taken it up a couple of times, but she is getting so she sticks on a little better.

An appreciated compliment on the recent \$79.00 Yellowstone Tour was paid by Mr. Michael Mannehorn, who told us that never before has he been shown such courtesy as he received at the hands of Conductor's Ollie Anderson and William Wallace. With the entertainment provided in the recreation cars, added to the usual enjoyment of a scenic trip, Mr. Mannehorn was more than satisfied. Incidentally, he was christened "Chief Pipe in Face" at the Indian ceremonies at Wapakala, S. D.

The following men from the several offices, who are members of the 108th Engineers, spent the two weeks, August 6 to 20, encamped with their company at Camp Grant:

- Jos. Grace, Auditor of Expenditure.
- Theo. Gajewski, Auditor of Expenditure.
- Chas. A. Dodds, Auditor of Station Accounts.
- Walter Heming, Car Accountant.
- Walter Rushing, Central Typing Bureau.
- Fred Stowell, Central Mail Bureau.
- Frank Passaretti, District Accountant.
- Alfred Dinoffria, Freight Auditor.
- Walter J. Carrow, Ticket Auditor.

Edw. Kusch, Ticket Auditor.
Sam Weinstein, Ticket Auditor.

Sports

Again the Milwaukee softball team is showing its class. Starting with about 230 teams in the division of the Evening American Tourney, the Milwaukee and the Northwestern teams qualified as finalists. Each team has won a quarter final, leaving only three games yet to play. Last year the Milwaukee team finished second in the finals.

How come! No talk as yet about a golf tournament similar to the one held last year. In the first tournament, held on September 19, there were thirty-nine contestants, who spent a pleasant day, even under unfavorable weather conditions, and there should be twice that many entrants this year. The low grass record is held by J. Oakley (88), made with a strong wind whipping across the fairways.

Either the fishermen in this building have turned truthful or the fish have been looking the worms over more carefully than in former years. Here it is the middle of August and not a single big fish reported, while at this time in any former year there was all kinds of stories about fish caught that lowered the lake when taken out of the water. Truth and veracity are all right in their place, if not used to excess, but you can abuse anything. Of course, the season is not over yet, and some notorious liars are on their vacation at the moment.

Card of Thanks

To the officers and friends of The Milwaukee Family in Union Station and Fullerton Avenue Building, I wish to extend my sincere thanks for their kindnesses and messages of good cheer tendered to me during my recent illness. Wish it were possible to thank you personally.

Mary Maney.

Notes from the Willapa Harbor Line

R. R. T.

THERE hasn't been very much summer weather in this part of the woods so far, nearly the entire month of July being cool and rainy, but nevertheless this is officially the good old summer time and therefore those who can afford it are taking vacations, hence much of this month's grist of news will relate to vacations.

Engineer Hans Johnson, the faithful Eagle Eye of the Willapa Harbor Limited, took two weeks' vacation in the middle of July in order to go to Ohanapeosh Hot Springs, up near the mountain, in order to get the rheumatism boiled out of him. (One of the local papers in reporting it said he had gone to "O-Hanna-by-gosh" Springs but you should disregard this spelling.) He is an enthusiastic booster for the springs now, the cure seems to have done him much good.

During Mr. Johnson's absence Engineer Benjamin of Tacoma relieved him at the throttle. Mrs. Benjamin also came down here to see the country and to keep house for her hubby.

Frank Ziel, conductor of the Willapa Harbor Express, together with Mrs. Ziel, came back in July from an extended visit to their daughter, living near Medford, Oregon. During Frank's absence, our old friend Charlie Russell relieved him.

Dan Verheek, Car Foreman and fish expert at Raymond, together with Mrs. Verheek and their daughters, Mary Louise and Diana, came back from an extended vacation trip to California. They had a splendid time and saw many interesting things but were very glad to get back to the cool and invigorating climate of Willapa Harbor again.

In order to prove that the stories of Dan's fishing exploits are not mere figments of a feverish imagination, Mr. and Mrs. Verheek recently entertained Mr. Charlie Lenon, the genial Agent at Raymond, and your correspondent at a fish dinner, the central attraction of which were twenty beautiful rainbow trout. Why twenty, you ask? Because that is the legal limit; there were plenty more waiting to be caught, but not this time.

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Mr. J. Hayden Thomas, Roundhouse Foreman at Raymond, and Mrs. Thomas at this writing are on a vacation which includes visits to Seattle and to their married daughters living at North Bend and Ellensburg.

Mr. Burton, Agent at Dryad, is away for a brief vacation just now, being relieved by Mr. Wheeler.

Mr. Kennedy, Agent at Chehalis, is back at work again after a protracted vacation, spent chiefly at Portland and Seattle.

George Hunt, brakeman on the Willapa Harbor Line, residing at Raymond, is now the proud possessor of a new Ford car and with his usual generosity makes frequent use of it for giving his many friends a lift when they need it.

Operator W. E. Lyons of Raymond is off for a brief vacation and has gone to Seattle, his old home, to attend to some business. During his absence Mr. F. E. Hill of the extra list did the work.

Bill Bovier, section man from Willapa, recently paid a visit to his old friends, Mr. and Mrs. Hunseid, at McKenna. Mr. Hunseid was formerly Section Foreman at Willapa. While up there Bill completely fished out several of the lakes in that vicinity.

Car Foreman Dan Verheek, Mrs. Verheek and their daughter Mary Louise recently were on board Dan's little speeder, returning to their home which is inaccessible by road. It is really too heart-breaking to tell, but the truth can not be hidden, especially in this case; and in deference to your anxious inquiries as to what happened we must tell the harrowing facts—they met and ran over a skunk on the track. Need we say more? Dan appeared on the scene next day in the oldest clothes he had, with the conscious air of having been properly soused in the bathtub from head to foot, but nevertheless causing suspicious sniffs from those whom he met; and we understand the ladies of the Verheek family had to cancel all social events for the rest of the week.

Wallace P. Wood, Agent at Centralia, is what you might call a golf-hound, the kind who would rather play golf than eat. As luck would have it, he was twice matched against Charlie Lenon, Agent at Raymond, in inter-club matches, once at Centralia and once at Raymond. At Centralia he wiped up the ground with Charlie Lenon, but at Raymond the tables were turned and he fell a victim to the doughty champion of Raymond.

General Office, Chicago *Vila*

MISS Rose Riley of the Pass Bureau has a very beautiful new ring and we are very happy to offer our congratulations to Rose and her fiance Mr. John Monahan.

Miss Ellen Moulton returned August 1st from a two weeks' vacation spent in the mountains near Denver, Colo., very much enthused over the grandeur of the Western country, to say nothing of the wonderful time.

Early this spring Miss Sally Patterson of J. L. Brown's office underwent several operations and recently it was necessary for her to return to the hospital for another operation. Word has come to us that she is improving and we hope Sally's troubles are over now and she will continue in good health.

But Bob Meyer of the Engineering Department won't forget his vacation for sometime to come. It held some new experiences for him, especially the three hours that cost him about twenty dollars.

Transportation Department

"The Summer Social of the Transportation Department opened with a bang with a big get-together at the home of Miss Ida Tucker on the far North Side. Dancing and bridge were the favorite diversions, although a deck walking contest was held with Angus McPherson winning first prize for completing 76 laps around the block. Granger Smith walked a few laps but said that Mac's pace was too strenuous. A big luncheon was served just before daybreak

LAVA SHADOW PICTURES

OH LOOK! I THINK I'LL GET SOME OF THESE PASTE AND POWDER SOAPS FOR BILL. HE'S NEVER ABLE TO GET HIS HANDS CLEAN

DON'T YOU KNOW ABOUT LAVA SOAP? JOHN SAYS IT'S MUCH EASIER ON THE HANDS AND WORKS FASTER

BOY! THIS LAVA SOAP THE WIFE GOT SURE CUTS THE GREASE WHY DONT YOU TRY IT?

SAY-I'VE BEEN USING LAVA FOR YEARS. IT'S THE BEST SPECIAL HAND SOAP MADE-AND I'VE TRIED 'EM ALL

BILL'S WIFE JOHN'S WIFE

BILL JOHN

LAVA LASTS LONGER AND GETS YOUR HANDS CLEANER!

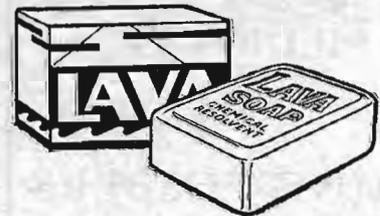
Lava cleans your hands quicker and better because it makes a thick heavy lather which is filled with soft fine pumice. In less than a minute the worst grease and most stubborn stains are gone.

Lava works well in cold water too. And it does a fine job even in the hardest water. These are advantages you don't get in ordinary toilet soap or special paste and powder soaps.

There's a generous supply of glycerine in each cake of Lava

which gives full protection to your skin.

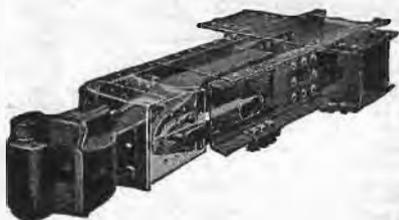
You save money with Lava too—because Lava is a big, husky cake of soap that lasts longer. Your local drug and grocery stores sell Lava Soap in two sizes—6c. and 10c.



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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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St. Louis

Chicago

and all the guests after eating like Starving Armenians jumped into their Cadillacs, Packards, etc., and departed for far-distant homes.

After several weeks' rest from the effects of the above mentioned event, the whole gang, including several slackers who did not attend the Tucker Housewarming, journeyed to the Gregg Mansion in Wooddale, Ill. for another pleasant evening. After a big picnic supper, Chief Leigh presiding (with a special batch of fried onions for Dora), Emil was persuaded to drag out the squeeze box and oblige us with a little concert. The menu was well arranged, the chief dish being "Hamberger ala Paul Jones."

Although those who had heard him before requested that he refrain from singing, Jerry Fell murdered several numbers in his off-key, unforgivable barytone. Although all of the renditions were rotten it will be admitted that the numbers "Iss das ein Schnittlebuck" and "Where did you get that Hat" were the best. The last mentioned number was rendered with real pathos and was dedicated to Paul Jones who believes in showing tomorrow's styles in straw hats today.

The mosquitoes were not very active on this particular night—Oh no? ? ? Rule "G" was strictly enforced in both of the social events mentioned above.

Oh for a life on an ocean wave! What fun, what sport, look at the waves, watch them surge, see them heave? Marilyn McNicholas is just getting back into the routine of office work again after a busy (perhaps we should say dizzy) vacation trip on the Great Lakes. The trip was a failure, however, no romances having developed enroute. The big event of the trip was the night of the Costume Ball, Marilyn being given first prize for the funniest get-up, even though she wasn't playing.



Back on the job with a fine coat of tan, Harold K. Netter, that lively young fellow in the

Treasurer's office, snapped beside his Oldsmobile at Gull Lake, Michigan. Harold says the lake is one of the best in Michigan and a wonderful swimming, fishing, dancing and entertaining time was had by all.

Sally Patterson of Mr. J. L. Brown's office is now at home and reported on the way to a speedy recovery, which is certainly wonderful news. All her friends wish to see her back on the job soon in the very best of health.

There was a depression in the circus tickets this year. Ask Willis. And he thought he had so many friends in the know!

Iowa (Middle and West) Division Ruby Eckman

MRS. E. L. SINCLAIR, whose husband was division engineer on The Iowa division for many years before his death, has returned from California where she has been making her home for a couple years and will again take up her residence in Marion.

On August 8th, George Clemmer, for many years the pumper at Rhodes, died at his home in Des Moines. Mr. Clemmer retired on pension a couple years ago and moved to Des Moines to be near a daughter. Burial took place at Nevada. Mr. Clemmer had worked for the Milwaukee over fifty years.

Joanne Evon is the name which Mr. and Mrs. W. E. Failor gave to a seven pound daughter born August 8th. Mr. Failor is a clerk for the Milwaukee at Perry.

DeWitt Gibson, son of Machinist D. Gibson of the Perry force, was admitted to the Citizens Military Training Camp at Fort Des Moines in August. Dewitt who is one of the best athletes in the Perry high school was classed as the biggest recruit at the camp as he tips the beams at 254. He is a little more than six feet tall.

Seigle Green, brother-in-law of John McIntosh, of the Perry Shop force, died at his home in Eugene, Ore., July 31st. Mr. Green was for many years cashier in the Savanna freight office, having left there a number of years ago to take up farming.

Roy Craig, Jr., whose father is one of the conductors on the west lines, spent his vacation in Perry with Conductor C. M. Craig and in Chicago with Conductor F. S. Craig.

Machinist Harry Sanford of the Perry shop force has a new son-in-law, as his daughter Phyllis was married July 23rd to Francis Haag of Des Moines. The young people will make their home in Des Moines as the groom has a nice position with an oil company.

The BETTENDORF Swing Motion Caboose Car Truck



with CAST STEEL TRANSOMS

There are, already, approximately 6,000 caboose cars equipped with Bettendorf Swing Motion Caboose Car Trucks. We are now offering these same caboose car trucks with cast steel transoms—a valuable feature

which adds strength and reduces the number of parts without increasing the weight or cost. It will be a pleasure to supply detailed information concerning these, the finest of caboose trucks.

THE BETTENDORF COMPANY

Offices and Works
BETTENDORF, IOWA

Signal Maintainer Walter Ivey was off duty a few days the latter part of July to go to Chicago as his daughter who is there taking nurses training, was operated on.

Agent J. V. Mullen is back on the main line after having held the Fayette agency for several years. Jim bid in the Madrid agency which was on bulletin. M. A. DeVoe goes to Fayette and Bruce DeVoe will also go to the branch line to take a custodian's job.

Agent A. C. Hutton of Herndon station with his wife and daughter went to California the latter part of July, having been called there by the sickness of Mr. Hutton's mother.

Engineer William Van Derser and wife of Cle Elum, Wash., stopped off in Perry for a visit with some of the former's buddies in July. Mr. Van Derser is on the reserve list now and he and his wife have gone to Chicago to visit relatives. He was in the 13th Engineers during the World war and visited in Perry with Orville Blasbaugh and Percy Salzgebber who were in the same company.

Mr. and Mrs. Leo Searls are the parents of a daughter born the latter part of July. The baby is a grand daughter of Conductor Dan Searles.

Engineer Earl Townley and wife who have been operating a restaurant in Perry while Earl cannot hold work on the road, spent their vacation with Arthur Yates and family of Wausau at one of the Wisconsin lakes. Arthur is round house foreman at Wausau.

Agent Fred Harvey and wife of Manilla, have a new son born July 26th. Fred expects the lad to learn the Morse code as soon as he can distinguish a dot from a dash.

David Thomas, a Milwaukee veteran who retired on pension about a year ago, died at the family home in Perry July 27th. Mr. Thomas was a round house man. His son, Earnest, is second trick caller.

Richard Barker, one of the first employes for the Milwaukee at Perry, died at the home of a daughter in Des Moines where he has been living since the death of his wife in 1930. Mr. Barker commenced work at Perry in 1882 and continued in service until about six years ago when he retired from his work in the oil house. Mr. Barker was a life long personal friend of P. M. Plumb, the first master mechanic on the Iowa division. A daughter is married to Charles Hurd of the round house force.

Mrs. Walter Kyle, whose husband worked in the B and B department until laid off on account of reduction of forces, died at the Perry hospital the first of August following a sickness of some duration.

Fireman Frank Breese and wife are the parents of a daughter born August 2nd.

Iowa Division, Second District Herbert Jacobs

MR. O. M. CASE, agent, Adel, has been relieved by V. C. McGee recently.

C. W. Rink's brother passed away recently in Denver. Interment was at Council Bluffs.

Conductor McGrath has been taking a few days' vacation.

Bus Operator Lyle Townsend on the Rockwell City-Storm Lake line has returned to his school work. Clarence W. Moore is replacing Mr. Townsend on the second run.

A slightly later train schedule was made effective Aug. 14th for Nos. 35 and 36 between Des Moines and Spirit Lake.

Chicago Terminals

Guy E. Sampson

The August joint meeting of Safety First, Traffic, Fuel Conservation, Loss and Damage and other subjects was an interesting meeting and well attended. Every subject was well covered and every employe who availed himself of the opportunity of attending received a lot of subject matter for thought. Every employe who can possibly do so should attend these meetings for his own good and the good of the employers who are keeping them on the job.

General yard master Jas. O'Keefe has just finished his annual vacation and from him we received the information that himself and wife, accompanied by Mr. and Mrs. Robinson of Bensenville, spent several days of that vacation at the summer home of terminal engineer Ray Hinze at Waterford, Wis. Mr. O'Keefe was loud in his praise of this location to spend a vacation. Ray has a number of cottages which he rents out during the summer and Jim says there is no better place to enjoy a week than at Ray's place.

Foreman John Wolf of the Bensenville roundhouse force has just received an invitation for himself and wife to attend the wedding of Mr. Arthur Bombard of the same roundhouse force and Miss Rose Marie Miller of Earling Iowa, the ceremony to be held at the home of the bride's parents at Earling Aug. 30th. Art, who has been employed on different positions at the Bensenville roundhouse for several years, is well known and well liked by all his associates and they all join in wishing them a long and happy life. We understand they will make their home in Bensenville where we feel sure they will be made to feel right at home from the first day they arrive here.



Raymond Peter Olstad, 1 Year. Grandson of Horace S. Good, Yard Conductor, Western Avenue.

Third trick train director Frank Reed enjoyed his vacation the fore part of August. He and friend wife journeyed to Alabama and had a wonderful time. And how one can enjoy a couple of weeks away from the strenuous duties of an office as busy as the one Frank fills when on duty.

A train of 15 cars of silk arrived in Chicago from Omaha over the Milwaukee August 12th enroute to the eastern markets. A nice shipment, we were glad to see, and a commodity which only the railroads can handle. When it comes to handling precious shipments any distance the old reliable railroads are called upon to handle instead of offering it to their competitors. Safety First. It reminds us of the man who said if he wanted to send a dollar to a friend he could put a dollar bill in an envelope and send it by mail but if he was to send a thousand dollars he would purchase a bank draft. Too much risk on valuable amounts. And so where real important, safe transportation is desired the railroads are called upon to deliver.

Charley Church, of the S.E. Div. which has crews running between Faithorn and Chicago, recently decided to do a little exhibition high diving. But we are informed that when he climbed a high tree and dove off into the water he failed to make the proper up shot after hitting the water and the result was that some of his companions had to pull his head and shoulders out of the mud and this caused Charley to give up the idea of giving an exhibition. Find a deeper water hole, Charley, and you might have better luck. You've got the courage and might make a success of the idea yet.

Agent Floyd Sullivan, of Bensenville station, and wife are rejoicing over the arrival of a daughter, she having arrived August 6th. This is the second child in their home, the first being a son who is now several years of age.



Switch over to Health

ARE you running "express" or "local"? If you're being sidetracked by dull headaches and poor appetite, put your body on inspection. Possibly you are being bothered with constipation. If so, one simple shift in your diet will help you to switch over to the through track of health.

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V. J. W.

ON August 9th, Charles Hans, veteran machinist, passed away at his home in Austin after a lingering illness. Mr. Hans was eighty years of age and had been an employe of the company for fifty-three years. He had been retired for several years.

Edwin Beckel, twenty-four year old son of Roundhouse Carpenter Ben Beckel, passed away at his home in Austin, August 3rd, after an illness of several months. Edwin was a machinist at the Austin Shops some years ago.

Sympathy is extended to the bereaved families. Engineer and Mrs. Harley Kough left Austin August 13th for St. Louis where they will visit a daughter.

Machinist Chas. Holston and family leave this month for a visit in California.

Word reaches us that Engineer Tom Clancy expects to report for work as soon as the weather cools a little.

Mrs. H. A. Wunderlich received word that her father, Siegle Green, died Sunday July 31st at Salem, Ore. after a lingering illness. He was buried at Eugene, Ore., his home for the past thirteen years. Mr. Green saw service with the company at Savanna and later as chief clerk at the Dubuque freight office, about thirty years ago.

Engineer August Damm, who is vacationing in Oslo, Norway, writes that he is having a fine time.

Lineman Walter Chesnut, who suffered a broken ankle a few weeks ago, has been released from the hospital and is now at his home in Austin.

Veteran Engineer Lew Johnson called on friends in Austin recently. He is looking and feeling fine. Mr. Johnson is 79 years of age and has a 56 year service record. He is now on pension.

Anyone interested in a fine cat should see Boiler Foreman Bowler at once. He is slightly overstocked and we hear he is very anxious to sell one. In fact, it is rumored he would take lead money for it.

Howard Rafferty bid in the Hollandale clerk job. Must be a popular job—13 applicants.

The work of moving the operators from the Yard Office to the old dispatchers office has just been completed.

Agent P. X. Kennedy of Montgomery is enjoying a vacation.

Operator Geo. Zaner has been assigned 3rd trick at Rosemount.

Sherman Rowe, 2nd trick operator at Northfield, has a hobby of designing and exhibiting fancy clocks. Reports reach us that he has some very fine ones in his collection.

We have Dwight (Tang) Kneeskern to offer for special commendation through his efforts in recovering the burglar tools and dynamite which had been placed under our depot.

Our popular Agent at Hollandale, J. O. Woodyard, has been very much in demand this summer as an umpire at ball games in this locality, but after seeing him equipped to view an eclipse after a protested decision a few Sundays ago we have reserved him a berth in our retired ball players association, along with (Third Strike) Evenson, (Charley Hoss) McCoy, and (Second Guess) Scott.

We have been requested to furnish a full nine of has-beens to travel with (Honest Abe) Westover's chautauqua. O.S.&D Clerk Flanigan recently turned an ankle so as soon as he lays aside the cane he will be eligible.

A meeting sponsoring The Minnesota Railroad Employes Ship-by-Rail Association was held in the Austin Club Rooms Sunday August 14th with 64 in attendance. After talks by members of the General Committee from Minneapolis a local unit was organized with the following officers elected: Chairman, Jacob Herzog; Vice Chairman, J. D. Williams; Secretary and Treasurer, H. A. Wunderlich.

Rocky Mountain Division Northern Montana

Max

THE wool shipping on the Northern Montana district was unusually heavy this season. During the month of July and the early part of August the wool warehouse at Lewiston handled 112 consignments and shipped out 483,366 pounds destined to Chicago and Boston. The prices obtained by the growers ranged from six to ten cents. The other larger shipping points in this territory are Winnett, Grass Range and Roy. There were cars loaded at a number of other points.

Western Traffic Manager Hicks, J. F. Bahl, assistant general passenger agent and Harry Rowe, assistant general freight agent spent a day in Great Falls and Lewiston the early part of August. They were greatly impressed with the outlook for a fine grain movement this season.

The Montana Flour Mills Company, headquarters at Great Falls, Montana, will open the mill at Lewiston which they acquired from the old Judith Milling Company.

N. H. Fuller, assistant superintendent, M. E. Randall, division general and passenger agent, George Fritzen, roadmaster and E. B. Cornwell chief dispatcher attended the several division meetings held at Deer Lodge. The agent at Lewiston was unable to be present on account of being busy with the wool shipping.

J. Z. Ramsey, agent at Denton, Mont., was

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

ected chairman of the democratic county central committee.

C. M. Brown and H. C. Brisbane, of Great Falls, assisted with wool loading at Garneil, Romanstad Tiegan and Roy.

W. J. Thompson, operator at Lewiston Yard, has returned from his vacation. On his trip he took in the Eagles convention at Bozeman. He was relieved by Elias Stephanson of Ringling.

F. A. Curtis was called to Helena in connection with legislative matters, he being on that committee in connection with the brotherhood of trainmen.

R. M. Ray, of Great Falls, has returned from Seattle, Wash., where he was in attendance of the Milwaukee Hospital Association.

O. S. Porter, of Great Falls, has a summer camp in the Judith mountains. He is greatly improved in health and expects to resume his duties in September.

H. B. Wilkenson bid in temporary position of cashier at Great Falls. R. C. Spogan is acting as smelter clerk.

Mrs. Harvey Humphrey returned from Butte where she visited friends.

Mrs. Anna B. Reuther relieved Jake Schaefer, rate clerk, who spent his vacation with relatives in Hamilton, Toronto and Niagara Falls, Ont.

Dubuque-Illinois Division

E. S.

MRS. BURCHELLE BASHAW, formerly Avis Ostema, who was a comptometer operator in the Accounting Department of the Illinois Division, at Savanna, in 1922, called at the office August 17th to see her former co-workers—those of us who are left here. Avis found many changes in the office force due to the Accounting and Timekeeping Departments being moved to Chicago. Mrs. Bashaw resides in Haddonfield, N. J., and with her husband and two children have been spending their vacation in and around Savanna.

Word was received of the death of Joseph William McKowan of Pasadena, Calif, formerly of Savanna, who died in that city July 20th, following a heart attack. Mr. McKowan left Savanna with his family about 15 years ago, after he had served as engineer on the Milwaukee Road, between Savanna and Dubuque, for a quarter of a century. Sympathy is extended to Mrs. McKowan and daughter.

Sympathy is also extended to Mrs. Grace McKee, daughter of Mrs. Cora Murphy, who died at her home in Kirkland, Ill., Aug. 4th, following an extended illness. Mrs. Murphy was the widow of Station Agent M. P. Murphy, Kirkland, and was employed as a clerk in the station at that point for a number of years, retiring recently on a pension.

Friends of Terminal Trainmaster J. J. Flanigan, Davenport, will be glad to learn that he is able to be up and around again following his serious illness.

Now that our "bachelors" have fled their summer quarters in the Gydeson Building, Savanna, and have taken up the duties of housekeeping in a "real apartment," think we ought to call it the B&B Apartment for there are not only bachelors residing there but a benedict as well. Anyway, be that as it may, do think we ought to have a shower on the boys, so that they can really take up housekeeping in earnest and have all the proper utensils. Introducing you to the bachelors—E. R. Schwinn, F. E. Cooper and R. E. Duhigg, benedict, C. E. Kinney. Please change mailing list to "Main Street," Savanna, Ill.

Mr. W. M. Thurber, formerly Superintendent on the Illinois Division, was married on July 21st, at Rock Island, Ill., to Miss Mary Ann Brennan, of that city. Following a wedding trip spent in the east, Mr. and Mrs. Thurber will make their home in LaCrosse, Wis., where Mr. Thurber is now located. Congratulations and best wishes are extended to Mr. and Mrs. Thurber.

The New Hub of the I. & D.

William Lagan

MISS HELEN FLYNN of Sioux City has bid in the Roadmaster's Clerk position at Sioux Falls, S. D.

The Railway Progressive Club of Sioux Falls held a picnic at Sioux Falls July 31st. There was a large crowd and Senator Wm. Bulow and Congressman Christopherson of South Dakota were the principal speakers of the day.

Mrs. G. E. Ferguson of Yankton, S. D., has returned from an extended visit in California.

Doud's Holy Terrors and Rabin's All Stars indulged in a game of Kitten Ball at Sioux Falls recently to determine the best line-up to represent Sioux Falls at the big Milwaukee picnic at Sioux City August 21st. After a hard battle the Holy Terrors finally won. J. R. Bankson and

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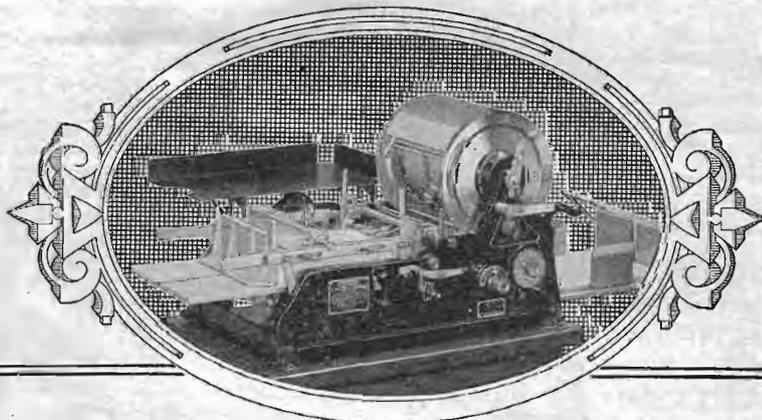
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W. D. Griffiths were the umpires and managed to last the full game. From the talent which represented both sides we should have no trouble at all in talking Sioux City for an awful drubbing.

Mrs. Jenine Wheeler spent Sunday, August 7th, visiting friends in Sioux City.

Mr. and Mrs. Buechler are spending their vacation at Aberdeen, S. D.

Engineer Wm. Sabin passed away at his home in Sioux City, July 25th. We wish to extend our sympathy to the members of his family.

A truck crowded Engineer Hayward's car into the ditch when he was returning to Sioux City Saturday, July 30th. The car was not badly damaged, but Mr. Hayward says that that is just one more reason that he doesn't like trucks.

Mr. and Mrs. Louis Rabin spent Sunday, July 31st, visiting friends at Sioux City.

L. F. West, Ticket Agent, Sioux Falls, S. D., spent a week in New York City as the guest of the United States Steamship Lines. While in New York he had a ride on the new ship, the S. S. Manhattan, which is the fastest cabin liner afloat. Mr. West reports a wonderful trip.

Colonel Kemp and wife left Sioux Falls for Sacramento, Calif., August 20th to attend the National Encampment of the V. F. W. Mr. Kemp is a Past Commander of the Sioux Falls Post.

F. M. Henderson was doing a little deep sea diving at a local swimming pool at Sioux Falls and hit one of the rocks that make Sioux Falls famous. We understand Frank came out second best in the encounter.

At this writing we have secured permission for a special train to go to the Sioux City picnic. A large crowd is expected which will include the famous Sioux Falls ball team which will meet Sioux City at the picnic.

To give people an idea how fast the S. F. S. X. travels, the tornado which left Sioux Falls about five minutes behind this train was thirty minutes behind it at Harrisburg. Engineer Mike Kelly was taking no chances.

Engineer Jim Southerland and family recently spent their vacation touring Minnesota and visiting relatives in St. Paul and Minneapolis.

Agent Henry Brown and wife of Hawarden, Ia., spent a few days visiting in Des Moines.

Wanted: Lowest prices on Copenhagen. See Pete McMonagle and Nick Kelley, Sioux Falls Freight House.

From the Cross Roads of the World

Roberta Bair

OFFICIALS and employes numbering 69 attended the joint Traffic-Operating, Safety First, Fuel Conservation, Claim Prevention and Fire Prevention meetings held at Bedford, in the depot waiting room August 9th, 1932. Messrs.

Hansen, Daugherty & Stainer of the Safety and Claims Departments were present.

August 19th, Mr. W. T. McNamara, Roadmaster at Janesville, Wisconsin, was transferred to the Terre Haute Division as Roadmaster with headquarters at Terre Haute, Indiana. We wish Mr. McNamara success in his new appointment and hope he likes the Hoosier state.

It is just a little unusual that we have a wedding, two births and a death to report this time.

July 15th, Miss Marie Miller, stenographer in the Superintendent's office was married to Mr. J. J. Rusbasin. We extend our congratulations and best wishes for a long, happy and prosperous married life.

Mr. and Mrs. Carl Vendel of South 7th Street, Terre Haute, announce the birth of a daughter, Mary Ann, Tuesday, July 26th at St. Anthony's hospital. Mrs. Vendel will be remembered as Miss Catherine Pfeiffer, who was payroll maker in the Car Department at Hulman Street.

Mr. and Mrs. Paul V. Meadows of South Center Street, Terre Haute, announce the birth of a daughter, Margaret Ann, Wednesday, July 27th at St. Anthony's hospital. Mrs. Meadows will be remembered in railroad circles as Miss Edna Pfeiffer, stenographer in the Division Engineer's office.

Charles Ripley, 74 years old, who has operated the elevator in the Rea Building, Terre Haute, for the past several years, passed away Friday morning, August 5th, at St. Anthony's hospital. Although Mr. Ripley was not an employe of our railroad, through his long and faithful service in the Rea Building, he has endeared himself to all who have been associated with him.

We were glad to have Fred Mancourt as a visitor in the office the last week in July. Mr. Mancourt was transferred to the District Accountant's office in March.

Someone has wisely said there are—Twelve things to remember—

- "The value of time.
- The success of perseverance.
- The pleasure of working.
- The dignity of simplicity.
- The worth of character.
- The power of kindness.
- The influence of example.
- The obligation of duty.
- The wisdom of economy.
- The virtue of patience.
- The improvement of talent.
- The joy of originating."

Coast Division "Kirk"

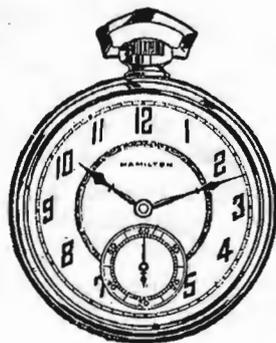
TRICK Dispatcher W. A. Monroe is now the proud possessor of an Oldsmobile sedan. Bill says it has oodles of power, does all the hills in high, burns very little gas, a lady can drive it as well as a man, and I know the last to be true, as Mrs. Monroe calls for Bill every day.

Lester Ellis, Mr. Devlin's secretary, has also joined the ranks of gas buggy artists, having acquired a Model A coach, and it's a swell car. Tried to trade him the Chevie for it, but couldn't put it over, wouldn't give me anything to boot.

Mrs. James Boland and daughter, Cecelia, wife and daughter of Section Foreman James Boland of Chehalis, spent a few days in Tacoma visiting friends, recently.

Edgar Hunsaid, son of Section Foreman Hunsaid of McKenna, left the latter part of July to spend some time visiting in New York City.

We are glad to announce that the Railway Clerks' fifth annual picnic at Redondo Beach, July 17, was a complete success, and was attended by some three thousand people. First prize of a Majestic Radio was won by Mr. F. Bretzer, a painter at the shops, Tacoma. The electric clock was won by Mrs. Otto Geelhart, wife of Section Foreman at Bayne. The chair was won by a farmer, Mr. W. H. Kirschner, of Kent, Wash. Those who did not attend this picnic missed a good time and we invite you to next year's picnic, which we hope will be better than ever.



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Wm. Waldie, Section Foreman, Tacoma, wife and daughter, spent several days the latter part of July in Portland, Seaside, and other Oregon points, Bill returning home looking fit for another year's good hard work.

Geo. A. Loomis, Chief Clerk in Division Engineer's office, Tacoma, left August 3 for two weeks' visit with his mother and other relatives at Bellwood, Nebr. His many friends wish him an enjoyable vacation.

Francis Loomis and Cecil Geelhart have contracted to cut the brush on the Enumclaw Line, which has been interfering with the telephone and telegraph lines. They have had experience with this sort of work in the past and will do a good job.

Roadmaster H. C. Davis spent a week's vacation during August with his family at Lake St. Claire. He probably can tell the usual line of fish stories now.

Mr. Wm. Hutchinson, Asst. Sec. Foreman, Tacoma Yard, with his daughter, left the latter part of August for several weeks, visiting in Los Angeles.

The little BLACK BAG has assumed quite a place in the political controversy in this State and several who have noticed Eddie Herzog traveling around with a little BLACK BAG are wondering if he is contemplating a little opposition to the Governor.

Mrs. H. F. Achenback, wife of B. & B. Foreman Achenback of Seattle, left the middle of August for Chelan, to spend several days with friends.

F. W. Rasmussen and wife will leave on No. 16, the 17th of August, for a vacation trip, visiting Detroit, Mich., and Niagara Falls, and possibly New York City. Probably will be taken for honeymooners at Niagara. We wish them a merry trip.

Regret to report on August 10th the death of Dr. F. R. Hedges, who for many years has been the Company Physician at Everett.

Just received word of the death this morning (August 12) of Jack Smith, whom all around Tacoma will remember as Perishable Freight Inspector, until about a year ago, when he took employment with the Puget Sound Freight Lines. Jack was active in the Milwaukee Athletic Club and his many friends on the Milwaukee will regret his passing.

Lester Ellis spent a week's vacation around Shelton and the Hoods Canal. Reports rain every day that he was away, but we can report the same here, so we're even up.

Mrs. H. J. McMahon, wife of Chief Clerk McMahon of Miles City, formerly of this office, has been visiting old friends here for several weeks.

Our Chief Dispatcher, S. C. Whittemore, took Bob Davidson and several other buddies over to his fishing camp near Avery the last of July, and it is reported many fish were lured to an untimely end. Understand several good pictures were also developed on their return, but have not seen them as yet. A good time was had by all.

Iowa (East) Division and Calmar Line

J. T. Raymond

CONDUCTOR Frank Lafferty of Marion, laid off early in August on account of injuries; Conductor J. A. Hensley relieving.

Dispatcher and Mrs. L. A. Turner of Marion spent their vacation, the latter part of August, in Marion and made a brief visit to Illinois.

Roadmaster G. Barnoske and Foreman S. V. Bassett and men were busy early in August renewing the signal and interlocking plant at Paralta.

Mr. and Mrs. Grant Dahl and family of Savanna visited with his sister, Mrs. A. J. Elder and family, at Marion the middle of August.

Mr. and Mrs. Phillip Shoup of Marion returned home from Tulsa, Okla., where they visited their daughter, Mrs. Helen Shoup.

Mr. and Mrs. Gerald Gordon and their daughters, Geraldine and Muriel and their son Law-

rence, returned to Marion Aug. 8th from Lake Okoboji where they spent a week.

Chief dispatcher and Mrs. H. C. Van Wormer of Marion have returned home after several weeks vacation spent at their cottage near Lake Pequot, Minn.

Agent J. R. Harding of Hawkeye was away on a two weeks' vacation, W. K. Hodgson relieving.

Dispatcher and Mrs. L. S. Dove of Marion spent most of their vacation time, the forepart of August, at their home.

Agent H. L. Steen of Delmar went to La-crosse, Wis., for several days in the middle of August, attending the funeral of a brother-in-law. E. E. Schwartz acted as relief agent at Delmar.

Train Baggage-man Ed. Ainley took a two weeks vacation the first part of August, W. C. Dubbs relieving in the baggage car on Nos. 3 and 4 between Marion and Omaha.

Passenger Brakeman R. C. Seager's father passed away at his home in Marion on August 2nd after a short illness. The magazine extends sympathy to the bereaved family.

Conductor Wm. D. Shank spent the second week in August visiting relatives in Illinois, Condr. A. J. Gregg, of Perry, relieving on the Cedar Rapids-Calmar passenger.

Conductor W. L. Hyde was off duty a few days on account of death of his brother-in-law August 8th, Conductor Phil Shoup relieving on Nos. 3 and 4 between Marion and Chicago.



Little Son of Dispatcher J. A. Sanford and Grandson of Pump Repairer, James Morlock, Ottuma, Iowa.

Kansas City Division C. M. G.

SUPERINTENDENT W. C. Givens and family returned on August 1st from a two weeks' sojourn at Lake Okoboji, including several days visiting with friends in Sioux City.

On July 18 a daughter was born to Mr. and Mrs. L. H. Wilson in the Memorial Hospital at Ottawa. Mr. Wilson joined his family there on July 20 and will spend his vacation in Ottawa.

Mr. and Mrs. C. L. Stutsman spent several weeks during July motoring through points of interest in Michigan, Indiana and Illinois, including a stop-over in Chicago.

Agent at Liberty, T. O. Beistle, is on a leave of absence account ill health and at the present time is a patient in the Hines Veterans' Hospital at Hines, Ill. He is relieved by R. E. Wilson.

Several forms of entertainment were given honoring Mrs. J. V. Tuomey previous to her departure for Polo with her daughters Marybelle and Nancy to join Mr. Tuomey, where they will establish their residence. Among her hostesses were Mrs. J. W. Sowder, who gave an evening bridge party; Mrs. E. J. Klahn, who entertained with a dinner in the Village Tearoom followed by a line party at the Capitol theatre, and Mrs. Jno. Coughlin entertaining the members of the E. C. T. Club as courtesy to Mrs. Tuomey, a member.

On July 14 occurred the death of Mrs. R. O. Clapp at the St. Joseph Hospital where she had been a patient for many weeks. Funeral

JACK HARDING COMES BACK TO FAVORITE SMOKE

Fancy-Priced Mixtures Fail to Woo Him Away

No explorer in search of a new country could be more zealous than is the ardent pipe smoker in his search for the perfect tobacco. For that reason, pipe smokers—and perhaps even those who have not yet been initiated into the joys of a pipe—will be interested in the experience of Mr. Jack Harding, who returned to his first love after "unusual blends" and "fancy prices" failed to woo him away from Edgeworth Smoking Tobacco. Here is Mr. Harding's letter:

Harding Advertising Company
Board of Trade Building
Indianapolis, Ind.
December 10, 1931

Larus & Brother Co.
Richmond, Va.
Gentlemen:

I have never become sufficiently enthusiastic about a product to give the manufacturer a friendly pat on the back—until I gave Edgeworth a thorough trial. But if I were making a product of exceptional merit I'd appreciate it if some one would write now and then to tell me I had rung the bell.

The list of tobaccos I have used at various times reads like the Social Register of Tobacco. It has been one of my extravagances, and I have paid fancy prices for unusual blends and well advertised brands. And of course, like every confirmed pipe smoker, I have fiddled about with my own mixtures. *But I always come back to Edgeworth.*

More power to you—and may you never buy a bottle of red ink in 1932.

Very truly yours,
Jack Harding

Are you one who has never known the genuine satisfaction of a good pipe and good tobacco? Then let this neglect go no further! Take your pen right now and drop a line to Larus & Brother Co. at 108 S. 22d St., Richmond, Va., and ask for a free sample packet of Edgeworth Smoking Tobacco.

You can buy Edgeworth anywhere. Look for the blue tin. It is sold in two forms—Edgeworth Ready-Rubbed and Edgeworth Plug Slice. (You can smoke this form in an automobile without flying sparks.) And you'll find it in all sizes from the 15-cent pocket package to the pound humidior tin. Some sizes come in vacuum tins. Edgeworth is always the same.

Listen to "The Corn Cob Pipe Club of Virginia," Edgeworth's radio program, next Wednesday evening from 10 to 10:30 (E.D.S.T.), over a coast-to-coast network of the National Broadcasting Company.



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High and Low
Switch Stands
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of
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services were held from the Lester Jay funeral home on Friday morning, conducted by the Rev. H. Sears Thomson, pastor of the First Presbyterian church and burial was made in the Otumwa cemetery.

Funeral services for A. Love, Oskaloosa, Ia., father of roundhouse foreman A. L. Love, were held at 2 P. M. on July 29 from the Wilcox Garland chapel in Oskaloosa and burial in the Forest cemetery.

Machinist Charles Ayers was a recent visitor in Enid, Okla.

A vacation of two weeks visiting with friends in Cedar Rapids and Des Moines is being enjoyed by Harry Vaughn and family.

Mrs. J. W. Sowder and daughter, Norma, were recent visitors in Independence, Mo.

Mrs. A. L. Love is at present in Los Angeles visiting and before returning will stop at various other California cities.

Harlowton Roundhouse "Andy"

ALBERT SILBERLING, our box packer and also paleontologist, has just returned to work after spending a couple of months in various parts of the mountains digging up elephants who roamed this territory some time prior to the Volstead era. Al was accompanied by Dr. Geo. Gaylard Simpson, of the American Museum of Natural History, New York, and from all reports the expedition was very successful.

The state and company fire inspectors gave us the once over so we ought to be O. K. in that respect.

Geo. Ellis, our handsome storekeeper, is in pretty good humor these days, and the only reason we can dope out is on account of Mrs. Ellis having returned after spending about a month in the east, which brought George's bachelor activities to a sudden conclusion.

Vernon Seals accompanied Mrs. Seals to Medford, Ore., where she was taken on account of ill health. Mrs. Seals has been quite ill for some time, and we sincerely hope that the change of climate will do her a lot of good. Funny thing, when Vernon returned he had a snoot on him that made him look as though he was hiding behind something and could only get out by having his face lifted. Well, anyway, we found out that it was an infection in the nose, and don't believe it felt half as funny as it looked. The doctor has been boiling it out and we hope he will get it back to normalcy.

Henry Meyers, accompanied by his family, took a trip to Great Falls to look over the situation, and reports everything O. K. Henry said he saw a few depressions but they were filling them up.

Joe Mason, formerly of the Store Dept. at Tacoma, is now located in the Store Dept. at Harlowton. Glad to have you with us, Joe, but put in your application for wind breaks now.

Carl Bysom, whom we reported in the last issue as being in an auto accident, is now back on the job.

John Boyles has returned to work after about two weeks sojourn some place in Nebraska where he visited friends and relatives.

Mrs. Chas. Frost has left for a visit with friends in Tacoma, her former home, and also to get a breath of fresh air as she has been suffering

from hay fever.

Martin Walsh has returned to work from a short vacation spent in Idaho and Washington, and reports having a very enjoyable time.

Walter Cavanaugh, one of our handsome Boilermakers, is laying off to visit with friends and relatives in Minneapolis.

Anton Trudnowski has been off sick for about a week, but is now back on the job as good as new.

Takumatsu Muneto, fire builder, has just returned from a visit in Seattle, where, we understand he had taken his wife for medical treatment.

Wm. Heide drove to Miles City where he is visiting with friends. Bernis Edson is handling the inspection job during his absence.

La Crosse-River Division Items *Eileen*

A VERY pretty wedding took place at Rock Island, Ill., 8:30 A.M., Thursday, July 21, when Miss Mary Ann Brennan of Rock Island became the bride of Mr. W. M. Thurber. Miss Brennan has been a teacher in the Moline schools and Mr. Thurber is the Assistant Superintendent having charge of the River Division. After a trip to Buffalo, New York City and other eastern points, they will reside at 713 Cass Street, La Crosse.

Peter Bingo, River Division conductor, who has been at home for the past few weeks nursing a broken arm, has taken to driving lately. He gets along wonderfully well with one arm. It makes one wonder whether Peter may have had previous experience.

Mr. R. Newhouse, Train Baggage man, called the attention of the Passenger Department to the fact that a passenger was contemplating a trip to Seattle, and as a result the man made the trip via our line Minneapolis to Seattle and return.

Mr. E. M. Seleski, who has been switching at Hastings for the last three years, has been displaced by W. H. Funk. Mr. Funk has just moved his family to Hastings from Minneapolis.

Since the robbery of the bank at Doylestown, when the town was shot up in true wild west fashion, Scoop Smith has hired a body guard to see him safely home each night.

On July 11th, near Wabasha, a truck crashed into the car driven by Miss Margaret Gibson, daughter of Wm. H. Gibson, roundhouse foreman at Wabasha. She was seriously injured and was taken to St. Elizabeth's Hospital. Mr. Gibson's injuries were slight. They are improving nicely.

La Crosse Division Brakeman M. W. Ternes is responsible for getting a passenger, Milwaukee to Portland, Ore., and ten Legion passengers from Milwaukee to La Crosse and return, who were planning to use the bus. If we had a few more solicitors like Mike we would probably have a lot of business.

On July 26th occurred the death of Mr. C. C. Varnum at his home in Newport, Minn. During the past 36 years he has held several agencies on the River Division and at the time of his passing he was the agent at Newport. His wife survives him. Funeral services were held at Weaver, Minn., with interment in Evergreen cemetery.

As this is being written, the expert angler, Mr. E. Erickson, is on his vacation.

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Nora B. Decco

I UNDERSTAND the Gallatin Valley passenger crew is taking up a collection to get a small bell which they will put on Engineer Townsley, so when he gets out of their sight they can find him without so much delay, especially when he goes fishing. Well, this last trip he wasn't fishing, he was looking for his knife which he claims he lost, when he got lost, when he went fishing if you know what I mean, I don't. Anyway after hunting for several hours they found him, but he didn't find his knife, so as they expect every time he makes a trip to the Gateway now he will start right out over the brush looking for that same knife, they are going to make sure they know about where he is anyway.

The third trick telegrapher was pulled off at Three Forks a short time ago and Operator Herrington is counting sheep out on his ranch for a while, or at least he is taking a short vacation.

Jack Weatherly from Bozeman is working the extra train dispatcher's job now on at Harlowton during the rush while the wheat is moving on the Northern Montana end of the R. M. division. E. B. Cornwell, chief dispatcher, is expecting to take about three weeks off pretty soon and will spend it in California, we hear.

Conductor Fairhurst is on the sick list for a few days. Was taken sick in Harlowton and is reported some better this date, which is August 14th (I have to do this to please the Editor, if I don't she will cut it all out).

Conductor Donner and Mrs. Donner have moved to Bozeman and Mr. Donner has taken the Gallatin Valley Local, held by Conductor Kirwan for some time. Mr. Kirwan is now on the east subdivision in pool turn.

John Guinott from Mr. Middleton's office in Seattle was a Three Forks caller early this month, enroute to Manhattan with some other engineers. They made a trip to Gallatin Gateway while out this way also.

Engineer Shaw and Mrs. Shaw have returned from several weeks' trip which included the Shrine convention at San Francisco, they report an enjoyable time and visited their son Fred while away and saw among other old friends, Engineer Cadden and former trainmaster Wilkins.

Operator Jost worked a week as Agent Manhattan while Mr. Alexander was away. He made a flying trip to Chicago and Wisconsin points, and Mr. Jost is now working as relief agent for a short time at Two Dot while Agent Biser is off awhile.

Chief Clerk O'Riley from Supt. Sorenson's office is on the sick list, has been away from the job for about two weeks but is reported some better now. We all hope he will soon be back at work again.

Mrs. Byram and Mrs. Kendall stopped off in our city Saturday, August 13th and made the Three Forks Chapter of the Milwaukee Women's Club a visit. A good crowd of members were present and a picnic supper was served. Mrs. Devlin, wife of the superintendent of Coast Division, was also present, and everyone enjoyed the meeting. While the club meeting was short on account of the ladies leaving on No. 16, it was enjoyed by the local chapter and all trust they will return this way again soon. Mrs. Sorenson and Mrs. Bleichner drove over from Butte for the meeting and their husbands came down on No. 16 and drove them home again.

Twin City Terminals

Leda Mars

The Ship-by-Rail Association of Minnesota in the Twin Cities

THE Ship-by-Rail Club was formed in the Twin Cities by employes on the Milwaukee Railroad on June 29th, 1932. At a meeting held on that date following officers were elected:

J. F. Kenafick, Chairman,
C. B. Rogers, Vice Chairman,

F. P. Rogers, Secretary-Treasurer.

A board of directors consisting of thirty employes representing various departments and crafts in the Twin Cities was selected. At the next regular meeting held on July 12th, 1932 Publicity Committee was appointed by the chairman, consisting of 14 employes. The Club holds regular meetings every two weeks and now has a membership well over 500 and anticipates that by September 1st they will have a membership of 1,000 employes in the Twin Cities.

The Milwaukee Club is associated with the Minnesota Ship-by-Rail Association, which is carrying on a state wide campaign organizing Ship-by-Rail clubs in all railroad towns in the State.

A convention will be held of all clubs in the state at St. Paul on September 16th and 17th. At that time plans will be formulated for conducting a very active campaign this fall in the selection of candidates for public office who are favorable towards more adequate legislation governing highway and waterway transportation. The State association will devote most of its activities to the legislative feature. However, all the members of the various clubs, as well as members of their families are active in the solicitation of business for the railroads by whom they are employed.

The members of the Twin City Milwaukee Club are showing a lot of enthusiasm and activity and the movement is rapidly spreading to other points on our railroad.

The movement originated and is sponsored solely by employes. Contributions varying from twenty-five cents to one dollar per month are being given by all employes who are regularly employed. Employes who are not able to hold a job or only partly employed, or who for other reasons cannot contribute, are eligible for membership in this club, because the Club primarily desires the moral support of every employe and only requires such financial assistance as is necessary to 'conduct the affairs' of the organization.

It is hoped that within the next thirty days every employe in the Twin Cities will become a member of the Ship-by-Rail Club. Several departments in the Twin Cities are now organized 100%.

August 2nd was the date of the weiner roast for the employes in the District Accountants Office. Thirty-five of the employes, with their families, invaded the picnic grounds at Spring Park on Lake Minnetonka. Some of the ladies got hungry before they arrived and stopped

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FLOWER LOVERS ATTENTION!—I am giving a great sacrifice sale to employees only. There are six (6) highly rated peonies all labeled including a division of the World's largest pink peony, Martha Bullock, which at times measures twelve (12) inches across and retails at two dollars and fifty cents (\$2.50) and six (6) highly rated Iris all labeled, including two (2) Siberian Iris for only three dollars and fifty cents (\$3.50). This offer for September and October only. Send money order to

**A. L. MURAWSKA, Eng. C. T.,
River Drive Peony Garden,
8740 Ridge St., River Grove, Illinois.**

FOR SALE—Finest Quality Dark silky Eastern mink, immediate delivery at \$15 a pair. Lack of space compels me to sell most of the increase. They will not last long at this price. A few pens for \$5 each. Raising mink is profitable and an interesting pastime for anybody with ambition. Also have a \$275 electric meat grinder for a sale at \$40. It is a real bargain for some one. Write P. O. Box 88, Aberdeen, So. Dak.

FOR SALE—Attractive brick home and garage in Highlands; very modern, sun-room, 3 bedrooms, 2 baths, hot water heat. 56 ft. front. Beautiful shrubbery. Built of very best materials. Inspection invited. Reasonably priced. 6520 Milwaukee Ave., Wauwatosa, Wisconsin.

FOR SALE—Remington Automatic Pistol, Model 51, cal. .380; new condition; \$12.00. A. G. POLLATH, 621 E. Burling St., Milwaukee, Wis.

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

MONTANA RED CEDAR PRODUCTS—“Everlasting Gifts”—Chests, Gun Cabi-

nets, Smoking Stands, Card players' novelties; Table and Floor Lamps. C. C. Field, 804 California Ave. Deer Lodge, Mont.

FOR SALE—Dark interior Yukon mink, domesticated and acclimated high-grade stock. The fur market commands very high prices for these aristocrats of furs. Auction sales statements in my files prove it even during the last two years of depression. If interested in a healthful, pleasant and profitable out-door enterprise, write Henry Wanus, Prop. Argonaut Mink & Fur Ranch, Bristol, S. D.

FOR SALE OR TRADE—For small Mo. farm not more than 50 miles from K. C., Mo., 6-room modern house, 50x150 ft. lot; glass enclosed front porch; full basement; decorated walls; five cherries, one pear and 1 apple tree; lots of grapes; 2-car garage; value \$7,000; sacrifice for cash. Located 17 miles west of Chicago on the main line of the C. M. St. P. & P. If interested write O. W. Sawyer, 173 S. Addison St., Bensenville, Ill.

FOR SALE—Well improved 285-acre farm 2½ miles east of Stamford, Jones County, S. D., on highway No. 16. Fenced and cross-fenced; 35 acres alfalfa hay; fenced hog tight; 120 acres farming ground besides the alfalfa hay; rest wild hay and pasture. For full particulars write G. E. Abbott, Stamford, S. D.

FOR SALE—Partridge Cochinchick, also Light Brahmas; May hatched all pure blood, 40c each. Also Multiplier onions or potato onions and winter onion sets for fall setting. Frank Florer, 140 S. Locust St., Valley Junction, Ia.

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—Will sacrifice \$165 scholarship with the International Correspondence

Schools for \$60.00. Ronald L. Jordan, 102 Prospect Street, Vermillion, South Dakota.

FOR SALE—7-room frame house, furnace heat, two lavatories, two-car garage. Corner, excellent transportation; four blocks from C. M. St. P. & P. Mayfair Station, Chicago. Clear, price \$6000, or will rent at \$45.00 per mo. Address G. A. Semmlow, 2433 Fargo Ave., Chicago. Phone Bri. 3397.

FOR SALE—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 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, ½ 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.

BOSTON TERRIERS—My kennel is headed by Inspector Hagerty, weight 13 pounds, a splendid individual and grandson of Champion Hagerty King Jr., and Champion Captain Moody. Have several litters of beautifully marked seal brindle and white, excellent headed pups and good all over for sale out of high class females close up to champions. Equal to any of the eastern kennels highly advertised and priced stock. Prices \$20.00 up according to markings and sex. Guarantee a square deal. Inspector Hagerty at stud, fee ten dollars. Have a real kennel with individual runs with plenty shade. Phelps Kennels, Kasota, Minn.

along the way to fill up on hamburgers. Much was their surprise when they arrived at the picnic grounds to find the rest of the gang all set for a feed.

Weiners, buns, coffee, ice cream and potato chips were on the menu. After Nellie Sullivan had eaten her share of weiners and Clara Samdahl had finished up the ice cream, a diamond ball game became the feature event.

Mr. Ehmer made a wonderful catcher for the winning side. Had it not have been for Ruth Scott's “slide” home the game would have ended in a tie.

The “children” amused themselves during the game by riding the miniature train. When it became too dark for ball games some of the gang started home. Others danced at the Casino while some bowled a few games of ten pins. Florence Almen takes ALL honors in the Bowling Tournament.

All in all, everyone had enough to eat and plenty of exercise. Much credit is due Harold Rappe and Jay Bailey for the able manner in which they planned the affair, also to Violette and Florence for insisting on butter.

Its “Sonny Boy” Evenson now that he has been adopted by Nellie.

Shortly after the opening of the District Accounting office a track meet was held at one of the popular parks some twenty miles from the city. We wish to announce that winning honors went to Ronnie Evenson. Probably his success was due to the wearing of his new track pants.

Elroy Thompson and Knute Knutson, employed at the Minneapolis Freight House recently suffered serious injury in an automobile accident on the way home from work. We wish them a speedy recovery.

Charles McCabe of the Local freight, has moved into his new bungalow in the Lake Nokomis District. Waiting for an invitation to the “House-warming.”

Those Who Do (Continued from Page 19)

weight of 31,553 pounds, which originally had been routed via competing lines.

The Passenger Department commend Engineer M. Henifin, at Madison, S. D., for influencing two passengers to our line from Kinbrae to Chicago.

Mr. C. W. Stockwell, Demurrage Clerk, West-corn Avenue, Chicago, in carrying on his duties, secured the friendship of an industry that has routed a number of cars for our interline haul into Chicago. This business originates at local points on a railroad that also operates into Chicago so that Mr. Stockwell got everything that could be from his friend.

The following employes received honorable mention from the Passenger Department for their co-operation in soliciting business:

Mr. J. A. Paulson, Caller, Minneapolis.

Mr. Wm. A. Eddington, Engineer, South Minneapolis.

Mr. Granger Smith, Transportation Department, Chicago.

Traveling on competing line passenger train from Chicago to Duluth, our Car Agent Luke Walla became acquainted with two gentlemen from Philadelphia, who were on their way for a short visit at Duluth. Mr. Walla kept in touch with his new acquaintances and on their return he routed them over the Milwaukee from St. Paul to Chicago. We imagine that Mr. Walla had a lot to do with making the stay of these people at Duluth an enjoyable one. Of course there was a combination of business and pleasure.

The Traffic Department at St. Paul have some nice things to say about Miss Marion Cashill, Telephone Operator, Local Freight Office, St. Paul, for her aid in securing carload business for the Railroad.

Conductor C. R. Cornelius, Council Bluffs, is credited with securing three tickets and one compartment to Chicago. Engine Foreman Ed. Lee at Council Bluffs is also credited with securing one round trip ticket to Chicago, including berths.

School Time

No longer to play in
The fields each day;
No longer to swim
In the cove by the bay;
No longer to feed
All my pets every morn;
No longer to work
With the men in the corn;
No time left for that,
Now that school time is here
For another long, long year.

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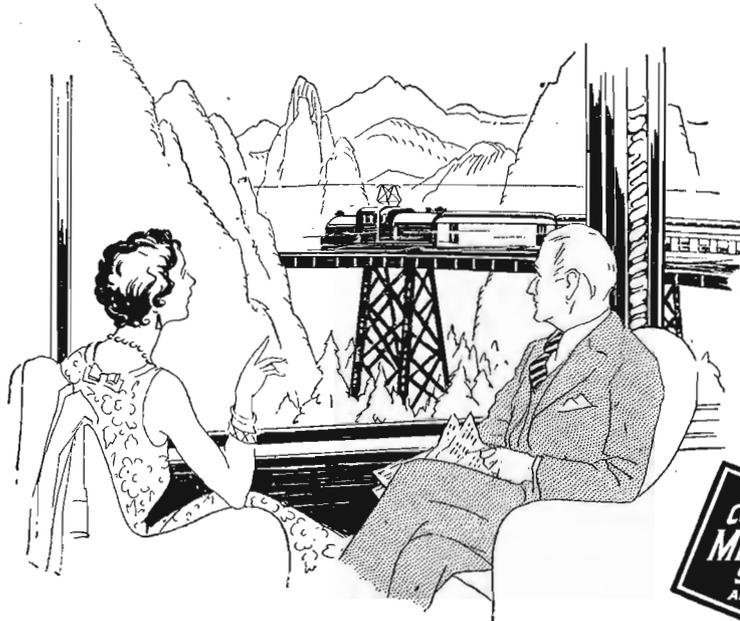
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10:45 pm	Lv. Chicago	.. Ar.	9:00 am
12:45 am	Lv. Milwaukee	Ar.	6:50 am
8:45 am	Lv. St. Paul	.. Ar.	11:00 pm
9:30 am	Lv. Minneapolis	Ar.	10:15 pm
11:15 am	Ar. { Gallatin }	Lv.	7:00 pm
8:15 am	Lv. { Gateway }	Ar.	10:15 pm
12:12 pm	Ar. Butte	... Lv.	6:44 pm
9:35 pm	Ar. Spokane	.. Lv.	7:45 am
8:00 am	Ar. Seattle	.. Lv.	9:45 pm
9:30 am	Ar. Tacoma	.. Lv.	8:00 pm

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Passenger Traffic Manager

Chicago, Ill.

W. B. DIXON
General Passenger Agent

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Summer tourist tickets routed via The Milwaukee Road will take your passengers via the new Olympian to Yellowstone Park, thru new Gallatin Gateway; Montana Dude Ranches; Spokane's Inland Empire; Seattle, Tacoma; Mt. Rainier National Park; Mt. Baker; Olympic Peninsula; Puget Sound cruises to Victoria, Vancouver, Alaska. Return via California, if desired.

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