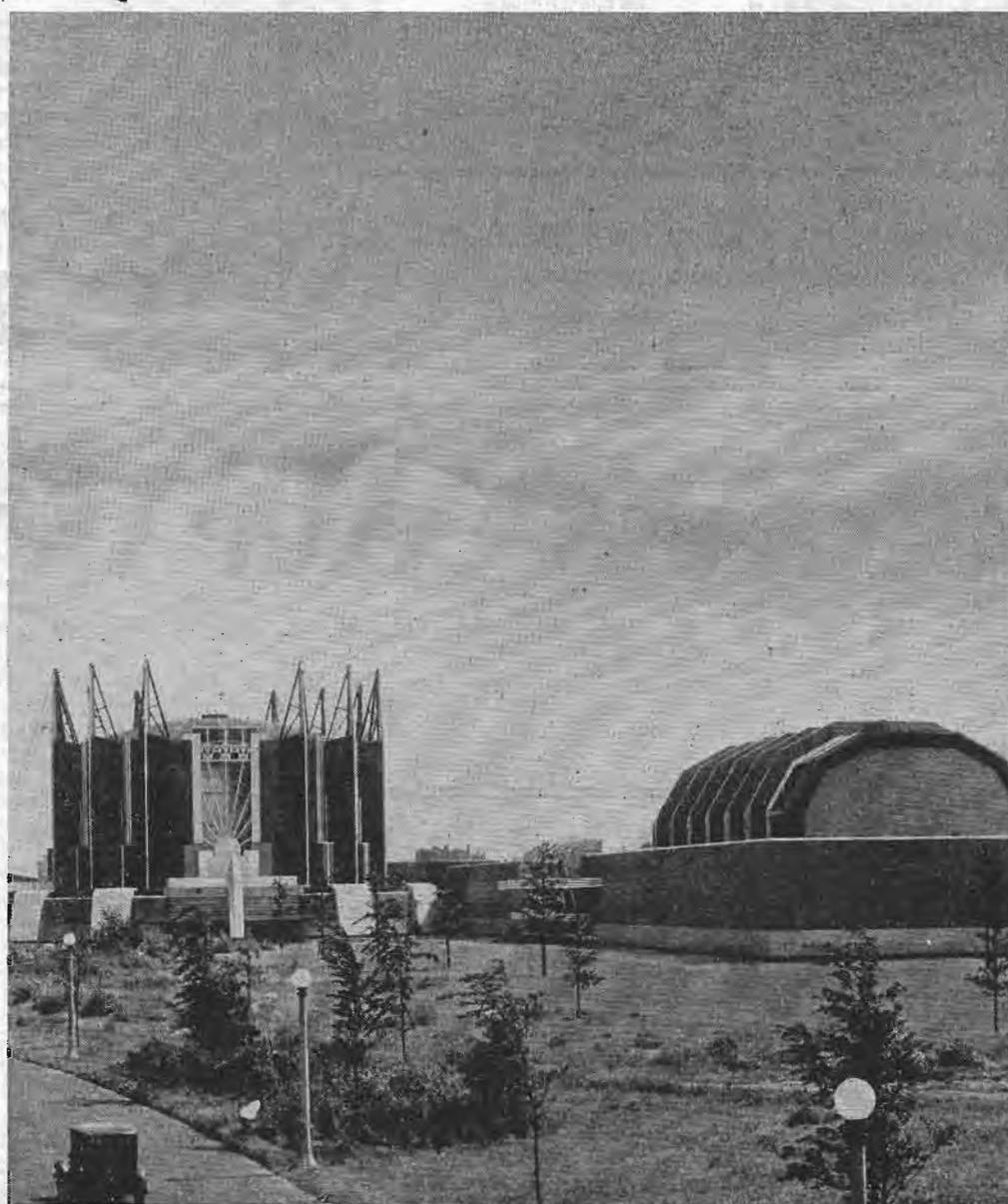


The MILWAUKEE MAGAZINE

CHICAGO
MILWAUKEE
ST. PAUL
AND PACIFIC

JULY, 1933



Travel and Transport Building — Century of Progress

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OF THE CONSTANT NON-FLUCTUATING PRESSURE THAT CAN BE DELIVERED TO YOUR OXYACETYLENE WELDING TORCH UNTIL YOU HAVE OPERATED—



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On Car Floors

Dearborn Cleaner No. 4 is thoroughly satisfactory and economical in cleaning car floors. On grease-caked concrete floors, Dearborn Cleaner No. 5 gives excellent results.

Opening Choked Drains

Dearborn Cleaner No. 7 opens grease and trash choked drains immediately without rodding. No odor.

*Cleaning Grease Soaked Clothes
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Dearborn Cleaner No. 3 cleans grease soaked clothes and rags. Used also on metal and concrete.



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**Cleaners for all
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*Journal Bearings and
Bronze Engine Castings*

NEW YORK

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CHICAGO

The Century of Progress

In Full Operation and a Blaze of Glory

WELL the great Exposition, goal of the hopes and aspirations of Chicago is a going concern in a blaze of glory. The term is aptly used. Blaze of glory by night with the countless and unbelievable illuminations and lighting effects that turn the evening into a stunning composite picture of gorgeous color and seething movement; and blaze of glory by day when the garish color on construction, and in decoration hits you right on the eyeball, sends your pulse a-bounding and your blood into thrills of wonderment and astonishment. The Exposition is very distinctly not a thing to be *described* in so far as it means the spectacular effect, for the use of color is so daring and so new, while its architectural concept is so remarkable that it has to be seen, it cannot even be faintly imagined. The President of the United States is reported to have said, when he saw pictures of the buildings, "they are crazy, but I want to see them,"—and that is, probably just what everyone else would or should say. Volumes have been written and spoken in defense of the architectural innovations and the smashing use of crude color, and when you come to see it, you will very likely feel like saying just what the old fisherman said when he was asked what kind of bait he preferred: "Well" said he, "some likes grubs and some likes chubs,—I'm d—d if I know."

It will take you some time to form an opinion, but meantime, it is a moving panorama of marvel, the like of which has never before been seen, and the like of which probably will not be seen again.

It takes a power of money to put on a show like the Century of Progress, and a generation chastened by the effects of what the world is passing through is not likely to go in for spending on the grandiloquent scale of this mightiest of Expositions. Therefore let everyone make the Chicago pilgrimage and view the modern wonder of the world, whose buildings stand straight sided, square topped to the sky, windowless to the sunshine and towered to the upper air. Straight sided, uncompromising towers, too, with no pointing fingers of aspiration, but square and flat as if of final achievement—nothing left to reach out for, Progress in the Ultimate. Well, perhaps, but who can measure the future? It is the glorification of the material,—the reaction carries little sense of spiritual advancement. It sets forth the thought behind the adventure,—the material progress of the century, and does it in such a magnificent way that one wonders how human brains could have brought forth such a concept.

In Chicago, all ways lead to the Exposition, but there are some which are better than others, and one from Union Station is the bus No. 26 which passes the Jackson Boulevard entrance, going directly to the 12th Street entrance, which is the northern gate.

The walk from the bus to the entrance is short, and one is immediately in the midst of things, as he walks down through the splendid Avenue of Flags to the intramural bus terminal where for ten cents he can ride the full length of the Exposition, alighting at the south end, perhaps, at the Travel & Transport Building. Again a ten cent ride will bring him back to some particular stopping place where he desires to visit a building or a group. The guards on the buses announce the stops and what to see at that point. From the bus terminal, also buses may be taken to get across the lagoon to the Island; and there are printed guide maps costing only 10 cents, with all the buildings and attractions numbered and indexed, so that it is not necessary to spend precious time wandering about wondering where to go and what to see next. Just sit down on one of the thousands of comfortable garden settees that are everywhere, on the Exposition grounds, and study out an itinerary.

The Exposition is, of course, a place of weary "dogs" in spite of the comparatively soft and easy walking. The walks are usually resilient and comfortable to the feet, but they do not entirely eliminate that tired feeling, therefore, make up your minds not to economize on riding about. Let some of the "sights" perhaps, go, if you have to be self-denying on anything, and ride everywhere as much as you can. Take a wheeled chair for the tour of Science Hall and the Electrical Group, because there are acres and acres of space to cover. Then there are jinrickshaws direct from the land of cherry blossoms, but not,—no, not drawn by the picturesque native, but drawn by a youthful undergraduate from one of our Universities. College men, also push you about in your wheeled chair, and you are sure of courteous treatment and intelligent guidance.

Exposition guides swarm over the grounds like bees while there are Information desks in almost every building, and apparently all of the attendants have been thoroughly instructed, for you are sure of

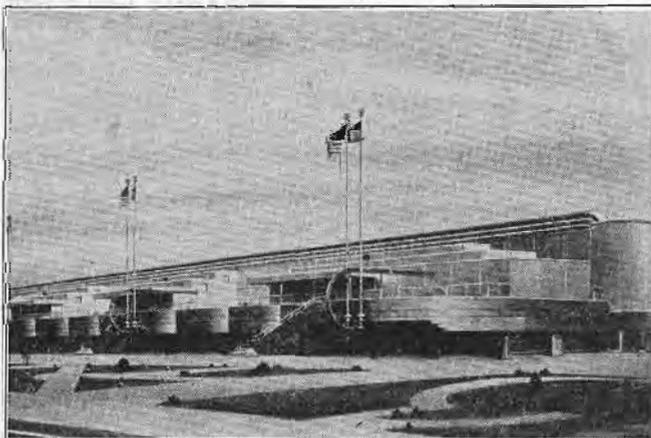
getting correct information and polite answers to your inquiries.

The lagoon, with the main land on the one side and the Islands opposite, is an enchanting place to while away a resting period. A Board Walk follows the shore lines and comfortable benches line its inside edge, with a parapet on the outer side to prevent you from wandering into the water in your preoccupation with all the sights and scenes going on about you. Motor launches dash about over the lagoon and here and there you see a real Venetian gondola, propelled by an American gondolier in the person, probably, of an upper class man from one of the Universities. In all of the service branches of this character, preference has been given to the "college boy;" meaning many a summer meal ticket to the graduate, and a promise of another year to the undergraduate.

In a safe harbor, carefully policed and watched over by experienced boatmen, is a very paradise for the youngsters, for there they may go out and drive, each one his own motor boat around the course that is marked off for that use. Each boy and girl is permitted to step into his boat, is told what he has to do with a lever similar to that controlling an automobile transmission and is sent speeding off just like the biggest folks who ever piloted a motor boat over any water. Meanwhile, on the walk above them, admiring dads and mothers watch their offspring indulging in this very safe and delightful water sport. The youngsters take to it like ducks to water, and almost instantly "get the hang" of the steering, so there are no collisions and little trouble in making their way over the course.

No one should leave the Exposition until after nightfall, for the evening is the climacteric of the whole great pageant. As evening draws on, gradually lights of every color and never-to-be-forgotten variations of effect creep on, faintly at first illumining building and tower, then in a burst of splendor that beggars description. The grand facades and the many niches of the immense buildings, the reaching heights of the towers all leap into unearthly color, glowing and fading and glowing again and turning from brilliant red and rose color to mystic blues and sunny gold; green lights and lights of deepest orange change and shimmer weaving unimagina- ble spells, and reflecting brilliantly in the lazy waters, all up and down the full three-mile stretch.

About this time the sky-ride is the ideal place for the great spectacle, for more than a hundred feet out over the moving masses of humanity the sky-ride cars move majestically on suspended cables between their lofty towers, giving the riders the very best



Agricultural Group—Century of Progress

and most comprehensive outlook on the scene below. By all means take the sky-ride after the evening lights come on.

Now then we started out to tell of some of the convenient and inexpensive ways to reach the Exposition and stopped with the bus from Union Station, which of course, is the most convenient for visitors coming in via The Milwaukee Road. But from the Loop district, surface cars on Wabash Avenue take you to the entrances at 18th and 23rd Streets, with elevated sidewalks into the grounds over the boulevard traffic and railroad tracks. There is, also, we neglected to say, an elevated sidewalk over the boulevards and tracks at 12th Street, leading to Michigan Avenue where buses in either direction may be boarded. Buses from all parts of the city, also drive up to the 12th Street gate and taxis stand at all of the entrances. The ways of getting to and from the Exposition have all been arranged with a view to giving visitors and strangers the best possible transportation with the least confusion of methods.

Not the least of the Exposition attractions are the thousands and thousands of happy people who stream over the great enclosure, all in holiday mood, forgetful for the moment of their problems and perplexities and all intent on seeing things they never before hoped to see, and acquiring knowledge by the visual method on matters and subjects of transcendent interest.

The Exposition has been a factor in the increased passenger travel of The Milwaukee Road, and our employes, readers of The Magazine, are reminded that there are still four months of Exposition season and everyone should feel a personal obligation to influence as much travel as possible via our line to Chicago and the Exposition,—reminding prospective visitors, also, of the all-expense tours which have been arranged for those who wish to be relieved of such details as hotel reservations, admissions to the fair and other transportation items, of which our agents have full information.

Oriental Village—Thirteen Countries—general admission—10c; theater—25c; arena, day—50c; night, \$1
Ripley "Believe It or Not" Museum—40c
Gorilla Villa Show—25c
Novelty Rides—Bozo, 15c; Hey Day, 10c; The Funnies, 15c; Lindy Loop, 10c; Barrels, 15c
Midget Village—25c
Airplane Rides—20 miles, \$3; to Municipal flying field and return, \$2.50
Battle of Gettysburg—25c
Pantheon de la Guerre—25c
Streets of Paris—25c
Sight Seeing Boats in Lagoon—Large boat, 50c; Gondola, per hour, \$2;
Drive-Ur-Self, 25c
Hollywood—50c
Marine Exhibit—25c
The Skyride—Observation Towers, 40c; Ride, Rocket Cars, 40c
Observation Balloon—50c

"With the Milwaukee Ribbon On It"

NOW that A Century of Progress is in full swing, why not couple up our Railroad as an Auxiliary Exhibit to this great fair? Show to the people of America and the world that may come our way, what we have accomplished within the century. We have plenty to show them and everything to do it with. Come on, let's go!

Put on your old gray bonnet
With the Milwaukee Ribbon on it,
And go out and get a customer or two.
Hang on to the old ones,
Bring in the new ones
And show them what we can do.
We will feed them up on service
Of a kind they never heard of,
Until they become Boosters too.
We will carry the Milwaukee banner,
Up on the highest mountain
And nail it there in view.
We are going to run a Special
Loaded down with extra effort,
And we want you all in the crew.
So, put on your old gray bonnet
With the Milwaukee Ribbon on it
And we'll start up the big Choo-Choo.
ALL ABOARD!!

—Edward H. McCann,
Engr. 1st Dist., Western Ave., R. H.

Century of Progress Admissions

IN ADDITION to the list published last month of the buildings on the grounds admission to which is free, the following are also included on the free list:

Alaska Cabin
Alpine Garden
American Indian Village
Armco-Ferro Enamel Show
Atlantic & Pacific Tea Co. Carnival
Avenue of Flags
Boy Scout Camp
Cactus Pergola
Canadian Exhibit
Century Homes House
Chinese Pavilion
Monitor Building
Cuban Exhibit
Czechoslovakian Exhibit
Dahlia Garden
Danish Exhibit
De Saible Cabin
Dominican Republic Columbus Light-house
Duchy of Luxembourg Exhibit
Egyptian Pavilion
Florida Gardens
Florida Tropical House
General Cigar Co. Exhibit
General Houses, Inc.
Havoline Thermometer
Holland Exhibit
International Poultry Show
Irish Free State Exhibit
John Moore House
Kohler Building
Lumber Industries Home
Machinery Demonstration Area
Marquette Cabin
Masonite House
Model Playground
Moroccan Pavilion
Outdoor Railway Exhibit
Penland Weavers and Potters Cabin
Peony Garden
Picnic Grounds
Rostone-Indiana Bridge Co. House
Sinclair Prehistoric Exhibit

Soldier Field
Southern Cypress House
States Building
Stransteel-Good Housekeeping House
Swedish Pavilion
Terazzo Promenade
Ukrainian Pavilion
U. S. Army Camp

The following is a list of amusement and entertainment concessions with admission charges. (These charges are subject to change.)

Byrd South Pole Ship "City of New York"—25c
Belgian Village—25c
Scenic Effects of Fort Dearborn—25c
American Girl—25c
Roller Coaster—20c
"49 Mining Camp", general admission—15c; Spanish dance hall—25c
Plantation Negro Show—25c
Alligator Wrestling Show, Seminole Indians—25c
Dirigibles—\$3
Domestic Animal Show—25c
Flower Show—25c
Infant Incubators—25c

Milwaukee Employees Pension Association

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

Name	Occupation	Division or Department
Simon Barrick	Pumper	Iowa Division
Fred Discher	Boilermaker Helper	Minneapolis Shops
Paul Friemel	Section Laborer	Iowa Division
Simon Johnson	Boilermaker	Superior Division
Patrick J. Maloney	Crossing Flagman	Police Department
Eugene F. Reed	Yard Clerk	Kansas City Division
Gustav Rundquist	Pumper	Iowa and Dakota Division
John Ryan	Blacksmith	Milwaukee Shops
Karl Zluhan	Laborer	Dubuque and Illinois Division
Frank L. Helden	Locomotive Engineer	Dubuque and Illinois Division
John F. Hill	Agent and Operator	Milwaukee Division
Gilbert L. Ireland	Agent and Operator	Iowa Division
Daniel D. Kempster	Switchman	Dubuque and Illinois Division
James Morlock	Pump Repairer Helper	Kansas City Division
Ludwig Pruze	Laborer	Iowa Division

M. J. LARSON, Secretary-Treasurer.

From Gallatin Gateway Inn to Alder Gulch

Return by Jefferson Canyon

By R. W. M.

IT'S A TYPICAL mid-summer morning at Gallatin Gateway Inn—a brilliant sun is shining above "Old Baldy" over in the Bridger Range and reflecting sharply from the mammoth white "M" high up on the side of the mountain.

We are up early today for ahead of us lies a most interesting journey—today we visit historic Virginia City and Alder Gulch. What memories these names conjure up before us. Alder Gulch with gold discovery; Virginia City, the first capital of Montana.

So this morning we will breakfast early in the beautiful dining room of the Inn and start henceforth to this historic and romantic section.

We climb in our auto and drive about five miles north, passing Bozeman Hot Springs and then turn westward to cross the foothills at the northern end of the Madison range. We follow the Madison river for a short distance along its eastern bank and then cross to the west. Everywhere is that genial soul the trout fisherman. The Madison and Gallatin are famed throughout the United States for their trout and if ever the term "Fisherman's Paradise" is to be applied literally, it is in the valleys of these two mountain streams.

We soon reach Madison Lake, at the site of the Montana Power Company's operations. Many summer cottages are to be seen along the shores of this body of water.

At the little town of Ennis we turn westward and begin our climb over the Tobacco Root Mountains. Here we have a splendid new highway, well surfaced and with no bad curves. Winding and winding we soon reach the top and below us hiding deep in the gulch we see the object of our visit—Virginia City.

Here we find a strange mixture. Part of the town is spic and span; clean looking homes and stores and attractive lawns. Beyond these we find the "ghost town"; the Virginia City of other days.

Let us pause for an inspection of the museum. Interesting documents and relics are exhibited. Copies of the first newspaper in Montana, bills of lading covering shipments of gold, relics of the first Masonic Lodge in Montana, "Dead or Alive" placards of Vigilante Days.

Many other items are housed in this museum. But we must be on our way. We move on down the street and see the building from which five "bad men" were hung at one time and still in the spirit of the times we climb to a knoll overlooking this famous valley and view the graves of the "Road Agents"—Plummer, Club-foot George and others.

After a luncheon we are again on our way. We now move northward into Alder Gulch. This was the scene of the third gold rush in Montana and every-

where may be seen the "workings" and abandoned mines of the past. Here also we view one of the dredges used in later years to re-work the diggings. The country all about here is churned up; a mute reminder of the wealth that has been wrested from the gravel and sand of Alder Gulch.

Continuing north we pass Robbers Roost, a famous (or infamous) resort of the bad men of the gold era. Just a tumble down building now, but if its walls could speak what drama and tragedy they would reveal.

We pass through Sheridan, Twin Bridges and Silver Star and reach Piedmont, the Milwaukee Road Station at the foot of the climb to the Continental Divide. Turning east from this point and passing through Whitehall we are soon speeding along the new highway through the very picturesque Jefferson Canyon.

The Road Agents and the Vigilantes

GOLD was discovered in Alder Gulch in 1863, by a group of disappointed prospectors who had started from the big camp at Bannack in the early spring of that year bound for some reported gold diggings in the Yellowstone country. They expected to join a party already on the way, but before they had come up with the party, were met by a band of hostile Crow Indians, relieved of all of their property, set on the backs of their jaded ponies and told to go back where they came from. On their journey back they took a route up the Madison River and camped at the mouth of a gulch at the foot of the Tobacco Root mountains, to rest and eat some of the scanty food the Indians had left them. While waiting for the meal to be cooked, one of the party, William Fairweather, went out to "pan" some dirt in the gulch where he saw a point of bed-rock. His first pan yielded him thirty cents in coarse gold and before he was through he had gold to the amount of \$1.75 to the pan. The discoverers were jubilant. They forgot their weariness and hunger and after staking out claims they put off for Bannack to get supplies and inform certain of their best friends of the good news. They named the stream Alder Creek because of the heavy fringe of alder growth on its banks. The place of discovery was first named Fairweather Gulch.

Within a fortnight's time the gulch was teeming with humanity and eight months after the first discoveries the towns Virginia City and Nevada were full blown, though the latter was really

High up on the north canyon wall is the entrance to the Lewis and Clark Cavern—said to be larger than the Carlsbad Caverns of New Mexico.

In a little while we reach Three Forks and then turn south along the Gallatin River to Gallatin Gateway and its famous Inn.

We have completed a circle—an unending panorama of scenic beauty, historic interest and exciting adventure. We have followed that trinity of rivers, the Gallatin, the Madison and the Jefferson.

We have started our journey at the ultra-modern Gallatin Gateway Inn, have drifted in retrospect to the mining camp of '63, have paralleled the world famous "electrical operation" of The Milwaukee Road and are climbing out of our auto at Gallatin Gateway Inn just in time for dinner and a quiet sojourn on the broad veranda as we watch the setting sun cast a purple halo on Mt. Baldy over in the Bridgers and observe the mammoth white "M" slowly merge into oblivion.

Overhead the stars are bursting forth in a blue canopy, the cool mountain breezes are descending into the valley, the quiet known only to the great West envelopes us and so, with pleasant memories of our exploration, let's call it a day.

a continuation of Virginia's main street but under a different name. And when a year old, there were ten thousand people swarming up and down the narrow confines of Alder Gulch, half of them living in Virginia City. Those were civil war days and the first name chosen for the town was Varina. That happened to be the name of the wife of Jefferson Davis, and a loyal adherent of the North, while acting as judge in the trial of a criminal there, refused to write Varina on a legal document and wrote Virginia instead, so Virginia it remained. In its early days the town was a seething mass of humanity, mad with the prospect of gold, "scrabbling and mucking like slaves," miners, desperadoes, murderers and the riff-raff of the States, said to have flocked to the west to avoid the draft in the east. Wild days and wilder nights, saloons, gambling joints and all the paraphernalia of loose and dissolute life flourished in the new city. It became the stronghold of robbers and road-agents, led by the notorious Henry Plummer, sheriff of the county, and his gang of "road-agents." Plummer's band was thoroughly and systematically organized, with a captain, lieutenants, secretary, road-agents and "outsiders," these last probably because their business seemed to be to circle the country and bring in reports of parties traveling with gold or other treasure, reporting the stages going and coming with their freight and passenger probabilities. Plummer's band originated over in Bannack, but the scene of their greatest activities was Alder Gulch and their most important center became Virginia

City. Never a day passed that there was not murder and robbery at the hands of this notorious gang, and all the while the leader, Plummer, was the elected sheriff, who while not free from suspicion of belonging to the road-agent gang, there was not sufficient actual evidence to warrant any positive belief, nor courage enough in the community, apparently, to accuse him or deal with the situation adequately. In Dimsdale's book, "The Vigilantes of Montana," this master-bandit is shown to have been "a man of most insinuating address and gentlemanly manners, with an art of ingratiating himself with men and even with ladies and women of all conditions—and it was only when excited by passion that his savage instincts got the better of him and that he appeared in his true colors, a very demon." The headquarters of this gang were at places known as Dempsey's Ranch and Robbers' Roost, whence they sallied forth on their daily missions of murder and robbery. Every man who was believed by the cut throats to be a friend of justice and law was dogged, threatened and watched by the road-agents until matters became so desperate by the end of the year that early in January four men of Virginia and one living in the sister town of Nevada organized themselves into a Vigilance Committee. Thus Virginia was the home of the famous Vigilantes of Montana, and within a very few days after the first steps were taken in the interest of ridding the country of the undesirables, the ramifications of the new league of safety extended pretty well over the entire territory, so rapidly did the news travel, and by the 14th of the month the Vigilantes had to their credit the execution of five of the chief villains of Virginia City. The movement of the Vigilantes was rapid and masterly, they were as relentless

in dealing out punishment as the gang had been in visiting death and destruction during the days of their marauding reign.

When the Vigilantes were through with Virginia City, it was as quiet and as law-abiding a little city as could be found anywhere in the mountains, and its citizens were free to turn their minds to the more peaceful pursuits of organized life.

By the end of the year 1868, the town being the territorial capital, more or less social gaiety was enjoyed, and the holiday season of that year was marked by unusual activities. Between Christmas and New Year's it has been recorded that "the streets were gay with beauty and fashion, and in the evening merry music and dance were always to be found under some of the hospitable roofs of the town. On New Year's Day, callers were out in good number and at each place there was refreshment, liquid and otherwise. At one, a huge bowl of foaming eggnog was set out, and after an hour spent with it, there was confusion of tongues to a degree." A later analysis and investigation of this particular feature of the hospitality revealed the fact that the eggnog consisted of three gallons of whisky and one egg with a little cream. Of this and other parties it is further recorded that "the Bishop retired in good order, although there was some confusion in fitting hats, but the rest of the party did not get over half of the city before the walking became very hard and the calls could not be concluded on foot. A four-horse team, and sled was impressed to carry out the day's visits."

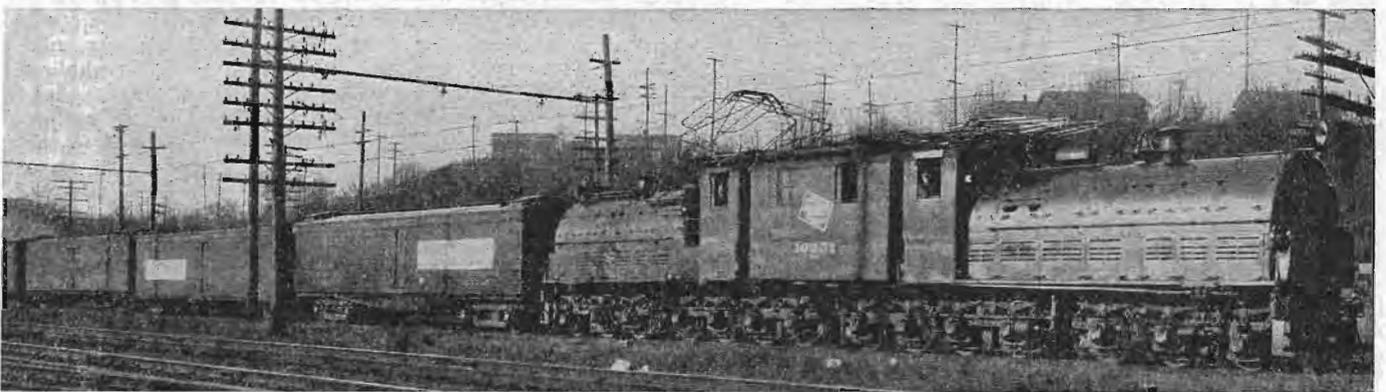
Virginia was incorporated in 1864 and grew rapidly notwithstanding other rich discoveries at Last Chance, Boulder, Silver City, etc., and even up to the end of 1868 this great mining camp seemed secure in its marvelous

prosperity; it yielded from its gold mines not less than forty million dollars. Then began the exodus as reports of rich findings in other localities came in. Almost over night the population of Virginia dwindled half, and in 1872 it had fallen to five hundred. It increased somewhat in the following years, up to 1885, since which time it has joined the ranks of the "Ghost Cities" of Montana, although there is still something of a town and interest in its historic associations keeps it on the map. In the past few years the patriotic society of Daughters of the American Revolution have placed tablets and markers at the historic spots, and the place is still shown where the five road-agents were hanged on that January day of 1864, which with "Robbers' Roost" and a few of the old time "high spots" of its palmy days that now remain constitute it one of the attractions to visiting tourists.

Of late, some panning for gold has been going on in the Gulch and along the sand bars of the Jefferson River, with a measure of success to the patient panners who in this way help their unemployment to the extent of a bit of food and warmth.

The days of the road-agents of Montana is a dark spot in its history, but the bravery and determination of the men who formed themselves into the famous Vigilantes and dealt swift and sure retribution to one of the most bloodthirsty gangs of desperadoes in the annals of the Northwest brings back a glory all its own, to the great Treasure State.

The story of the Vigilantes is a sure thriller, equal in grip to the best of the modern mystery first sellers. Dimsdale's book was written only a few years after the events, and his story has quite the convincing quality of an onlooker.



Special Trainload of Fish for Eastern Markets

A Fresh Fish Special from Puget Sound

THE June issue of *The Express Messenger* carries a story of a fresh fish special which moved from Seattle to Chicago over The Milwaukee Road. The story reads:

What is said to have been the very first special trainload of fresh fish, all from one shipper, was recently forward-

ed from Seattle, Wash., by the San Juan Fishing and Packing Company via Railway Express service.

Carload Supervisor E. Irwin had heard that an extra large amount of halibut was being brought into Seattle instead of the Canadian port to which it normally moved.

As all of this fish had been purchased by the San Juan Fishing and Packing Co., it occurred to Mr. Irwin that a spe-

cial express train of fresh fish would have a great deal of advertising value, not only for our service, but also for the Puget Sound fishing industry and the packing company as well.

On these lines he "sold" the idea to H. J. Tillman, manager of the San Juan Fishing and Packing Co.

Five Cars of Halibut and Salmon

The "San Juan Special" consisted of five refrigerator cars loaded with approx-

imately 7,212 halibut and salmon. The halibut, weighing from 5 pounds to 250 pounds, were caught on the halibut banks in the North Pacific-Alaska waters. Red King salmon from the waters around Aberdeen and Westport, Wash., were used to complete the trainload.

Speed was essential from the time the fish were caught until they were delivered to the final consignee. They were unloaded at the San Juan docks at 10:00 A. M., where special crews of men were ready. At 3:30 P. M. the large consignment of fish had been beheaded, each fish thoroughly packed with crushed ice, boxed, loaded and the special was ready to roll.

Great care was taken in the proper icing of the fish to insure arrival at eastern destinations in perfect condition. They were packed about 200 pounds to the box, completely covered with fresh ice. After the cars were filled with the boxed fish, crushed ice was packed all over the top of the load. This soon freezes into a solid sheet, holds a temperature just

above zero throughout the trip, and makes it unnecessary to re-ice the bunkers of the car.

Halibut live on the bottom of the banks where their close resemblance to the color of the sand is their protection against enemies. As they live to be 80 or 90 years old it can readily be seen that this protection is efficacious.

"Chickens" and "Whales"

The halibut are sorted into various grades according to size. "Chickens" vary from 20 to 30 pounds, 30 to 40 pounds, and 40 to 60 pounds. Above 60 pounds, they are called "whales," which occasionally weigh up to 250 pounds. As it takes about 10 years for a halibut to become a "chicken," a large "whale" halibut is rapidly approaching the allotted three score and ten.

The special train, which left Seattle on Thursday night, arrived in Chicago on Sunday morning; there cars destined to New York and Boston were transferred to fast trains and arrived at their east coast destinations on Monday morning.

A Prize Salutation to Old Ironsides

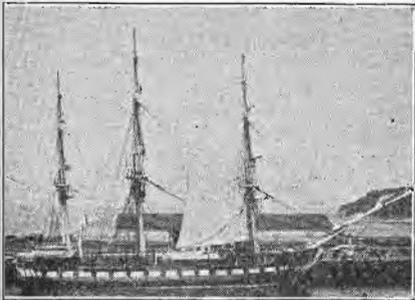
IN SEATTLE, recently a prize was offered for the best paper saluting the old warship "Old Ironsides" sojourning right now in Puget Sound waters.

The lad pictured here, Buddy Johnston, won the prize and his salutation is a classic:

"We, the people of Seattle, salute you "Old Ironsides." We feel honored to see in Elliott Bay, the ship that helped make American history; the ship that could not be defeated, with your glorious record that has been



Buddy Johnston



Old Ironsides

proudly related to each generation of young Americans so they might know of the gallant crew that sailed you in defense of this country. We are glad to see you at this time for you revive in the hearts of young and old the traditions of our forefathers and remembrance of how they fought for the preservation of our liberty. Could you talk, "Old Ironsides," would you tell us these years of depression and unrest were things that could best be fought by carrying in our hearts the high courage, faith and loyalty

to our flag that your masters in years gone by carried into battle?

We, the school children of the United States, give you our pledge "Old Ironsides" that you will be preserved for posterity as a permanent symbol that the people of the United States will forever enjoy the liberty you fought for and which is promised in the covenant for which you are so rightly named, the

CONSTITUTION."

A Veteran of the Construction Camp

JOHN PARSONS of Volga City, Ia., celebrated his seventy-ninth birthday this year, and the event was made the occasion of congratulations extended from his many friends of the vicinity, many of them of the Milwaukee Road.

Mr. Parsons, back in 1879, was a member of the engineering crew that were locating new lines in Iowa. His first employment with the surveyors was as cook with an outfit of 22 men who were making a preliminary survey in South Dakota across Running Water Creek. They worked in that locality until fall when a fierce blizzard, raging for several days, completely snowed the camp in, and when they had dug themselves out, orders were received to disband.

Mr. Parsons then went to another outfit surveying near Mitchell, S. D., for The Milwaukee. Later he transferred to Marion and joined a crew locating what is now the Iowa Division. This crew had the distinction of driving the first stake for the main line west, in front of the Linn County Courthouse on Thanksgiving Day. They then headed west, living in tents all winter. When they set up camp, they had to clear the snow away and dig a trench around the clearing before pitching the tents and then bank the tents with snow for protection. They had no floors in the tents and the mud

was often so deep that the crew had to rustle boards to lay down so they could get around in their shelter. Mr. Parsons had a regular kitchen stove set up in the cook tent where there was some measure of comfort; but in sleeping quarters the men had to wrap themselves in their blankets and sleep on the boards laid over the mud. It was a hard life, but Parsons was a good cook and there was little complaint. Camp was moved about every two weeks.

The first camp west of Marion was flooded one night and in the morning everything was choked with mud and cornstalks from the nearby flooded fields. Then ice formed and both men and horses suffered severely. Farther west, crossing the Cedar River the wagons broke through the ice, but the equipment was saved and when camp was pitched that night Parsons had a wet, hungry crew to feed.

Mr. Parsons served with surveying crews at Sioux City, at Redfield, S. D., and later, went to the region of northern Wisconsin where lines were being located; and after a season in the north woods, he returned to Iowa, left the surveying game and eventually settled in Volga City, where he has resided since 1882.

An Open Letter to General Officers and Department Heads

THE MILWAUKEE RAILROAD
WOMEN'S CLUB

General Governing Board

Chicago, June 9, 1933.

To General Officers, Superintendents and other Supervisory Officers:

We wish to take this opportunity of extending to you and the employes of your department our thanks for the co-operation and support you have given us.

Due to the many employes who have been taken off the payrolls of the railroad company being unable to assist financially by the payment of membership dues, and in other ways, it is more important than ever that we have the financial support of those who are still employed. We shall, therefore, very much appreciate any assistance you can give us in securing the membership of the employes under your jurisdiction. Women employes and women members of families of employes are eligible for voting membership—dues One Dollar per year. Men employes are eligible for contributing membership—dues any amount from 25c up per year. Contributing membership dues are used entirely for relief work. Our fiscal year extends from April 1st of one year to March 31st of the following year.

We are very anxious to take care of the membership problem early in the year so that there will be funds in the chapter treasuries to handle the relief work next fall and winter. Dues paid now will cover up to and including March 31, 1934.

Thanking you and the employes of your department for your kindness to us in the past, and for such assistance as you can give us in the future,

LYDIA T. BYRAM, *President General.*

THE MILWAUKEE MAGAZINE

UNION STATION BUILDING, CHICAGO

Vol. XXI

JULY, 1933

No. 4

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

CARPENTER KENDALL, *Editor*

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

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Veteran Employes Association

Executive Board Votes Not to Hold Meeting

THE Executive Board of the Veteran Employes Association have voted no meeting this year. The reasons for this action, as announced are: because of the short weeks many of the Veterans have been working, reducing to that extent their income; the fact that many of them have thus been obliged to support themselves and their families on limited earnings and the further fact that so many of the veterans, both those on full time and those on reduced working time, are called upon to help in the support of members of their families who are unemployed.

These considerations were the factors in bringing about this decision of the Board, with the hope that by another year conditions will have improved to the extent that a real old-time convention may be held.

The Milwaukee Railroad Women's Club submit the following recapitulation of their report to date of June 19th, of disbursements from the five thousand dollar fund given the Governing Board of the Women's Club to aid needy and incapacitated members of the Association during the period of the depression.

The resolution allowing this amount

from the Veterans' fund was passed at a meeting of the Veterans' Board on February 25th, 1932, and the full amount has been deposited with the Treasurer-General of the Club, Mrs. W. W. K. Sparrow. All applications for aid, and the expenditure allowed, from this fund have been passed upon by Mrs. Carpenter Kendall, first vice president-general of the Women's Club and also a member of the Veterans' Board.

For obvious reasons the detailed statement of expenditures, containing the names of those who have been aided, is not published, but same is on file with vice president J. T. Gillick, who is also acting president of the Veterans' Association.

The calls for aid for members of the Veterans' Association has and is growing steadily, and the thanks of the Women's Club for their fund is tendered the Veterans' Association. There is approximately fifteen hundred dollars left in the fund, as will be seen by the statement. The utmost care has been exercised in the disbursement in order to have the fund do all the good possible among the Veterans.

their employes and of every feature of their operations while their competitors are subjected to no comparable regulation, especially by the federal government, is so obviously and grossly unfair to the railroads, and unsound as a matter of public policy, that the mere statement of the facts should be sufficient to arouse an effective public demand for more equal government treatment of all classes of carriers.

The railroads borrowed about a billion dollars from the government during and immediately following the war, and have repaid virtually all of the money with interest exceeding the amount of interest the government paid for it. The most outstanding difference between government expenditures upon highways, waterways and other public works, and government loans to the railroads, is that the government has never got back any of the money it has spent on public works, while it has recovered and will recover its loans to the railroads with interest. One of the best means the government could adopt to help revive business would be to loan several hundreds of millions of dollars to the railroads on easy terms to be used by them in beginning immediately to do needed improvement and maintenance work that has been deferred during the depression, and in employing the labor and buying the materials required for such work. As business revives and traffic increases the railways will have to increase their expenditures for improvements and maintenance, anyway, and government loans, which would enable them to do this work earlier than would otherwise be possible, would contribute more to speeding up the revival of general business than the use of an equal amount of government money in any other way.

The railroads are not asking for any kind of government aid at the expense of the taxpayers, but expect to repay with interest every cent they borrow. They are not asking for increased taxation of any industry, but only that other carriers shall not be helped to compete with them by government subsidies. They are not asking for any kind of regulation of other carriers which the public does not believe should also be applied to the railways. They are simply asking for the same kind of government treatment of all carriers that compete for the same traffic, and this they are plainly entitled to, not only in justice to their security owners, but, also, in justice to their employes, and in the interest of the public.

From address by Sam'l O. Dunn, Editor, "Railway Age," before Texas Press Assn.

Recapitulation	
49 Cases—24 Chapters	
Total spent	\$3,354.58
Made up as follows:	
Doctor, hospital, medicine and nurse bills.....	\$ 627.60
Burial expenses	125.00
Living expenses, including food, clothing, rent, light and water bills, also taxes, insurance premiums and pension dues.....	2,601.98
	<hr/>
Spent from the Veteran Association's treasury before the \$5,000.00 was turned over to the Club	\$ 312.68

TRUCK TRANSPORTATION

THE railways have suffered losses of traffic to the trucks which, even under present conditions, are costing them freight revenues of approximately \$600,000,000 annually. The operators of large trucks are, generally speaking, paying for the use of the highways only a fraction of the costs incurred by the federal and state governments, at the expense of the taxpayers, in providing and maintaining the excessively expensive highways required for heavy trucks. The railways are not asking for increased "taxation" of users of highways or waterways. A reasonable charge for the use of a government-owned highway or waterway is a toll or rental,

and not a tax, and until all operators of buses, trucks and boats on inland waterways are required to pay tolls sufficient to cover all the costs incurred to provide them with places for carrying on their business, they will be subsidized at the cost of the taxpayers in general. It is entirely unfair to the railroads, and entirely unsound economically from the standpoint of the public for the railways to be subjected to competition and losses of traffic due largely to the subsidization of other carriers.

That the railways should be subjected to strict regulation of their rate making, of the hours of service and wages of

Waterway Transportation

"THERE is no more economic justification for the building of a waterway for transportation purposes unless there exists definite assurance that its use will produce a profit on the investment than there is for building a line of railroad that does not promise sure returns," declared C. D. Morris, of the Western Railways' Committee on Public Relations, Chicago, in an address at the annual convention of the Central Retail Feed Association, in Milwaukee. "Since the building of railroads is done by private capital," continued the speaker, "no new lines are now being builded. The development of our rivers, however, being paid for through taxation, is quite a different matter. Not only are we pouring millions of dollars into our rivers each year, apparently without regard to the economic need therefor, but are very seriously considering one or two new projects that will cost upwards of a billion dollars, neither of which can be justified on economic grounds.

"It is also well to remember at this time that we already have sufficient transportation facilities to meet all our needs. To add to what we already have will accomplish nothing more than to largely increase the total transportation bill of the nation, which, in the final analysis, must be paid on a per capita basis by all the people, if not directly, then in an indirect way. We are in the habit of charging the ills of the farmer to over-production and the same sort of reasoning may be wisely used in considering the matter of transportation. If you were seeking a location for a feed store you would not select a community having more such establishments than it can support. We already have a most convenient, safe and, economic transport agency, entirely adequate to provide all the service we need. Is it wise to pay for another through taxation when the best it can do is to cripple the agency we already have, greatly reducing its ability to satisfactorily serve us and at the same time materially add to our already excessive burden of taxation?"

"And what is said here with respect to river transportation can, with equal truth, be said with respect to commercial transportation on our public highways. Since 1920 we have expended something like twenty billions of dollars on our highways, greatly increasing our governmental costs, the original purpose never having been to provide a roadbed for commercial transport. Very many of these highways are being rebuilt today for the reason that they were not intended for the class of traffic to which they have been subjected. Assuming that the highways belong to the people and that they have a right to use them for whatever purpose they may desire, is there any earthly reason why they should be used for commercial purposes without adequate payment therefor? We would not buy a farm, build a residence or a store building and permit another to use it free of rent. Nor is there economic justification for the people taxing themselves to build a public highway for the use of those en-

gaged in commercial transport upon any other basis than a self-supporting one. If it be right and proper, in a country devoted to equal rights, to subsidize the boat line and the motor truck to the extent of providing them with a roadbed, the same concession ought in justice be made to the railroad.

"And, there is another phase of this question that ought not to be overlooked. The railroads have come to be one of the greatest purchasing agents in the country. A few years ago they spent more money annually for labor, for the products of the forest, the mine and the farm than any other single industry in the land. Under our subsidization policy, and because thereof, this purchasing power has been destroyed. Three years ago the annual revenues of our railroads were in excess of six billion dollars a year; now they are but half that sum. Railroad employees today number only half as many as in 1920, thirteen years ago. To imagine that we can profit under such a condition is to imagine that we can lift ourselves by our bootstraps. And the thing becomes all the more ridiculous when we remember that we are taxing ourselves very heavily in order to bring this sort of thing about."

Getting the Taxes Paid

THE first installment of a more than a million three hundred thousand dollar Wisconsin tax bill was paid June 15th by the Milwaukee Road, at Madison, Wisc.

State Treasurer Robert K. Henry received from the railroad tax payment voucher to cover the first half of the \$1,344,226.26 the railroad will pay this year to be used for the benefit of the residents of the state. The total taxes for 1933 payable by all railroads operating in Wisconsin amounts to \$5,620,015.00.

In the past 16 years the earnings of the Milwaukee Road have not been sufficient to permit payment of any return to its stockholders, but in that period it has paid to the state of Wisconsin in taxes over \$25,800,000.00. In light of increasing default in tax payments from other sources it is significant to note that the railroad's taxes have been paid regularly.

The Milwaukee Road is one of Wisconsin's important home industries. The nucleus of the present system, comprising more than 11,000 miles of railroad, had its inception in this state in 1847. Its payrolls in the state in normal times amounted to more than \$22,000,000 annually, divided among nearly 13,000 employees. From Wisconsin producers and manufacturers its purchases of materials and supplies amounted to over \$3,000,000 in a normal year. In addition it advertises extensively Wisconsin agricultural and industrial advantages and scenic attractions.

Railroads and Education

Some idea of the importance of railroad taxes to the public schools may be had from the school taxes paid by Class I railroads in 1931 to twenty of our mid-western states, which were as follows:

Arkansas	\$ 1,875,852.77
Colorado	2,535,568.52



Vice President Gillick and W. E. Tyler, On Mr. Tyler's 80th Birthday

Illinois	10,864,069.92
Iowa	3,577,290.40
Kansas	4,648,340.33
Kentucky	2,569,791.98
Louisiana	2,105,372.86
Minnesota	1,843,187.68
Missouri	1,741,960.02
Mississippi	1,408,346.55
Montana	2,792,700.10
Nebraska	2,356,973.61
New Mexico	1,837,948.34
North Dakota	2,209,591.36
Oklahoma	3,427,303.57
South Dakota	1,239,458.60
Tennessee	1,376,951.86
Texas	2,966,607.11
Wisconsin	1,995,613.74
Wyoming	1,042,737.90

TOTAL

\$54,415,667.22
These figures show that in these twenty states 45.75 per cent of taxes (not including income taxes) paid by the railroads in 1931 went for the support of our public schools. On this basis the railroads of the entire country paid an aggregate of \$133,284,144 for the support of our schools in that one year. Without the support of the railroads it is easy to imagine what would happen to our schools.

Dub. Ill. Div., 2nd Dist.

E. L. S.

H. E. PIERPONT, Vice President in charge of Traffic, and T. W. Proctor, Assistant Freight Traffic Manager, Chicago, spent the day with D. F. & P. Agent W. F. Keefe, May 24th, calling on our patrons in Dubuque.

Sympathy is extended to Agent Fred Schrader, Marquette, on account of the death of his mother.

M. F. Whalen of Deer Lodge visited with relatives at Lansing the fore part of June.

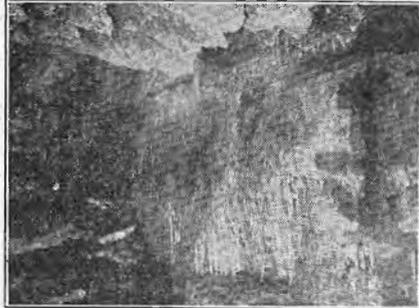
Congratulations extended to Mr. and Mrs. Ira E. Kelsey McGregor due to the arrival of a new baby son the fore part of June.

The Dubuque-Telegraph Herald-Times Journal recently carried an item that the historic piece of narrow gauge railroad, 36 miles, between Bellevue and Cascade, of which the Milwaukee R. R. has been the owner for many years, passes into other hands the latter part of June, due to the sale of same to the Twin City Coach Co. of Minneapolis who will be the new owners.

Winneshiek County, Iowa, and Decorah, County Seat

By Ted

MINGLED in with the fertile fields and tall corn of Winneshiek County are high hills, palisades and other curious rock formations which take the shape of "pulpits," "chimneys," "tables" and the numerous various oddities peculiar to sandstone and limestone rock. These border little winding rivers and luxuriant



The Ice Cave

foliage overhangs the clear running streams where the sportive trout love to loiter and lure an anxious angler onto the face of the waters.

Underground are caverns and lost lakelets making themselves known on the surface by means of gaping openings in the hill walls, bubbling springs and gushing rivulets that flow out of the rock-bound hills. Here and there caves whose walls are covered with frost and ice, in places to quite considerable thickness. Cool and inviting retreats these are in mid-summer, when curiously enough the ice forms thickest on the cave walls.

In the valley of the Upper Iowa River which flows through the county is Decorah, county seat, named for an old Indian chief of the Winnebago tribe which for many years claimed this corner of northeastern Iowa for its home, lived and hunted here under the protection of the soldiers at Fort Atkinson and back at Fort Crawford on the Mississippi River in Wisconsin. The city lies in a lovely bowl of hills where the pleasant homes of the residents look out from their hill-tops on a broad valley landscape below. Farms and agricultural pursuits make the valley a typical Iowa countryside over which the little city of 5,000 presides as county seat and market place.

Decorah, as a town originated when the white settlers moved in, after the westward trek of the Winnebago tribe, their chiefs having surrendered the reservation and the so-called "Neutral Strip" to Uncle Sam for the benefit of the oncoming white civilization that could not be denied.

Pleasant and attractive in modern dress as its location in age-old surroundings, the city has all the necessary facilities for trade and industry; it has hotels, schools, a Lutheran college that boasts of more than seventy years of usefulness;

lovely homes and parks and drives. The city parks are marvelously situated where the view stretches out across valley and stream; and winding scenic walks on the hillsides lead to splendid views, to peaks and precipices and caves and springs. There is golf and country-club life in surroundings of superlative beauty, and magnificent hard roads slip away into the country to the scenic wonders, the lovely glens and woodland, caverns and springs and strange rock formations that tell the story of the ages; of when glaciers ground out the kames and kettle holes and raised high moraines; and of the flood of waters that followed and scoured out the still stranger formations, wonders and freaks of nature that border the valley of the Upper Iowa River and give to Winneshiek County its especial and peculiar lure.



Scene on Upper Iowa River

One of the most interesting of these nature freaks is the celebrated Ice Cave located just on the northern edge of the city and easily accessible to visitors. This cavern extends a long distance into the hills which here rise to towering heights and the cool reception one receives on entrance grows cooler as he penetrates to the depths. The walls are frost covered always, and a remarkable fact in connection with this nature wonder is that as the summer advances and the heat outside increases, the ice of the cave forms thicker and faster. One of Old Lady Nature's cold storage plants, always on the job when most needed. The entrance to the cave is high in the hills, but a well built rock stairway leads upward in easy stages.

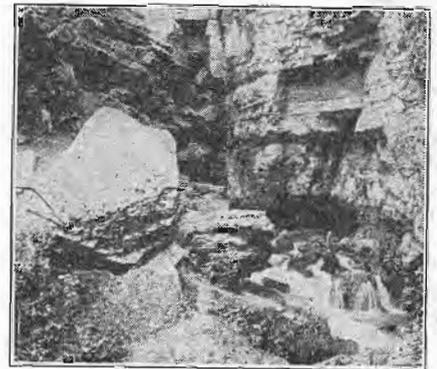
Glenwood Cave is another wonder spot. The entrance is 85 feet above the surrounding country, and inside a mysterious little stream six feet wide and about 2,500 feet long, springs out of cavernous depths and disappears again telling none whence it cometh or whether it goeth.

Up in the hills, also, is Dunning Spring that bubbles out of the rock and cascades downward to the valley in a picturesque little stream of pure sparkling water. These and countless other marvels are to be seen on a visit to Decorah and its environs, and new wonders are discov-

ered from time to time and added to the list of the attractions. One of the latest of these was a "find" reported by ten young men of Decorah who, on a recent exploring expedition, came upon a waterfall 20 feet wide with a drop of 90 feet, all about 400 feet below the ground level. On their return the explorers not only reported the waterfall, but a "crystal chamber" that glistened under the flare of their searchlights. It was some 600 feet long, they said, with stalactites and stalagmites sparkling like crystal icicles and dripping with water. This cave is situated about twenty-five miles from Decorah across the state line into Minnesota. The party spent four or five hours in the cave and while it has been entered by many people heretofore, probably its extent has never before been known.

The early history of Winneshiek County belongs in the main to the Winnebago tribe, but according to Mr. Charles Philip Hexom, a leading citizen of Decorah and student of Indian tribes and folklore, the northern part of Winneshiek County at one time formed a small part of the vast hunting grounds of the Sioux Indians and the southern part was given over to the Sauks and Foxes. In a council held at Prairie du Chien, August 19th, 1925, a boundary line was established between the Sioux on the north and the Sauks and Foxes on the south. The principal object of this treaty was to make peace between these contending tribes as to the limits of their respective hunting grounds in Iowa.

The boundary line began at the mouth of the Upper Iowa River and followed the stream which traverses Winneshiek County to its source. In order to decrease still further the encounters between the



Dunning Springs

Sauks and Foxes on the one hand and the Sioux on the other, the United States secured, at a council held at Prairie du Chien July 15th, 1830, a strip of territory twenty miles wide on each side of the boundary line already established and extending from the Mississippi to the east fork of the Des Moines River. This strip, forty miles in width, was termed the "Neutral Ground." The tribes on either side were to hunt and fish on it unmolested, a privilege they ceased to enjoy when this territory was ceded to the Winnebago. In this way the tract of land now known as Winneshiek County became a part of the "Neutral Ground."

The Winnebago, as we have seen in previous chronicles, began moving onto

the Neutral Ground immediately although the removal of the tribe as a whole, from Wisconsin did not take place for several years after. The county was named for Winneshiek, one of the great chiefs of the Winnebago and the city of Decorah, for another chief of the tribe. There were several chiefs who bore the name Decorah, it seeming to be a family designation within the tribe, but Mr. Hexom says that from his research "it is evident that our county seat is named in honor of the venerable Waukon Decorah." Waukon Decorah was a great council chief and orator of his tribe and signed many of the treaties with the Federal Government. He also went to Washington at one time and from that occurrence he sometimes was called Washington Decorah.

There were other Decorahs of note in the tribe, among them a so-called "One-eyed Decorah," a "Little Decorah," "Old Gray-headed Decorah," "Spoon Decorah" and others who achieved remembrance by posterity through their connection with the annals of the Great tribe.

The city of Decorah was for some time, it was said, the repository of the bones of Waukon Decorah. An Indian does indeed repose there in the Court House Square, but Mr. Hexom maintains these are the bones of some other Indian. He says further: "The first grave supposed to be that of Decorah was on ground now occupied by Winnebago street just below Main, almost at their intersection. The opening of the street to travel made it desirable that the remains be removed to another spot. This was done by a formal meeting of prominent citizens August 4th, 1859. When the grave was opened it was found to contain human bones, a blanket, a tomahawk, a pipe and a great number of beads. These were taken out and buried under Ellsworth and Landers' store, the place now occupied by John C. Hexom & Son, where they remained about six months. When the stone wall in front of the Court House was completed, the remains were reinterred. They were placed in the Court House Square where they lay undisturbed for about seventeen years. But the grading and terracing of these grounds and the building of the new stone wall compelled another reinterment in the summer of 1876. The bones were taken out and placed in a box to be buried again inside the new stone wall."

Mr. Hexom further says that when the remains were first exhumed, the skull had black hair. And at this time, also, Waukon Decorah was living in Minnesota with his people; and he died at the Blue Earth Agency in Minnesota in 1868, was about 99 years old when he died and had white hair. It would seem that Decorah has the grave of an Unknown Warrior."

Of the old Chief Winneshiek, although a somewhat shadowy character in history, still seems to have been a notable and mighty chieftain. He was reputed to be both physically and mentally a remarkable man of his race—modest, kind and courteous, but dignified, firm and just in the exercise of his authority. He was made head chief of the tribe in 1845 by

the United States War Department, "on account of his ability, and fitness for the position." When the tribe was removed to Long Prairie, Minn., he was the head chief and in 1857, when at Blue Earth reservation he was called a "worthy chief and ruler of his tribe."

Mr. Hexom's book concludes with a few reminiscences of the locality and says: "Although Iowa was in a manner always neutral ground and escaped many of the worst results of the encounters between the whites and Indians, the early settlers of Winneshiek County had their Indian scare and they had good reason to become alarmed. What led to this was the Indian uprising and Sioux massacre in Minnesota in June 1862. * * * At this time the Winnebagos were at Blue Earth in southern Minnesota; and although they took no part in the Sioux massacre and even though they offered the government their services in punishing the Sioux, the inhabitants of Minnesota demanded their removal. They were hastily

removed to South Dakota where they suffered many hardships." The Indian scare was general throughout the country. At Decorah, men, women and children gathered on the Court House Square and prepared to withstand a siege. Settlers left their homes and gathered in Decorah as a place of refuge. Men armed themselves with any kind of weapon that lay handy, and determined to defend their families and homes, but they were much relieved when the threatened attack proved only a rumor. Many another legend and story relating to the Indian occupancy of Winneshiek County bears witness to the life of the red men in that section of Iowa and their memory will never perish. The names of Winneshiek and Decorah perpetuated in county and city will remain a monument to their former residence here.

"Here still a lofty rock remains,
On which the curious eye may trace
(Now wasted half by wearing rains)
The fancies of a ruder race."

The Electric Spirit

Virginia Donaghe McClurg

This poem was written by Mrs. McClurg in celebration of the electrification of The Milwaukee Road in Montana:

In world-chaos dim, outflung,
I had birth
And, full panoplied, I sprung
To the earth.

On my brow a star was set,
Clear its ray,
Lest high heaven I should forget
On my way.

When the cosmic orbs were swung
Through the air
And the chant of spheres was sung,
I was there.

When the earthquake tore the land
In its wrath,
By the molten lava spanned—
'Twas my path.

My flame-writing on the wall
Of the sky
Gleams athwart the midnight pall
As I fly.

Where down-falling, rainbow rills
Meet the tide
Silver-sweeping as it fills—
There I glide.

Rumbling, muttering thunder shocks
Through the gloom,
Crashing trees and riving rocks—
Tell my doom.



Agent Johnson, Rockford, Ill., and Office Force. Taken on the 50th Anniversary of His Service

Yet, where cheering household light
Gilds the dark
And the hearth fires glow full bright,
'Tis my spark.

So: HE curbed and harnessed ME
(Puny man!)
Since, through aeons, glorious-free
Time began!

First, he yoked the milk-white steers,
Patient, slow;
As the placid, primal years
Come and go.

All afire with quivering life
Came the horse,
Ploughed man's field, and led the strife
In his course.

Light-winged steam—a hovering bird
In its flight—
Phoenix-like, the red fire stirred
Into might.

With my thunder-driven wings,
Throbbing heart,
Swiftly as the lightning springs
I upstart:

Smooth, resistless, o'er the plain,
Reach the height;
Torrents gird, scarped cliffs attain,
Rock-walls smite!

From the Continental Crest,
Far below
Lie the cities of the quest—
Fields to sow.

Gathered in my tireless arms
Human freight
Finds its goal through calms or storms
Life elate.

Work ennobles—understood
Gifts I bring.
Service is the highest good—
I am King.

"How long should I cook this spaghetti?"
"Oh, about nine inches."

The Agricultural and Colonization Department

Horses in Demand

Eastern Users Need More Work Animals

"WHERE can I get a load of horses?" That question is asked almost daily by farmers and brokers who live and do business in the eastern corn belt or districts to the north of that area. At least that has been the experience of representatives of this Department who travel that territory.

Many dealers have sold several carloads of horses to farmers and other users and could sell more if they could find the animals to market. As one dealer said, "I could still move several loads. All I ask is that they be gentle, broken to work and not too old." One can imagine the demand by the following remark from the same broker, "Don't think horses now have to be a hundred per cent sound. I can move a lot of the kind that can just move around."

So if you know of farmers or others in any Milwaukee territory who can assemble a carload of work horses, a market awaits them.

While the foregoing would indicate that any four-legged equine would do or could be sold, the facts are that horses must be able to do an honest day's work and appear to have a sufficient number of years work in them to warrant the investment.

It is a fact that more horses could be sold and if they can be supplied from our territory, it will mean just that much more business for our road.

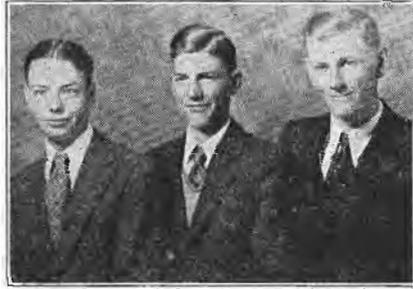
Montana Boys Ready

Planning Milwaukee Trip to Kansas City

THE Montana Future Farmers of America have already selected the three boys who will represent the state in their national livestock judging contest to be held in conjunction with the Kansas City Royal.

Mr. J. E. Border, State Supervisor, Agricultural Education, writes:

"We have just held our State livestock judging contest and selected our team that will represent Montana at Kansas City on the trip that is made possible by the contribution from the Milwaukee Railroad. I am sending you a picture of the boys that were selected to make this trip. They are: Eugene Ball of Missoula, George Dusenberry of Bozeman, and Lambert Hruska of Lewistown. Lambert Hruska was the high point man in the contest. We expect to bring these boys into Bozeman for three or four days' intensive training before they make the trip, and we hope to make as good showing as we did at Kansas City last year. I had this picture taken while the



The Three High Point Montana Boys

boys were together here in Bozeman in order that I might have a picture of the group to send you. The fourth boy has not been selected yet, but will be one of the outstanding boys in the state.

The boys that make this trip will no doubt like to stop over for a few days in Chicago, either going or returning from Kansas City, to take in the World's Fair. No doubt this can be arranged."

Arrangements certainly will be made so that these boys and others will have time while in Chicago to see the World's Fair. It would be unthinkable to not allow young men from so great a distance the privilege of viewing A Century of Progress.

The boys selected for the trip to Kansas City, from each of eleven states served by The Milwaukee Road, must be the best judges of livestock enrolled in Agricultural High Schools. They then compete with similarly selected judging teams from all the other states to determine the best high school livestock judging team in the country.

In addition to the state judging team the boy having the highest scholastic, project and character proficiency during his high school course in agriculture is selected to represent the state in the national contest for the annual award of America's Star Future Farmer. Usually one of the teachers of agriculture in a Smith-Hughes High School accompanies the boys on the trip, acting as coach and chaperon.

Railroads Improve Service

Livestock Shipping Speeded Up, Made More Flexible

DURING recent months, most of the railroads handling livestock have made some very important changes in service of benefit to the shipper. Only a few of the more important changes in service and rates can be described in a brief article, but they will illustrate how closely the management of our railroads are watching the movement of agricultural commodities so that the service offered may more nearly meet the requirements.

Probably one of the most important re-

cent changes in railroad service was the provision that farmers might ship for distances not exceeding 260 miles to market mixed or straight carloads of meat animals, subject to a minimum of 10,000 pounds. Any percentage of hogs, sheep, calves or cattle may make up the carload.

Already numerous shippers have said that this change in service has decidedly benefitted them. Shipping association managers, local stock buyers, and others have pointed out how they no longer must "fear" the day when they were to receive stock for shipment to market. Now they can take what comes and be certain that they can move it by rail.

Many farmers point out how they, too, use this new minimum to advantage. They say they can now keep "topping out" their fattening herds and flocks, taking advantage of favorable markets or moving those animals already for slaughter at the proper fattening period, thus conserving feed, labor and shelter.

"Making the market," or watching one's animals sold, is the desire of most good livestock men, and—why shouldn't that be the aim of all good feeders? Do they not then have the opportunity to view the appraisal of their breeding and feeding efforts? To stockmen the announcement governing the issuance of free return transportation was most welcome. That announcement follows: "To caretaker accompanying shipments of livestock requirements have been modified so that free return transportation is granted to caretaker who accompanies one carload of stock to market in the territory between Chicago and the Montana-Idaho State Line." Formerly shippers were required to move two cars at one time to receive free return transportation.

The movement of livestock to market is constantly being studied in an effort to improve service. The Chicago, Milwaukee, St. Paul and Pacific Railroad Company has announced a new schedule of train service from many Montana points. During the season of the year, when range stock is moving in large numbers, it will be taken to the South St. Paul, Sioux City and Chicago markets with only one intermediate feed. With this arrangement loading may be done 24 to 48 hours later than heretofore, the stock arriving for the same Monday market.

From North and South Dakota points, west of the Missouri River, livestock loaded during the range run will move to the Sioux City and South St. Paul markets via The Milwaukee Road without feeding in transit. This is in line with the policy of the Road to save transportation time and costs.

Other improvements in the handling of livestock on our railroads will be made as soon as the carriers have satisfied themselves that the proposed improvement will materially benefit both the shipper and the railroad.



SAID TO BE HUMOROUS



The Scotchman couldn't find his ticket. On the conductor's second round it was still missing. "What's that in your mouth?" the conductor asked.

Sure enough, there was the missing ticket. The conductor punched it and went his way. "Ah, weel," said Sandy, when several of the passengers laughed, "I'm nae so absent-minded. It was a very auld ticket and I was just suckin' off the date."

Works While He Sleeps

"My husband has no idea what I go through when he snores."
"My husband never misses his small change, either."

Force of Habit

"Did you give the prisoner the third degree?" asked the police officer.
"Yes, we browbeat and badgered him with every question we could think of."
"What did he do?"
"He dozed off and merely said, 'Yes, my dear, you are perfectly right.'"

"Perhaps we'll all get to heaven some day," sighed the engineer.
"We'll never get to heaven," snapped the fireman, as he leaned out the cab window, "if the switchmen get there first."

"Oh, Mr. Policeman, a man has been following me."
"Are you quite sure he has been following you, madam?"
"Of course I am. I went back two or three times to see if he was coming."

Watchman (after train has passed, leaving demolished auto in its wake): "Heavens, man, didn't you see my stop sign?"
Motorist: "Sure, but I thought it was meant for the engineer."

Young lady motorist: "It's snowing and sleeting and I'd like to buy some chains for my tires."
"I'm sorry—we keep only groceries."
Motorist: "How annoying! They told me this was a chain store."

Mistaken Identity

Rastus was employed as a laborer on a railway gang. He found the going pretty hard and looked up his boss at the end of the first shift.
"Boss, yo' sho' yo' got my name on de pay-roll?"
"Sure," answered the foreman, "Here's your name—Rastus Simpson. That's right, isn't it?"
"Yes, suh," replied Rastus, "Ah jes' thought you might have me down as Sampson."

St. Peter: "Can you give any reason why you should enter here?"
Applicant: "Well . . . I owned an automobile for twenty years and never tried to knock a locomotive off the track."
St. Peter: "Enter, Brother. Common sense is a heavenly virtue!"

Come Into the Diner, Maud

(With Apologies to Tennyson)

H. L. Phillips

Come into the diner, Maud,
You needn't be so shy;
Step into the diner, Maud,
The prices are not so high—
An egg on a train you can now afford—
In fact it's a darned good buy!

Away with that ancient fear—
The dread of a dining car!
Step into the diner, dear—
The prices no longer jar;
There now is no need of that feeling queer
That two dollars per is par.

Why starve in the coach today,
Or munch on an apple there?

Without going broke you may
Dine traveling anywhere;
They've taken the bunk and the frills
away—
They're feeding the passengaire.

Why feast on a peanut bar?
Why diet as towns fly by?
They're making the dining car
A place for the average guy;
You don't need the wage of a movie star
To order a piece of pie.
They'll serve you some rolls and tea
For less than a turkey roast;
You don't need the R. F. C.
To order a slice of toast;
They'll even serve excellent soup (split
pea)
At ten cents a plate (almost).

Railroad Agent (dining at a small-town hotel): "Why does that dog sit there and watch me all the time?"

Waiter: "You've got the plate he usually eats from, sir."

Ticket Clerk (at small village station): "You'll have to change twice before you get to New York."

Villager (unused to traveling): "Goodness me, and I've only brought the clothes I be standing up in."

The Polite Philanderer

"The couple next door are very devoted—every time they meet he kisses her. Why don't you do that?" asked the wife, reproachfully.

"Well, dear," answered the husband, "I hardly know her well enough for that."

The Difference

The Smiths were engaged in one of their numerous quarrels.
"You women," snapped Mr. Smith, "are only happy before a glass."
"Yes," replied his wife, "and you men are only happy after one."

Prophecy Fulfilled

"When I was a little boy," said the corporal, after his troops had muffed a succession of commands, "my mother told me not to cry when I lost my wooden soldiers. 'Some day, Johnny dear,' she said, 'you will get those wooden soldiers back.'"

Then, drawing himself to his full height, he bellowed, "and, believe me, you wooden-headed scarecrows, that day has come."

Overworked

First Conductor: "My wife was certainly angry with the doctor."

Second Conductor: "How come?"
First Conductor: "Well, she told him she was tired, and he asked to see her tongue."

Prospective Customer: "What's the difference between this new model and last year's car?"

Efficient Salesman: "Well, the automatic cigarette lighter is about an inch nearer the steering-wheel."

Not Stone Blind—She: "You got fooled on this diamond ring."
Me: "I guess not. I know my onions."
She: "Maybe—but not your carats."

Pat was a true son of Erin, always happy and ready for a joke. One day a farmer in passing him shouted good-humoredly, "Bad luck to you, Pat."
"Good luck to ye, sir," was the immediate response, "and may neither of us be roight."

Foreman (on excavation job): "Do you think you are fit for really hard labor?"
Applicant: "Well, some of the best judges in the country have thought so."

No Sleuthing Needed

"How did you find the weather while you were away?"
"Just went outside and there it was."

Dissatisfied

"Where to, Jack?"
"The doctor's. I don't like the looks of my wife."
"I'll go with you. I don't like the looks of mine, either."

Porter: "Did you miss that train, suh?"
Puffing Passenger: "No! I didn't like the looks of it, so I chased it out of the station."

Too Light

A thin man resented the lateral pressure of a fat man on the same seat with him in a street car.
He said: "They ought to charge by weight in these cars."
"If they did, sonny," said the fat man, "you'd have to walk. They couldn't afford to stop for you."

The inspector was paying a hurried visit to a slightly over-crowded school.
"Any abnormal children in your class?" he inquired of one harassed-looking teacher.
"Yes," she replied, with knitted brow, "two of them have good manners."

ACCIDENT SAFETY FIRST PREVENTION

FOLLOWING are congratulatory messages to the Manager of the Safety Department upon publication of the May, 1933, Safety Record showing no reportable injuries in that month:

Congratulations

Mr. Scandrett's telegram of June 1st from Washington, D. C., to Mr. Gillick:

"Mighty happy to learn no reportable injuries in month of May. Heartiest congratulations to you all."

(Signed) H. A. Scandrett.

Mr. Gillick's wire to Superintendents, including Locomotive and Car Departments, reads as follows:

"Mr. Meyer advises me we have gone through the month of May without a reportable injury to an employe on duty. I do not know of any better message that I could send you than this one and I would appreciate your placing it on all bulletin boards with my congratulations to the Milwaukee Family who brought about this very excellent situation."

(Signed) J. T. Gillick.
May Records

Month of May	Reportable Injuries	
	Fatal	Other
1929	1	101
1930	2	34
1931	2	17
1932	...	20
1933	...	...

Rank	Railroad	Rep. Injuries		Cas.	Total Rate
		Fatal	Other		
1	Union Pac. ...	23	23	1.74	
2	C. M. St. P. & P.	2	27	2.26	
3	C. & N. W. 4	27	31	2.43	

This denotes progress in accident prevention. It certainly is wonderful to show a clear record for May, 1933. This should help materially in improving upon our comparison with other roads.

For the first quarter 1933, the casualty rates for the leading railroads in our group were:

The Accident Alibi

By John J. Dorsey, Sectional Stockman, Store Department, Tacoma, Wash.

"IT WAS an accident," is a poor alibi for injuries which could have been prevented.

Ask yourself what caused the latest injury to one of your own family or fellow employes. Was it a true accident which could not have been prevented, or was it the result of carelessness? Most accidents are of the preventable kind.

Could any member of our Department suffer a serious injury because of hazards we have not removed? Can we walk safely in any place or building, day or night, without fear of fall-

ing over some temporary or permanent obstruction?

We have learned that accidents usually result in an injury or death to some one. We must command our efforts on and on until we destroy this evil. The reward is health and happiness. How grand it is to be among men who are conscious of the welfare of themselves and fellow employes!

I will quote a couple of accident alibis. Here is one in our own state. Last December a father was in his backyard splitting wood for the mother to cook a nice turkey for their Christmas dinner. His little sixteen-year-old daughter was anxiously waiting for an armful of wood to hurry into the house to her waiting mother. The father was using a steel wedge to split the wood blocks. They were all very happy with the prospects of a fine turkey dinner. The father swung his axe, hit the steel wedge, a piece of flying steel from the wedge struck and fatally injured his little girl, severing her jugular vein. The poor child died within a few minutes in her grief-stricken father's arms. What a pity and what a tragedy!

A few months ago in Mississippi a thoughtless bus driver drove off a ferry landing, drowning himself and eighteen passengers in the Mississippi River. If

he were living today what kind of an alibi would he have?

Last year in the United States there were 17,000 fatal accidents in industry and 29,000 in homes. These figures show how imperative it is that we be both safety-minded at home and at work.

Well-managed industries are doing all possible to reduce the number of accidents through regular inspection and protective measures, such as we are doing here at our regular safety first meetings.

Let's not have any accident alibis here by carrying out our work in a safe and sound way.

Safety First

When the Milwaukee Road first took the stand it took Safety First right hand in hand. And ever since that time it has tried Accidents and injuries to avoid.

And when it's dark and you can't see
The brakeman waves his lantern
And the big bright light on the engine front
Is enough to warn most any man.

And, Oh, those two simple words that should
Mean so much to you and me,
Are passed up by so many folks—
It's Safety First—why can't they see.
—Composed by Goldie Lutz Bross, 11 yrs. old.
Daughter of C. O. Bross, Aberdeen, S. D.

The Safety Contest

The following shows the name of the officers who occupied first place in their respective groups in the safety contest for the four-month period ended April 30th, 1933:

Name	Title	Division
L. F. Donald	Superintendent	Dubuque & Illinois
R. C. Hempstead	Shop Supt. (classed with Master Mechanics)	Milwaukee Terminals
W. Snell	General Car Dept. Supervisor	Southern District
G. F. Hancock	Trainmaster	Twin City Terminals
W. W. Bates	Asst. Master Mechanic (classed with Trav. Engineers)	Milwaukee Terminals and Milwaukee Divn. (1st Dist.)
E. H. Johnson	Division Engineer	Dubuque & Illinois and Kansas City
G. A. Larson	Roadmaster	Milwaukee Terminals
F. E. Galvin	Chief Carpenter	Dubuque & Illinois and Kansas City
G. W. Dahl	General Yardmaster	Dubuque & Illinois
W. C. Bush	Agent, Large Frt. Hse.	Chicago
F. S. Peck	Storekeeper	Milwaukee Shops
J. F. McConahay	Signal Supervisor	Milwaukee, Wis.
G. Lamberg	Shop Supt.	Minneapolis, Minn.
G. Reichart	Freight Car Shop Supt.	Milwaukee, Wis.
John Reinehr	Shop Supt.	Tomah Shops

The personal injury figures for the month of April and the four-month period, 1933, are as follows:

Lines East	April, 1933			April, 1932			Incr. or Decr.		
	Fatal	Reportable	Lost Time	Fatal	Reportable	Lost Time	Fatal	Reportable	Lost Time
Lines East	1	6	3	..	6	7	..	..	- 4
Lines West	..	..	2	..	..	1	+ 1	..	+ 1
Gen. Offices	..	..	2	..	..	..	..	..	+ 2
System	1	6	7	..	6	8	+ 1	..	- 1
An increase of 17 percent in reportable cases.									
Lines East	4 Months, 1933			4 Months, 1932			Incr. or Decr.		
	Fatal	Reportable	Lost Time	Fatal	Reportable	Lost Time	Fatal	Reportable	Lost Time
Lines East	1	30	9	7	39	24	- 6	- 9	- 15
Lines West	2	3	5	..	7	6	+ 2	- 4	- 1
Gen. Offices	..	..	3	..	..	1	..	..	+ 2
System	3	33	17	7	46	31	- 4	- 13	- 14
A decrease of 32 percent in reportable cases.									

The Patterns

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

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

7915—Junior's Dress.

Designed in sizes: 11, 13, 15, and 17 years. Size 15 requires $3\frac{3}{4}$ yards of 35 inch material. For contrasting material $\frac{3}{8}$ yard 39 inches wide is required. The belt to be cut crosswise, and the bow, and bands bias. Price 12c.

7906—Easy to Make Frock.

Designed in six sizes: 14, 16, 18 and 20 with corresponding bust measure $33\frac{1}{2}$, 35, $36\frac{1}{2}$, 38, also in 40 and 42. Size 16 requires $1\frac{1}{2}$ yards of 35 inch material, together with $\frac{7}{8}$ yard of contrasting material. Price 12c.

7909—Ladies' Apron.

Designed in sizes: Small 34-36, Medium 38-40, Large 42-44, Extra Large 46-48. Size Medium requires $2\frac{1}{2}$ yards of 35 inch material. To finish with piping or bias binding requires $8\frac{1}{2}$ yards of $1\frac{1}{2}$ inch wide. Price 12c.

7901—Ladies' Dress.

Designed in sizes: 38, 40, 42, 44, 46, 48, 50, 52 and 54. Size 46 requires 4 yards of 39 inch material. The tie in contrast requires $\frac{3}{8}$ yard

8 inches wide. The plaiting requires $2\frac{1}{2}$ yards of machine plaiting. Price 12c.

7784—Girls' Dress.

Designed in sizes: 2, 3, 4, 5 and 6 years. Size 4 requires $1\frac{1}{4}$ yard of 35 inch material for skirt and trimming, and $\frac{5}{8}$ yard for the waist. Price 12c.

7913—A Popular Dance Set.

Designed in 6 sizes: 14, 16, 18 and 20 (with corresponding bust measure for the brassiere, $33\frac{1}{2}$, 35, $36\frac{1}{2}$, 38) also in 40 and 42. Size 16 requires $1\frac{1}{2}$ yard of 35 inch material for brassiere and shorts. As pictured it requires $1\frac{1}{2}$ yard of ribbon for the shoulder straps and $2\frac{1}{2}$ yards of bias binding, also $1\frac{1}{6}$ yard of elastic banding for brassiere and $\frac{3}{8}$ yard of narrow elastic for the back of shorts. Price 12c.

7917—Girls' Jacket Ensemble.

Designed in sizes: 8, 10, 12 and 14 years. Size 12 requires $3\frac{3}{4}$ yards of 39 inch material. To line jacket and cape will require $1\frac{1}{2}$ yard. Price 12c.

7918—Simple Frock with or without Apron.

Designed in sizes: 4, 6, 8, 10 and 12 years. Size 8 requires $1\frac{3}{4}$ yard of 35 inch material for the Dress and $\frac{7}{8}$ yard of contrasting material for the Apron. For contrasting material on the dress $\frac{1}{4}$ yard is required. Price 12c.

7925—Girls' Beach Garment.

Designed in sizes: 1, 2, 3, and 4 years. Size 3 requires $1\frac{1}{2}$ yard of 32 inch material for hat and rompers, with 5 yards of bias piping or binding $1\frac{1}{2}$ inch wide. Price 12c.

Favorite Recipes

Banana Cantaloupe. Soak two tablespoons granulated gelatine in one fourth cup cold water. Beat the whites of two eggs slightly, add one-fourth cup powdered sugar and beat again. Then gradually add three-fourths cup of scalded cream while still hot and cook over hot water until thick. Add the gelatine and two-thirds cup of sugar. Strain into a pan and set in ice water. Add four bananas mashed to a pulp, one tablespoon lemon juice, stir until it thickens and then fold in one-half pint cream whipped. Line a melon with lady fingers trimmed to just fit the sections of the mould, turn in the mixture, spread evenly and set in refrigerator until thoroughly chilled.

Strawberry Sponge. Soak one and one-third tablespoons granulated gelatine in one-third cup of cold water, then dissolve in one-third cup of boiling water, strain and add one cup sugar, one tablespoon lemon juice and one cup of strawberry juice. Chill and when quite thick, beat with a wire whisk until frothy, then add the whites of three eggs beaten stiff and fold in one-half pint cream whipped. Turn into a mould and chill.

Creme de Menthe Ice. Make a syrup by boiling two cups of water and one cup of sugar, five minutes. Add one-third cup of lemon juice. Cool, strain and add two tablespoons creme de Menthe cordial and freeze.

Stuffed Tomato Salad. Peel medium sized tomatoes. Cut thin slice from the top and remove seeds and pulp. Sprinkle inside with salt, invert and let stand one-half hour. Fill tomatoes with cucumber cut in small cubes and mixed with mayonnaise dressing. Arrange on lettuce leaves and top with spoonful of mayonnaise. Cut celery or apple may be used for stuffing if liked.

Poinsettia Salad. Chill six small tomatoes of uniform size. Peel by scraping the surface with the back of a vegetable knife and removing the skin. Cut in eighths without severing the section open to look like the petals of a flower. In center of each place one tablespoon of cream cheese that has been mashed, moistened with French dressing seasoned with salt and paprika and forced through a puree strainer. Serve with Martinique French Dressing which is made by adding to one-half teaspoon salt, one-fourth teaspoon pepper, two tablespoons vinegar and four tablespoons olive oil, one-half teaspoon finely chopped parsley and one-half teaspoon finely chopped green pepper. Shake thoroughly.

"The Milwaukee"

J. S. M.

Are you in haste, friend, as you go
Across the country to and fro,
Then Comfort, Courtesy and Speed

Are three things that you surely need.
You'll find them present night and day
If you but use our right of way.

Do you prefer a mountain view,
Do lakes and streams appeal to you?
Are you enraptured with the charm
That clings around a well kept farm?
Be it your bent to work or play,
You'll want to use our right of way.

Is it your thought to drop all care
This summer and take in the Fair,
See the strange sights from many lands,
List' to the music of the bands,
Then one thing, friend, I've got to say,
You're bound to use our right of way.

"Papa, what makes a man always give a woman a diamond engagement ring?"
"The woman."



THE MILWAUKEE RAILROAD WOMEN'S CLUB

Summary of Activities during Fiscal Year April 1, 1932, to March 31, 1933, incl. as compared with Year April 1, 1931 to March 31, 1932, incl.

Membership on March 31, 1932.....	Voting 5,265	Contributing 6,503	Total 11,768
Membership on March 31, 1933.....	Voting 4,798	Contributing 6,443	Total 11,241
Loss in Membership.....	Voting 467	Contributing 60	Total 527
		Apr. 1, 1932- Mar. 31, 1933	Apr. 1, 1931- Mar. 31, 1932
Expended for Welfare, Good Cheer, and Benefit.....		\$26,957.30	\$21,687.67
Estimated value of clothing and other articles received and distributed— not requiring expenditure from club funds.....		\$ 3,671.61	\$ 3,268.20
Personal and Telephone Calls made in connection with welfare and good cheer activities.....		32,684	21,940
Messages of Cheer and Sympathy sent.....		5,459	2,724
Number of families given aid and reached through Good Cheer activities..		19,859	
Approximate number of persons in families given aid and reached.....			
Donated by the General Governing Board to Local Chapters for welfare work—included in above welfare figures.....		\$ 7,998.92	\$ 3,567.61
Sent to Local Chapters from Relief Fund of Association of Veteran Em- ployees for welfare work amongst its members—included in the above welfare figures.....		\$ 2,232.97	
Cleared on Ways and Means Activities (membership dues not included).....		\$10,572.08	\$12,395.88
Balance in the General Governing Board and Local Chapter treasuries as of March 31st.....		\$23,266.60	\$28,319.08
Number of Books in circulating libraries on March 31st.....		4,235	3,674
Number of Library Books loaned to members during year.....		12,843	11,277

Respectfully submitted,
GENERAL GOVERNING BOARD.

Miles City Chapter

Lois G. Webb, Historian

The last meeting before the summer recess was held Friday evening, May 5th at the club house. Forty members were present. A delightful musical program, which consisted of two vocal numbers by Miss Sue Hall, accompanied by Mrs. Al Truscott, and a piano selection by little Miss Allison Rehn, were greatly enjoyed.

In addition to the regular minutes the report of the board meeting, which was held Tuesday, May 3rd, was given. This planned for two social events—the first, a card party Monday afternoon, May 15th, at the club house to be sponsored by the board members; the second, a dancing party, the date to be decided by the committee.

The Mutual Benefit chairman, Mrs. C. A. Nummerdor, reported seventeen personal calls and seven telephone calls.

The Good Cheer chairman, Mrs. Harry Stamp, reported one hundred and nine personal calls, twenty telephone calls.

The Ways and Means chairman, Mrs. Nels A. Helm, reported \$8.50 rent.

Membership, as given by Mrs. Pearl Huff, has greatly increased.

The club decided to hold a picnic in June; this to be an annual event, the date of which will be announced later by the committee in charge.

Mrs. H. J. McMahon and her committee received a vote of thanks for their efforts in making the club dance, April 22, a success. Although the attendance was not as large as anticipated, expenses were made. The music by Felix Wagner's orchestra was excellent and an enjoyable time was had.

Speaking on a subject of general interest to our entire community, Mrs. Beldon Rehn called our attention to the possibility of the school board discontinuing the position of school nurse for Miles City. She read the resolutions, drawn up by the Miles City Woman's Club soliciting the school board to re-apportion the budget, and pledged to aid in every way possible that body if they retained the school nurse. The Milwaukee Women's Club were glad to join with the other service organizations of the city in accepting these resolutions.

At the conclusion of the meeting refreshments were served by Mrs. Blake, Mrs. Kelly and Mrs. Erickson. A number of the members remained to enjoy cards while others attended the Junior Prom at the High School.

Seattle Chapter

Mrs. F. H. Williams, Historian

Seattle Chapter has had a very busy two months. Our new officers have been most successful in getting good attendance at our meetings, and more new members interested; and we all feel that the work will go on satisfactorily when we begin in September. Our officers elected for the ensuing year are: Mrs. J. M. Axelson, president; Mrs. Clyde Medley, first vice-president; Mrs. M. G. Skacel, second vice-president; Mrs. B. W. Zilley, secretary; Mrs. H. E. Moody, corresponding secretary; Mrs. M. W. Hurd, treasurer; Mrs. F. H. Williams, historian.

The committee chairmen appointed are: Mutual benefit, Mrs. Clude Medley; ways and means, Mrs. E. Barrett; program, Mrs. Skacel; membership, Mrs. A. Huehhausen; sunshine and good cheer, Mrs. A. W. Magill; constitution and by-laws, Mrs. C. F. Goodman; sewing, Mrs. L. Wylie; transportation, Mrs. J. Graybill; safety first, Mrs. Prentice; auditing, Mrs. Ethel Burries; custodian, Mrs. O. J. Lane; tele-

Membership Honor Roll—Year Ending March 31, 1933

The following chapters were awarded prizes by the General Governing Board for having by September 30, 1932, reached or exceeded their total membership of March 31, 1932:

Alberton, Mont.
Austin, Minn.
Beloit, Wis.
Black Hills
Butte, Mont.
Chicago—Fullertan Ave.
Chicago—Union Station
Council Bluffs, Ia.
Davenport, Ia.
Kansas City, Mo.
Lewistown, Mont.
Madison, S. D.
Madison, Wis.
Marquette, Ia.

Mason City, Ia.
Milbank, S. D.
Miles City, Mont.
Mitchell, S. D.
Portage, Wis.
Wausau, Wis.

The following chapters were awarded prizes in January for having by December 31st reached their total paid-up membership of March 31, 1932, or secured a twenty percent increase in voting or total membership over such paid-up membership on September 30, 1932:

Aberdeen, S. D.
Cedar Rapids, Ia.
Council Bluffs, Ia.
Des Moines, Ia.
Dubuque, Ia.
Harlowton, Mont.
Janesville, Wis.
La Crosse, Wis.
Marmarth, N. D.
Milwaukee, Wis.
Moberg, S. D.
Montevideo, Minn.

St. Maries, Ida.
Sioux Falls, S. D.
Spokane, Wash.
Tacoma, Wash.
Terre Haute, Ind.
Twin City.

The following chapters were awarded prizes in April for having by March 31, 1933, reached their total paid-up membership of March 31, 1932, or secured a twenty percent increase in voting or total membership over such paid-up membership on September 30, 1932:

Aberdeen, S. D.
Beloit, Wis.
Bensenville, Ill.
Butte, Mont.
Channing, Mich.
Council Bluffs, Ia.
Deer Lodge, Mont.
Des Moines, Ia.
Green Bay, Wis.
La Crosse, Wis.
Madison, S. D.
Madison, Wis.
Marmarth, N. D.
Mason City, Ia.
Miles City, Mont.
Milwaukee, Wis.
Mitchell, S. D.
Montevideo, Minn.

Murdo, S. D.
Ottumwa, Ia.
Portage, Wis.
St. Maries, Ida.
Sioux City, Ia.
Spokane, Wash.
Three Forks, Mont.
Wausau, Wis.

\$875.00 was sent to chapters in membership prizes during the year by the General Governing Board.

45 chapters qualified for prizes—7 chapters did not qualify—1 new chapter was organized during the year—at Avery, Idaho.

Detailed report of membership, by chapters, is given in a separate statement sent herewith.

Respectfully submitted,
General Governing Board.

phone and publicity, Mrs. Bahl; hostesses, Mrs. Barkley and Mrs. Carson.

A luncheon was held at the home of Mrs. Axelson with 34 present.

Our programs for the entire year have been arranged and we much appreciate the work of Mrs. Skacel. We are deeply grieved at her loss in the passing of Mr. Skacel, western auditor of the railroad. She will make her home in Milwaukee and we hope the ladies of Milwaukee Chapter will call upon Mrs. Skacel and welcome her. We regret to lose her from Seattle.

A card party and program was held at the Wilsonia Hotel, on May 11th, when 90 were present, Milwaukee employes and their families. Miss Barbara Barkley gave piano selections and Mr. Gulbransen of the passenger department showed some stereopticon pictures and movies of A Century of Progress Exposition in Chicago, and of the Gallatin Gateway to Yellowstone Park. Refreshments were served and everyone present had a most enjoyable evening.

Tomah Chapter

Mrs. Ed. Wilson, Historian

The regular meeting of Tomah Chapter was held in the community rooms of our public library, April 5th when the new officers took their places.

It was voted to take up the Mile of Pennies, members contributing what they could and asking their friends to contribute.

Tea was served and a social hour enjoyed.

The May meeting was the Thrift meeting of the year. One important feature was to encourage canning of vegetables. We had a large display of canned goods and each member gave her recipe. Cookie recipes were also exchanged.

Our president stresses the necessity of canning for next winter's supply.

We also had on display a beautiful afghan made of used yarns, also a number of home-made rugs and children's caps and bonnets made out of used materials. Two ladies from the Home-makers' Club gave a demonstration on soap making which was very instructive.

A motion was made and carried that we hold a picnic breakfast for the June meeting, to which our contributing members and children are invited. The annual picnic to be given later.

Black Hills Chapter

Mrs. Herman Mayor, Historian

The April meeting of Black Hills Chapter was held at the home of Mrs. R. Blackman. The meeting was in charge of our new president,

Mrs. A. M. Saxer. Routine business was taken care of, after which five tables of bridge was played. Refreshments were served by Mrs. Bechman.

The May meeting was held the 8th at the home of Mrs. Stanley Core. After the business meeting, lunch was served by Mrs. Core, assisted by Mrs. J. S. Johnson.

On May 31st sixty members of the Chapter and their families enjoyed a basket picnic. Dinner was served at 12:30 p. m. after which games and informal entertainment were enjoyed. Mr. and Mrs. Mark Kunkleberg, formerly of Rapid City, were guests.

Terre Haute Chapter

Mrs. R. M. Blackwell, Historian

THE March meeting was held at the regular time, preceded by the "pot luck" supper. After the business meeting a social time was enjoyed by all.

At the April meeting a "Jitney Supper" was given and about \$15.00 was cleared. Everyone enjoyed the variety of food and had a good time along with the work. The business meeting followed and the retiring president called for yearly reports before turning the meeting over to the new president, Mrs. C. E. Elliott. We found there had been over \$1,600.00 spent on relief during the year and a number of sunshine and relief calls made. The money had been hard to raise and the General Governing Board had helped us, yet we knew the year's work had not been in vain.

After the business meeting in May, the ways and means committee took charge, having a card party and from this they realized about \$14.00. A number of prizes, that had been donated, were given to the lucky ones.

Des Moines Chapter

THE April meeting was in charge of the new officers, for the coming year: president, Mrs. K. M. Hamilton; first vice president, Mrs. C. W. Moore; second vice president, Mrs. H. G. Garland; treasurer, Mrs. W. L. Finnicum; secretary, Marian Elliott

Mrs. Hamilton announced the following chairmen for the new year: Mrs. H. M. Bellman, sunshine and relief; Mrs. C. E. Elliott, membership; Mrs. Anna Krisinger, ways and means; Mrs. F. W. Price, social; Mrs. C. A. Phares, safety first.

During the month of April, seed potatoes and garden seed were distributed to four families.

A Benefit Bridge party which was held at the Y. W. C. A. on May 9th added the sum of \$14.21 to our treasury.

Our chapter was happy to have as guests on May 26th, Mrs. Carpenter Kendall and Miss Etta Lindskog from Chicago. It was a splendid opportunity for the new officers to get acquainted with these members of the General Governing Board. They left us with a feeling of good fellowship and an inspiration to carry on. Mrs. Hamilton accompanied them to Perry where a splendid dinner and program had been arranged for the evening.

On June 7th, our chapter planned a picnic for the wives of the men on the Des Moines Division, and invited the members of the Perry Chapter. We served forty guests and members. This was our last meeting until fall, although our relief work and membership drive will continue.

The month of June adds a new eligible member to our list: Mrs. Earl Harshorn, the former Miss Edith Hankins, who married Earl Harshorn in Des Moines on Saturday, June 3rd. After a trip to Chicago and the World's Fair they will be at home in Spirit Lake, Iowa.

We are also happy to announce the arrival of a new grandchild of Mr. and Mrs. F. W. Price, Bobby Carter, who was born on June 1st, to Mr. and Mrs. Elledge Carter of Shelbyville, Ind. Mrs. Carter is the former Vera Price.

Kansas City Chapter

Mrs. Wm. B. Cozad, Historian

The regular monthly meeting of the Kansas City Chapter was held May 4th at the home of Mrs. E. R. Morrison, and was presided over by the President, Mrs. Davis.

The minutes were read and approved.

The Welfare chairman reported that twenty-seven personal and telephone calls were made during the month of April and that six families, consisting of twenty-four persons, were being given regular monthly assistance.

The Membership chairman reported twenty-one new contributing members and twelve new voting members had been enrolled for the coming year.

After the business meeting a benefit bridge tea was held, the proceeds of which amounted to eight dollars.

On Thursday, June 1st, a picnic for the club members was held at Budd Park in Kansas City.

The next regular meeting of the club will be held the first Thursday in October.

Tacoma Chapter

Mrs. W. L. Delaney, Historian

The regular monthly meeting of Tacoma Chapter was held on May 29th in their club rooms, with the president, Mrs. W. S. Burroughs presiding.

Shortly after the members had assembled, a delicious luncheon was served by the Luncheon Committee, of which Mrs. W. A. Monroe was Chairman, assisted by: Mesdames W. G. Densmore, A. H. Goldsbrough, Charles A. Slightham, H. V. Guenther, E. L. Cleveland, T. E. McFadden, R. V. Bement, Carl E. Hoffman and L. A. Kemp.

At the April meeting a novel suggestion was made by Mrs. E. P. Wilson, Chairman of ways and means, that those having birthdays during April, May and June have honored places at a special table. The suggestion was adopted and Mrs. Wilson had the honor of putting the practice into effect at the present meeting. Mrs. Pyette donated some very attractive birthday cakes, which brought forth many compliments. A goodly number were seated at the table of honor and one of the requirements was that each one donate pennies to represent each year of his or her life. The funds thus obtained are to be used in carrying on the work of the club. Mrs. Wilson was very much elated over the response and was very frank to admit that the money received represented the true ages of the participants

A hard time card party was held at the club rooms on May 24th, and all present reported an enjoyable evening.

The club extends sympathy to the following families in whose homes death has occurred during the last few months: Mrs. Philip Emanuel, Mrs. Ben Hiddleston, Mr. and Mrs. Geo. Loomis. It is with regret we write of the death of Mrs. Anna Dean, for years in charge of the lunch room at the Depot.

Mrs. J. S. Eccles, chairman of programs, appointed Mrs. A. J. Buchen to give a book review at the April meeting. For this occasion Mrs. Buchen selected as her subject: "The Life of Whitman and Spaulding," which was presented in a very able manner and was very much enjoyed by all those present.

For the May meeting, the Chairman of Programs appointed Mrs. Gene Dightman for the book review, her selection being one by Baroness Carla Jensen, entitled "I Spy." The presenta-



Twin City Chapter Group Tying Quilts at the Club Room

tion by Mrs. Dightman brought forth many favorable comments.

The Club is very grateful to the Librarian at the Tacoma Library for the presentation to their president, Mrs. Burroughs, of a book which is the early history of the Milwaukee Railroad. The book has been placed in the Club Library for the benefit of all members.

Mrs. W. A. Monroe, membership chairman, reports enrollment of the following new members: Mrs. E. T. Bartle, Mrs. I. Berben, Mrs. W. J. Fitzgerald, Mrs. Carl Lundell, Mrs. W. W. Shcire, and Miss Bertha SOWELS

We regret to report that Mrs. W. A. Monroe, our membership chairman, is moving to Miles City, Mont., where Mr. Monroe will accept a position as Train Dispatcher. Her loss will be keenly felt by the Club. Mrs. N. B. Footit will be the acting membership chairman during the summer months.

There will be no meetings held at the club rooms during the summer months, but there will be gatherings at the summer homes of the various members at some of the beautiful lakes which surround Tacoma, and other attractive country places. The next meeting will be held at the home of Mrs. C. F. Negley on June 26th.

The meeting adjourned after the penny drill.

Avery Chapter

Mrs. E. H. Shook, Historian

The regular meeting of Avery Chapter was held the evening of May 31st with a very good attendance. Minutes were read and approved, and roll call was responded to by "Mother's Day thoughts." No new or old business was transacted, and as it was the last meeting for the summer the social committee put on a very novel party with prizes coming in small packages, so every one who played pinochle won a prize of some sort from a mere "40 jacks" up, after which a delicious lunch was served.

Every one reported a good time. Twenty members were present.

Mobridge Chapter

Mrs. Geo. B. Gallagher, Historian

A regular meeting of Mobridge Chapter was held in the club rooms on Monday evening, May 22nd with a goodly number in attendance.

The meeting was opened by singing "America" followed by the regular order of business. At the close of the business session a delightful program was presented by Mrs. Rose as follows:

Vocal solo, by Maybelle Baun.

Violin, Bertha Baun.

Piano solo, Betty Mae Stubbert.

Violin, Helen Baun.

Piano solo, Calvin Bono.

Reading, "Miles Standish", Vernetta Arvidson.

Following the program a social hour was spent and refreshments were served by Mrs. Art Crowley, Mrs. Chas. Batson and Mrs. R. E. Stubbert. This was the last regular meeting of the club until fall.

A special meeting was held on the afternoon of June 3rd, when the club had the pleasure of entertaining Mrs. Carpenter Kendall, first vice-president-general, and Miss Etta Lindskog, secretary-general, both of Chicago. After being introduced to the club members by our president Mrs. I. L. Dickey, both these ladies gave very pleasing talks and commented very highly upon the outstanding work done by the Mobridge Chapter during the past year.

Mrs. P. H. Nee of Miles City, Mont., was also a guest for the afternoon and in her charming manner spoke a few gratifying words to the club about their splendid work here in Mobridge.

For the entertainment of the guests a very pleasing program was given under the direction of Mrs. W. F. Rose as follows:

Vocal solo by Mrs. Rose, accompanied at the piano by her daughter Lorene.

Dialect Reading by Frank Goodness.

Piano solo by Ida Fritz.

Reading by Vernetta Arvidson.

Novelty Act, by Kathleen Green and Billy Bootz, and

A one-act play entitled "The Anti-Gossip Club" by a group of club members.

At the close of this social afternoon a buffet lunch was served by Mrs. H. A. Halvorson, Mrs. Albert Stapf, Mrs. E. E. Miller and Mrs. D. H. McGrath.

A 12 o'clock luncheon was enjoyed by seventeen members of the Moberge Chapter governing board and their honor guests Mrs. Carpenter Kendall, and Miss Etta Lindskog of Chicago on June 3rd at the home of our president Mrs. I. L. Dickey. The rooms and luncheon tables were effectively decorated with the season's flowers. After a most delightful social hour the honor guests and their hostesses attended the special meeting in the club rooms.

Austin Chapter

Mrs. H. J. Keck, Historian

SINCE our last magazine report, we have held our March, April and May meetings. Picnic suppers were enjoyed at each meeting, followed by good programs and cards.

Mrs. G. A. Van Dyke, retiring president, entertained the members of the old and new Boards at a 1:00 o'clock luncheon at her home, assisted by Mrs. E. J. Blomily and Mrs. T. P. Bowler. The new president, Mrs. Blomily, presided at the meeting held during the afternoon, and after reports were read, plans were made for future activities.

Mrs. B. H. Brown, chairman of the Sewing Committee, reported 93 garments made for the Red Cross during the month of March. Since this sewing was completed, a number of members have been meeting each week in the club rooms for all day sessions at quilt making. These quilts will be sold or raffled early in the fall.

Card parties have been held each month, Mrs. J. H. Hogan being chairman in March, Mrs. F. G. Herrick in April and Mrs. Simon Johnson in May.

The reports of Mrs. F. M. Valentine, Welfare Chairman, show \$96.90 spent in March for milk, groceries, coal, medicine and doctors. In April we spent \$59.82 for groceries and clothing and in May \$66.92 for groceries. One family was supplied with garden seed.

An ice cream social held on the lawn of the Milwaukee depot early in June was sponsored by the Board members, with Mrs. Ben King, chairman.

Mason City Chapter

THE April meeting of Mason City Chapter was held Tuesday, April 25, at 7:30 p. m. Mrs. W. J. Johnston, president, presiding. After the regular business meeting the program chairman, Mrs. Ingraham, had charge. Miss Maxine Beerman sang two solos, accompanied by her sister, Miss Norma Beerman, who also played a piano solo.

Meeting adjourned for social hour.

Mrs. Reese Vaughn announced a card party for May 5. It is at this time we are pleased to tell of Mrs. Vaughn's splendid thought of the club. She sold bulbs and flower seeds of her own raising at our last two meetings, turning the money in for badly needed kitchen supplies for the club.

The May meeting was held on the 31st, with Mrs. Larson, vice-president, presiding, Mrs. Johnson having been called to California by the death of her daughter-in-law.

Reports were given, among which was the May 5th card party, which netted \$8.65. Plans for the annual picnic were postponed until Mrs. Johnston's return.

Marion Chapter

Mrs. F. G. Holsinger, Historian

SEVENTEEN members attended the regular May meeting of the Chapter. It was decided to hold no business meetings during the summer months. The May breakfast which terminated our annual membership drive was held

May 25, 11 a. m. at the Marion County Club and was served by the ladies of the Presbyterian church headed by Mrs. W. Shank. Fifty-seven guests were seated at three long tables.

Bouquets of snowballs, spirea, iris and tulips were used on the tables. Baskets of purple iris and spirea decorated the dining room. Club songs led by Mrs. O. Miller were sung and Mrs. Harry Couger, past president of Moberge Milwaukee Club, gave a short talk.

Later bridge was played. Mrs. Guy Miller received first prize and Mrs. Clara Mitchell the consolation prize. Mrs. Anna Steele, of Cedar Rapids, was awarded the door prize. The membership of the club now totals 131. Thursday, June 8, the annual picnic supper was held at Thomas Park. Seventy-five attended, which included members and their families. A fine supper was served at 6:30 under a committee headed by Mrs. John Lane, social chairman for the year. The club furnishing ice cream and coffee for all.

Dubuque Chapter

Lucille Millar, Historian

OUR president, Mrs. H. G. Wiedner, presided over the May meeting, held on the 4th of that month, with thirty-five members in attendance.

Report of the sunshine chairman disclosed that seeds and provisions in the amount of \$80.05 had been distributed during the previous month. The card party, of which Mrs. Fred Cox was chairman, netted the chapter \$8.50. Chairman of the Good Cheer committee reported forty calls made by the committee and members of the chapter and twelve messages of good cheer sent.

Mrs. W. O. Wright, chairman of the boat excursion committee, distributed tickets for that event, to be held on June 7th.

The June meeting of our Chapter was an eventful one, as it included a trip to our new club rooms, located over the passenger depot at Dubuque Station. Our visit there had been anticipated as the rooms took on the air of a flower garden, kind donations of same having been made by the florists and friends of Du-

bucque Chapter. While the rooms are incomplete as yet, the fall meeting is looked forward to with a good deal of joy as we can at that time feel we have rooms of our very own and what a grand and glorious feeling that will be.

We are grateful to everyone who has contributed in any manner to making this dream of our new president a reality, but we especially wish to thank the men of the unemployed Milwaukee family at Dubuque who so generously gave of their time and talent in the decoration and cleaning of these rooms. In the ready response to the call for help, Dubuque Chapter has proved that her work during the past nine (almost) years has not been in vain.

During May forty-one calls were made, nine messages of good cheer sent. Our Chapter suffered the loss of one of its first contributing members, Mr. John Wandell; our sympathy goes to his bereaved family.

The boat excursion ticket sales netted Dubuque Chapter \$50.00. Mrs. Wright and her committee are to be congratulated on their success these "panicky times."

Mrs. A. Bensch reports but forty-nine members up to date—please! Please! PLEASE! Nuf sed.

Marquette Chapter

Mrs. Lou Coe, Historian

MARQUETTE Chapter met Wednesday afternoon, June 14th, at the club rooms with twelve members present. Reports read and approved, having spent \$4.05 for relief work. The card party held May 25th netted \$8.30.

It was decided to continue our meetings during July and August. The annual Milwaukee picnic will be held in July, the date to be set at our next meeting. We have also decided to try the suggestion of the Council Bluffs Chapter to have a series of "New Deal" luncheons, the first luncheon to be served at the home of Mrs. Lou Coe June 21st. At the close of the meeting strawberry shortcake and coffee were served by the committee.

A Suggestion to Milwaukee R. R. Women's Club Members

Home Canners Bureau, Chicago Daily News

WHEN we were boys on the farm, many a barn we've seen raised over the weekend. There was no paid help around—just friendly neighbors who pitched in and got the building up. When threshing time came around, the same helpful, community spirit prevailed; everyone "dug in" and each farmer's grain was threshed in short order. Butchering time meant another "get-together" and exchange of work and fresh meats.

It's only natural then, since home canning in tin has become so widespread, for various communities to establish their own Community Canning Projects, with the same neighborly helpfulness and spirit of co-operation which has made easy work of other community enterprises.

In most sections, this community canning means the gathering together of several neighbors in a convenient home. In some parts of the country, however, these "kitchens" have assumed quite impressive proportions, buildings being designed for home canning use only. Oftentimes the canning is performed at a country church or Grange Hall.

In any case, there is always one who knows from long experience how to proceed with the canning; she is the supervisor. Many hands make light work of the preparation of the fruit, vegetables or meat; others fill the cans, while the men operate the can sealer and stack the cans into the cookers. One or more sets of home canning equipment is ample to serve a whole neighborhood.

In home canning, as in other co-operative endeavors of the community, a holiday spirit prevails; indeed, they often take on the importance of social affairs of the community.

How to Organize a Community Canning Project

Each community has problems peculiar to itself, and a plan which may prove ideal for one community is not readily adaptable to another. For this reason, we outline a variety of plans. Select the one which best fits your own circumstances.

Plan No. 1

This plan was used very successfully by a county in Texas. The supervisors furnished the tin cans and equipment for canning. Any person living in the county could secure cans and the loan of equipment by agreeing to can under the supervision of the Home Demonstration Agent or her trained club leaders, and to turn back half of the canned product to the county in payment for the cans and the use of equipment. As a result of this project, 23,537 cans of food were delivered to the court house to be used in relief work or in feeding the occupants of the county farm, jail and hospital. This Texas county, as well as many other communities, is heartily in favor of community canning under competent supervision.

Plan No. 2

In an Illinois community, the authorities were confronted with the gigantic task of providing food for the unemployed. The majority of these people were not looking for charity, they were looking for jobs. Accordingly, the community planned a large garden on an unoccupied subdivision near at hand. The plot was plowed and cultivated with power machinery. A careful plan of planting was put into action. A superintendent who understood gardening was secured, and the unemployed performed the necessary labor.

Workers were paid in scrip, which was redeemable in fresh vegetables or in canned vegetables for use during the winter. As the season advanced, the surplus vegetables from the community garden and fruit donated by nearby farmers were canned in community centers under competent supervision. As a consequence of this planning, this Illinois community took care of its unemployed at a minimum of expense. At the same time, the workers rightfully felt that they were not accepting charity, but rather harvesting the result of their own labor.

Plan No. 3

Church societies or women's clubs organize garden clubs in the spring. Each family is asked to grow more than enough for their immediate needs. The surplus is gathered together at the church or club center and canned. Each person pays for the cans used and receives the free use of the canning equipment. Competent supervision is always available. Every sixth can put up at the community kitchen is donated to the sponsoring organization to pay for the use of the equipment, fuel, etc. This donated food is used for relief work directly or given to church institutions for proper distribution.

Plan No. 4

A city in Indiana realized that the problem of feeding their unemployed would be a serious one during the coming winter. A prominent manufacturer came to the front and purchased a carload of tin cans and a dozen can sealers and cookers. This equipment was loaned to the Junior High and Senior High Schools in the city. Families were invited to bring their fruits and vegetables to the schools and were encouraged to can them for winter use. Cans were sold to the users at actual cost. Domestic science teachers and their assistants gave proper supervision. Thousands of cans of food were prepared for winter use, and the city in question had its own relief problem solved.

In planning your own community canning project, feel free to call on this bureau for any further advice or assistance we may give you.

The foregoing is published by way of practical suggestion and guidance to our Women's Club members in any effort they may have in project toward gathering supplies of canned goods for the coming winter work.

a regular business of it, and worked at night on the Milwaukee river up above the dam. They used boats and lanterns. For some strange reason crabs are attracted by the light.

Milwaukee was a paradise then. Hundreds of saloons sold two glasses of beer for 5 cents, and one popular place on Third street next door to the C. M. & St. P. railway old Chestnut street freight office had a sign on the side of the building you could decipher from a great distance, "Three for Five," and three beautiful creamily foaming glasses were painted on the walls and windows.

Mustard in Carts

And there was the yeast man who, driving a cart from house to house, announced his coming by bell or horn and then dipped with a long handled dipper a cupful of yeast; and the old German mustard peddler. His mustard was contained in a box mounted on two wheels and a dog drew this combination up and down the streets. The proprietor of the cart rang his bell, out came a plump German miss with flaxen pigtailed flying, and the mustard would be ladled into her pitcher, a nickel changed hands, and the mournful hound waddled on to the next door.

Mustard was a household necessity. It took the place of butter. There are worse things to eat than a slice of fresh rye bread smeared with German mustard, and supported by two large schooners of Pabst, Blatz, Schlitz, Miller, Oberman, Jung and Borchert or Gettleman beer—one had a wide choice in those glorious days.

This Modern Age

And speaking of modern life reminds us that new inventions multiply so fast that old timers are dazed.

Take rayon, for instance. Fashionable shops set up window displays of what they advertise as "Rayon Undies." Even the modest man can't resist a furtive peek from under his hat brim at the alluring show of mysterious lingerie, and he would love to linger and explore with his eyes these so fascinating window pictures, did he dare risk it, but he hurries on.

Milwaukee in the '70s had a large Polish settlement on the south side. These people were mostly peasants from Poland seeking better things. The women were thrifty and clean. They invariably wore a white cloth on their head folded in some way to resemble a sun bonnet. These were changed almost daily. The small yards of their little cottage homes were webbed with clothes lines, and it seemed as if the family wash flapped in the air continuously. I feel convinced they changed underclothes oftener than was customary in what might have been called higher circles.

Hearts as True!

The Poles consumed much bread and purchased flour by the 100-pound cotton sack. The cloth was of the best, and the frugal mothers saved it for making underclothes for the family. There was only one drawback: the advertisement on

(Continued on Page 30)

The Days of Beer and Frei Krebs

NOT so many years ago, Mr. Lansing R. Robinson, Boston representative of the Canadian Pacific Railroad, and an old Milwaukee boy, brother to Will A. Robinson, Milwaukee Road veteran, wrote the following in collaboration with his friend C. Walter Chandler, also a native Milwaukeean, which was published in the Milwaukee Sentinel.

Will the days of Frei Krebs ever come back, and where will the Krebs come from; the marsh is gone and the Krebs have disappeared. Mr. Robinson's many friends of the Milwaukee Road will enjoy reading his reminiscences.

Considering the conveniences of modern times, it is difficult for the younger generation to appreciate the life their parents led in the '70s.

Notwithstanding the lack of plumbing, we children were happy. I think running water was inaugurated in Milwaukee about 1873, but it took some time before the pipes reached the south side, and we drew our water from pumps.

In those days it was customary to move frequently, and sometimes the new dwelling place had no pump, but like true pioneers, fortunate owners of wells granted good neighbors free access, so that none suffered from thirst. And so we children had our daily chores of carrying water, splitting kindling, bringing in the coal, and other homely pursuits unknown to this generation.

Water Chopped Out

In 1874 or thereabouts, occurred a drying up of all wells in our neighborhood, the district where Hanover street crosses Washington street. I do not know the cause of the drought but it was in mid-winter and we required water for the usual household purposes. Our mothers were thoroughbreds and met the situation gallantly.

We roped tubs on our hand sleds and went to the marsh down by the Davidson shipyards, where we chopped ice with hatchets and hauled our loads home for mother to melt in the wash boiler. This was our water supply for a considerable period. We consumed it sparingly and our desire to bathe daily was

perhaps checked temporarily, but we carried on bravely.

And that same marsh by the shipyard supplied some delicious food as well as drink. It was the small boys' place for catching crawfish or crabs as they called them in Milwaukee. In the good old days when life was worth living, there were hundreds of clean little German saloons in Milwaukee, and on the bar one almost invariably found a glass bowl, heaping full of cold boiled crabs. They were three to four inches in length and the process of cooking was merely that of boiling in salt water.

Und Frei Krebs

You bought a huge beer for 5 cents and this entitled one to a free feast of crabs until satisfied. Ach Himmel! Es wahr schoen! The barkeeper never dreamed of offering an objection, because crabs were so plentiful. Many places had a sign in the window reading, "Ein bier und freie Krebs fuer fuenf cent."

It was also customary to give a crab party at your home, and the small boys were sent down to the river with half a pound of liver for bait and a home made net of bent wire and mosquito netting. Liver did not cost 80 cents a pound then, either. The butcher was glad to give it away. Presumably it did not require skill to fish for crabs, but in my opinion there was a certain delicacy of touch that brought results. You tied the liver to a string and plunged it into the river.

In two minutes it was hauled up gently until approaching the surface, when numerous crabs would be observed clinging to the liver, and the trick was to get the net under before the victims could sense the situation and take a dive downward. One could accumulate a bushel in an hour, and then homeward for mother to get busy with the old reliable wash boiler.

"Three for Five"

When cooking was finished, the crabs were dumped on a table and resembled a small mountain of tiny lobsters. Then the hungry guests went to it. The crab fishermen who supplied the saloons made

SPECIAL COMMENDATION

Name and Division	Citation and Date	Cited By
C. Bishop, Coach Yard Conductor Chicago Terminals	Piloting train to Union Station, discovered broken rail on main track, May 10th	C. L. Whiting, Superintendent.
W. J. Fuller, Brakeman, Iowa Division	Inspecting train, March 25th, found broken arch bar	A. J. Elder, Superintendent.
O. E. White, Agent, Kansasville, Wisconsin	Reported dragging brake beam on passing train, May 17th	N. P. Thurber, Asst. Supt.
R. G. Webb, Traveling Engineer, T. M. Division	Discovered broken truck frame on car in moving train, May 16th	P. H. Nee, Superintendent.
M. E. Voght, Brakeman, Milwau- kee Division	Reported broken rail at Sturtevant and took prompt action	N. P. Thurber, Asst. Supt.
Frank Lafferty, Conductor, Iowa Division	Discovered broken arch bar on car in moving train, May 29th	A. J. Elder, Superintendent.
J. T. Fagan, Conductor, T. M. Division	Discovered broken arch bar on car in moving train, June 7th	P. H. Nee, Superintendent.
Joseph Hogan, Charles Vail, Ben Elades, Chicago Terminals	Discovered boys breaking into car on siding, followed them and re- covered the stolen property	C. L. Whiting, Superintendent.
J. H. Lakaff, Brakeman, Iowa Division	Inspecting train, found broken flange on car in train, May 8th	A. J. Elder, Superintendent.
T. Seidel, Assistant Yardmaster, Chicago Terminals	Discovered broken chain on car in moving train, June 14th	C. L. Whiting, Superintendent.

Our Business Getters

W. J. McMAHAN, Seattle freight house, furnished traffic tip for two prospective passengers, Seattle to Milwaukee.

Miss Laura Babcock, Seattle freight house, was instrumental in securing two passengers from Seattle to Chicago.

P. L. Hayes, chief dispatcher, Spokane, furnished tip resulting in securing sale of ticket, Everett to Chicago.

Mrs. Jessie Dilts, B. & B. Dept., Everett, was instrumental in securing sale of one round trip ticket, Everett to Indianapolis, Ind., and return, via The Milwaukee to Chicago.

M. G. Roper, Tacoma, furnished traffic tip relative to party of three ladies who will use our line from Tacoma to Chicago.

Mrs. H. E. Peterson, Tacoma, furnished traffic tip relative to two prospective passenger fares from Tacoma to Chicago and return. The party will use our line.

C. L. Whiting, superintendent, Chicago Terminals, secured two round trip fares, Chicago to Seattle. The party left Chicago on June 10th.

W. L. Hubbard, Tacoma, furnished traffic tip resulting in securing a passenger from Chicago to Tacoma.

W. F. Coors, Tacoma, was instrumental in the sale of one-way ticket, Tacoma to Washington, D. C., via The Milwaukee to Chicago.

Assistant Foreman William Bennett, employed at Bensenville, was instrumental in securing four full fares from Omaha to Chicago over The Milwaukee.

Mrs. Wm. Densmore, Tacoma, was instrumental in securing a passenger from Seattle to Boston, via The Milwaukee to Chicago.

E. F. Waterstrat, Tacoma, was instrumental in securing the sale of two round trip tickets, Tacoma to New York, via The Milwaukee to Chicago and return. Party en route to England.

G. D. MacLennon, Tacoma, was instrumental in securing the sale of two round trip tickets, Tacoma to Chicago and return.

J. S. Eccles, Tacoma, through a tip furnished the passenger department, secured the sale of a round trip ticket, Tacoma to Chicago and return.

A. J. Kroha, Tacoma, furnished traffic tip for two prospective passengers, Tacoma to Chicago.

Wm. Brown, section foreman, Tekoa, Wash., furnished tip relative to securing the location of a warehouse at Tekoa, which will furnish considerable added revenue for the company.

J. G. Weaver, engineer, Tacoma, was instrumental in securing a party from Hoquiam,

Wash., en route to New York bound for Europe.

Mrs. Lindow, daughter of Charles Lapham of the Engineering Department, was instrumental in organizing a group of friends to visit A Century of Progress, resulting in twenty revenue passengers for our lines.

An Ancient Verse Revived

RECENTLY Pullman Conductor Lee Tolbertson had as a passenger on his car the Rev. W. W. Edmondson of Spokane. Mr. Edmondson had with him the following verse which he said he had cut out of a newspaper several years ago. Thinking it very apropos of The Olympian train, he presented it to Mr. Tolbertson, who passes it along to The Magazine for publication.

The Lord Owns Life's Railway
The Lord owns life's railway;
I shall not wait!

He maketh me to take seat in steel coaches;
He speedeth me in sight of fair landscapes.
He safe guardeth my life.

He speedeth me over tracks well-ballasted, for
His name's sake.

Yea, though I plunge through a tunnel like
the shadow of death,

I will fear no evil.
For thou didst build it!

Thy signals and brakes reassure me!
Thou preparest a table before me in the well
appointed dining-car;

Thou providest a couch at night;
Each need is considered!

Surely comfort and safety shall follow me all
the hours of my trip;

And I will ride in the cars of the Lord for-
ever.

E. TALLMADGE ROOT.

General Passenger Agent W. B. Dixon furnishes the following list of employes who have interested themselves in securing passenger business for our lines, and commends them for their interest and assistance:

W. W. Hagan	Union Street Office	Chicago
Thomas McLean	Warehouse Man	Green Bay
Mrs. John Dunn	Wife—Section Foreman	Green Bay
Miss Mildred Rabus	Office—Ref. Service and Claim & Prevention Dept.	Chicago
F. X. Langer	Traveling Auditor	Aberdeen, S. D.
Palmer A. Sather	Store Department	Miles City, Mont.
F. L. Morgan	Assistant Commissary Agent	Chicago
T. H. Strate	Division Engineer, Chicago Terminals	Chicago
A. W. Warner	Train Dispatcher	Wausau, Wis.
Jacob Williams	Waiter-in-Charge—Dining Car Department	Chicago
J. G. Hickman	Steward—Olympian	Chicago
H. W. Mellen	Operator	Deer Lodge
W. W. Black	Yardmaster	Deer Lodge
C. G. Bleichner	Chief Dispatcher	Butte
Mabel Price	Stenographer—Butte City Ticket Office	Butte
A. C. Kohlhas	Trainmaster	Butte
M. J. Deeble	Baggage-master	Butte
James Orchard	Switchman	Bellingham, Wash.
Edw. E. Klug	Office—Auditor of Invest. and Joint Facility Accts.	Chicago
Geo. Gaub	Clerk	Spokane
W. H. Hunter	Conductor	Spokane
G. H. Hill	Superintendent	Spokane
John A. Mooney	Office—District Accountant	Chicago
Walter F. Hammel	Freight Auditor's Office	Chicago
H. H. Hawkins	Steward—Dining Car Department	Chicago
Arthur Gleb	Warehouse Man	Seattle
H. L. Quandt	Agent	Iron Ridge, Wis.
E. G. Boyd	Agent	Chicago Hgts., Ill.
V. O. Cox	Ticket Clerk	Janesville, Wis.
F. W. Covnick	Traveling Auditor	Minneapolis
T. B. Hammil	Traveling Adjuster—Freight Claim Department	Chicago
J. W. Severs	Assistant Comptroller	Chicago
W. S. Robbins	Conductor—Superior Division	Green Bay
George Parrott	Smoke Inspector—Police Department	Chicago
Roy D. Erickson	General Freight Department	Chicago
Frank Voeltzke	Freight House Foreman	Wausau, Wis.
Dominic J. Ginter	Office—Assistant General Freight Agent	Chicago
Mrs. Wm. Nicholson	Wife—Perishable Freight Inspector	Green Bay
Fred Terrien	Warehouse	Green Bay
J. E. Kearnes	Clerk—District Accountant's Office	Tacoma
Miss Kennedy	Secretary—Auditor of Expenditure's Office	Chicago
A. F. Mason	Brakeman	Spokane
Tom Trackwell	Section Foreman	Salem, Mont.

ON THE STEEL TRAIL

THE DIVISION NEWS-GATHERERS

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



Frances Manley

Out Where the West Begins East End of the Trans Missouri Division D. H. A.

MISS FRANCES MANLEY, daughter of Mr. and Mrs. Arch F. Manley, had the honor of being salutatorian of the graduating class of 62 members from the Moberge High School of 1933. Miss Frances is 17 years old, and finished with an average of B+. Among other things she stated, "To achieve greater victories with the inspiration of worthwhile labors is the promise of the class of 1933."

Other members of the Milwaukee family included in this group of graduates are Doris Robinson, Evelyn Schneider, Wayne Winship, Stephen Fuller, Frank Goodness, Maxine Lentz, Mary Mancin, Eugene Regan, Ida Fritz, Dorothy Staph and Vivian James. We congratulate these young people just starting out in life and wish them much success.

Mrs. Fred Packard, who has been ill for some time with cancer, passed away at the home of her daughter, Mrs. Herman Beguhl, at Caldwell, Idaho, on May 4th, 1933.

Freight Inspector O. E. Bradford, of Austin, Minn., renewed old acquaintances here on May 25th.

Mrs. J. P. Rothman, of Tacoma, passed through here on train No. 16 on May 22nd, en route to her parental home at Menominee, Mich. U. R. T. Refrigerator Inspector E. J. Rummell, of St. Paul, transacted business here on May 24th.

Mr. and Mrs. Harry Conger, daughter Helen and niece Miss Betty left May 22nd for a three weeks' visit with relatives and friends at Marion, Iowa.

Mrs. Frank Williams and daughter Frances attended the graduation exercises at St. Olaf's

College at Northfield, Minn., Mrs. William's brother, Helmer Larson, being one of the graduates. He is also a member of the St. Olaf choir. From there they went to Minneapolis, where they spent a week visiting relatives.

Mr. and Mrs. Emil Johnson are the proud owners of a brand new de luxe Ford car. They accompanied Mr. and Mrs. Darling to Fargo, and drove it back from there.

Police Officer Lester H. Eastling passed away on Tuesday, May 30th, at the Moberge Hospital following an operation. Mr. Eastling was injured two years ago while on duty in the yards, being stabbed by a negro. As a result of this it was necessary for him to be operated on. The operation was performed on May 22nd and he was getting along nicely until on May 29th when he suddenly took a turn for the worse. He leaves to mourn his loss a wife and son Donald, his father, mother, a sister and a brother. Sincere sympathy is extended to the bereaved ones.

Mrs. Martha Jennings and daughter Mary Louise, of New Lisbon, Wis., are spending the week in Moberge, visiting old friends.

A special meeting of the Milwaukee Women's Club was held on June 3rd, honoring our First Vice-President-General, Mrs. Carpenter Kendall, and our Secretary-General, Miss Etta Lindskog, of Chicago. It is always a pleasure to have these ladies with us and their inspiring talks spur us on to greater efforts in aiding the unfortunate members of our Milwaukee family.

Leo Swanton is a delegate to the Fireman's convention at Mitchell this week. H. H. Rindernack is working as baggage man during his absence.

Wisconsin Valley Division Notes Lillian

"A DVICE is like snow, the softer it falls the longer it dwells upon and the deeper it sinks into the mind."

5,570 registered at Heart O'Lakes booth on the first day of the Chicago World's Fair.

Resort owners report Decoration Day business was biggest in history of northern section.

A prize muskie was put on display at the O'Leary Hardware Store, Minoocqua, during the week; it tipped the scales at 31 pounds and measured 49 inches in length. The fish was captured by John Rupp, a guest at Walter Volz's Buckhorn Lodge on Big Arbor Vitae.

Sever Christopherson and party took 13 nice pike from Squirrel lake Sunday, June 4th.

Mr. Charles W. Dean, father of Mrs. John Biringer, passed away at his home in Merrill, on June 6th. Sympathy is extended to Mrs. Biringer by Milwaukee employees.

Friends will be interested to learn that James Lane, son of Mr. and Mrs. Thomas Lane, Merrill, will offer first Mass in home parish church on Sunday, June 25th.

Donald Loomis landed a 22-pound muskie

while fishing at the Minoocqua Bridge on Tuesday, June 6th.

Business is on the upward grade. This is not prophecy, but fact. Improvement has been registered in various basic industries—steel, copper, hogs, wheat, corn, department store sales, etc. The trade picture is thus definitely optimistic. Low of depression was touched in June-July of last year. Since then the three general barometers—index of business activities, index of commodity prices, stock prices—have been moving up with occasional reaction. For two months progress has been uninterrupted. The net business gain is said to be close to 25 per cent.

The second annual Outdoor Exposition will be held at Minoocqua August 2, 3, 4, 5 and 6, announcement was made by Joseph Mercedes. The preliminary plans for the show were completed sometime ago. These call for a much bigger show than was put on last year, together with increased general exhibits and a more varied entertainment. Several entertainment attractions are already booked and negotiations are being made with others in an effort to have a program of as high quality as possible.

Miss Cloris Czamanski who taught the past year at Horicon, Wis., is home for a week's visit with her parents Mr. and Mrs. E. J. Czamanski. She will leave Friday, June 16th, for Chicago, where she will enroll for the summer session of the University of Chicago.

First District—D & I Division E. S.

MISS FRANCES PHILLIPS, youngest daughter of Switchman and Mrs. Geo. Phillips, of Savanna, was married June 10th to Mr. Donald Nehrhorn, also of Savanna. The ceremony was performed in the parsonage of the Methodist Episcopal Church at Mt. Carroll. After the ceremony the young couple left for Marion, Iowa, for a visit with the bride's aunt and uncle.

Mr. and Mrs. H. K. Bearden of Long Beach, Calif., are visiting in Savanna with the latter's father, Night Roundhouse Foreman Jerry Ulmer.

Engineer S. W. Alden and family of Savanna are entertaining their cousin James O. Baker of San Francisco, Calif., who is chief steward of the steamship President Jackson. Mr. Baker is en route from California to New York and will soon leave on a Mediterranean cruise.

Word has been received of the sudden death of Engineer George W. McAdams, which occurred at Milton Junction, Wis., June 8th. Mr. McAdams performed service in the Locomotive Department for forty-five years and up to the time of his death was engineer on Nos. 3 and 4 running between Chicago and Savanna. Sympathy is extended to the relatives of the deceased.

Announcement has been made of the engagement and approaching marriage of Mr. LeRoy Goss, son of Iowa Divn. Engr. and Mrs. Leo Goss, Savanna, and Miss Mildred Devere of Cedar Rapids, the wedding to take place June 21st. Mr. Goss is branch manager of the Universal Carloading Co. at Davenport, but was at one time employed in the Freight House at Savanna.

The Superintendent's office ball team is coming into their stride and by the time the schedule is set for the Iowa-D&I Divn. ball game will be at the height of their baseball career. The players in this year's team are as follows:

Superintendent L. F. Donald
 Assistant Superintendent W. G. Bowen
 Chief Clerk C. E. Kinney
 DSK Chief Clerk L. V. Schwartz
 DMM Chief Clerk J. Mulder
 Roadmaster J. J. Van Bockern
 Roadmaster N. F. Kelsey
 Chief Dispatcher G. E. Lanning
 Dispatcher H. P. Buswell
 Chief Carpenter F. E. Galvin
 Superintendent Ice Co. E. J. Nickles
 Clerk A. C. Novak
 Clerk R. E. Duhigg
 Chief Clerk to Agent G. Schmidel
 Sectionman F. Schwartz

June 1st the team defeated the Commerce Association with a score of 20 to 10; June 10th defeated the roundhouse team by a score of 11 to 6, and June 13th defeated the Northwestern Utilities by a score of 14 to 12.

We have had only one minor injury so far in the ball games when Catcher A. C. Novak was struck in the face by a ball—although he was wearing his catcher's mask at the time. We hope to come through the baseball season this year without any reportables.

Mr. James Hopper, a former employe in the roundhouse at Savanna, died June 5th at the Masonic Home in Sullivan, Ill. Mr. Hopper will be remembered by many of the older employes on the Illinois Divn.

Iowa (Middle and West) Divn.

Ruby Eckman

ON JUNE 10th, Miss Wilma Conner, daughter of Conductor I. E. Conner of the Middle Division, was united in marriage to Roy Hefti, instructor in music in the public schools at Red Oak, Ia. The young people will make that place their home.

Train Dispatcher J. M. Losey was off duty a few days the fore part of June to attend the funeral services of his niece, Miss Mildred Searles, who died at the home of her mother, after a two years' illness. Mildred's father, William Searles, will be remembered by the older employes of the Iowa Division, where he worked as a conductor. Funeral services and burial took place at Waucoma, Ia.

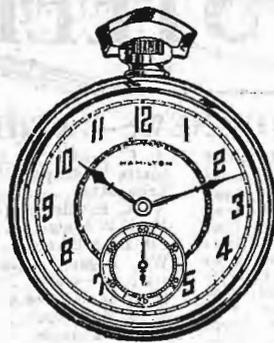
Engineer George Starliper is now grandpa, a son weighing eight and three-quarter pounds having been born to Mr. and Mrs. Vern Huffman May 22nd. Mrs. Huffman is Mr. Starliper's daughter.

Three young ladies from Perry, daughters of Engineer Emmett Collins, Conductor Roy Prettyman and Machinist Leo Bertsch, all students of St. Patrick's High School music department, made their initial appearance over the radio May 20th when they presented a recital over radio station WOI at Ames.

Mrs. Thomas Welch, mother-in-law of Engineer E. J. Murphy, died at the family home in Perry May 17th following a long illness. The Welch family have lived in Perry close to half a century, Mr. Welch having worked for many years for the Milwaukee.

Three of the railroad families were represented in a contest for records during tulip time in Perry. Conductor Frank Chapman had tulips in his garden with 32-inch stems but Machinist Ed Krull picked one measuring 35 inches long, so topped the list. Engineer Earl

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The MILWAUKEE ROAD

Consult them when considering the purchase of watches or jewelry

White's wife couldn't enter the race for the long stem tulips but she was the only one presenting a tulip stem with four blossoms, which is considered a rare find. All three of the tulip gardens were very beautiful.

Miss Elaine Jones, who makes her home with her uncle, Conductor John Clark, and attends Perry high school, was chosen Queen of May at the closing of the high school. The selection of the Queen is a secret until the May Day Festival, and friends of the young lady were all glad to see her given the honor.

Tom Johnson, the Iowa Division water supply man, was laid up for a couple of weeks in May and June with an attack of lumbago.

Edwin Hall, the 10-year-old son of Switchman Henry Hall, died at the family home May 14th. The young lad had been an invalid for a number of years, following a serious illness. Burial was made at Perry.

William Neil, stepson of Conductor H. A. Boisen, who has been holding a nice position as a chemical engineer, was recently given a promotion with transfer from St. Louis to Norfolk, Va. He is in charge of the laboratory work in a fertilizer plant.

Engineer George Lyons, one of the younger engineers on the Iowa Division, died at the hospital in Perry the fore part of June following a serious operation.

J. F. Krohn, retired section foreman at Perry, and Mrs. Krohn celebrated their golden wedding anniversary on June 4th. All of the children were home for the day and the folks had a very pleasant celebration.

Travelling Engineer S. Einerson and wife were in Milwaukee the fore part of June to attend the funeral services of Mrs. D. Magnuson.

The announcement of a marriage which occurred last August was made at the close of the school year when it became known that Marjorie, daughter of Operator C. E. Miller, had become the bride of Ronald Patterson. The young people were married in West Plains, Mo., with the grandparents of the groom as attendants. Marjorie was stenographer to the superintendent of schools in Perry following her graduation from high school. The young people will live on a farm near Perry.

Edward Slater, a former conductor on the West Iowa division, died suddenly at his home in Council Bluffs June 1st. He was a son of Nick Slater, who recently retired from work at the round house, and brother of Conductor P. J. and Car Inspectors George and Peter Slater.

George Tomer, an extra engineer, who is a former league ball player, has organized a baseball club for Perry.

DELICACIES FOR THE TABLE

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 Game, Fruits and Vegetables**

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Friends and relatives learned recently of the marriage of Eugene Heenan, son of Owen Heenan of the Perry shops force. His bride was Lois Geissinger of Perry and the marriage took place at Yuma, Ariz., some weeks ago. They will live in Turrance, Calif.

Roger Snipe, son of Engineer Jesse Snipe, is spending his vacation with relatives in New York state.

John McIntosh, electrical engineer at the Perry shops, stole a march on his friends in May and with Mrs. Hazel Chapman, a young woman from Perry, drove to Nashua, Ia., and was married in "The Little Brown Church." A wedding trip into Minnesota to the lake regions followed.

Mrs. M. J. Hoes, mother of Frank and Lyle Hoes of the Milwaukee shops force, died in Dubuque May 25th. She had been seriously sick for a couple of weeks, but had been a sufferer from diabetes for several years. Frank and his family and Lyle left immediately on receipt of word of her death and attended the funeral services in Dubuque.

Chicago Terminals

G. E. Sampson

USUALLY during this month of June we have a number of weddings to report but this year "Old Man Depression" must have scared Dan Cupid and all his victims out of the notion so we just can't find a single wedding to report.

Cherry Specials, Bankers Specials, Century of Progress Specials, besides the regular passenger business, has kept the passenger department busy these awfully hot days in June. Freight business has also advanced somewhat and you can lay your bottom dollar that the official family of this great railway system feel no more elated over the fact than the extra men in every department do. Some of these men have been on the waiting lists for months and now to find business coming upward again so that they too may find a place on the railway.

Engineer Jess Earl has adopted a new fad so we are told and now comes to work with his toe nails polished pink, something like the fingernails of the young ladies you see on the trains daily.

Switchman Weidenbacker says that he never will be in a hurry again to pay a dog tax. A few days after the notice came our telling everyone owning a dog that drastic action would be taken against delinquents, he hurried to the office of the tax collector and to his surprise his dog tax receipt was numbered No. 1, he being the first resident of his town to pay such a tax and for all that he knows he may be the only one to pay.

Mrs. Elliott and son, wife and son of Supt. C. E. Elliott of Terre Haute, visited friends in Bensenville this month. Mr. Elliott was formerly assistant superintendent of the Chicago Terminals and at that time resided at Bensenville.

The Bensenville chapter of the Milwaukee Woman's Club is going strong again this year and are again doing a wonderful work. But they need the aid of every employe to make a better success. Every man should be a contributing member and your dollar sent to them will do many dollars worth of good so don't forget that the 1933 dues are now needed by the club and get in line as a member.

Switchman Wm. Sartwell and Engineer Roy Lange took a 10-day vacation the latter part of May and fore part of June (just when the fishin' was best) and spent the time among the Minnesota lakes getting some of the big boys. They sure enjoyed the trip and are both back to work but figuring on the next trip also.

The news for next month will no doubt be omitted unless we can get our good friend at Galewood to assist us for that edition, as your correspondent and friend wife contemplate spending the first part of July in Portland, Ore., and will not be home in time to arrange the news for that month. Hope to see some of our other correspondents along the line as usual.

Well, we have just been informed that we have proven that we can go through a whole month without a reportable or lost time accident. Now ain't that something! May Safety First become so well acquainted with every one of our employes that we may repeat this record month in and month out over a period of time. It can be done and we hope to see it done. Concerted movement on the part of every employe will accomplish the feat, so let's keep up the good work begun.

Iowa Division, Second District

H. H. J.

THE wedding of Miss Edith Hankins, of Arispe, and Mr. Earl Hartshorn took place Saturday noon, June 3rd, at Des Moines. The couple will reside at Spirit Lake. All of us offer our congratulations and very best wishes to the happy couple.

Mr. Edson was ill a few days the latter part of May and first of June. We're happy to say

he soon recovered and was back on the job.

Conductor H. E. Ziebell and Mrs. Ziebell recently made a trip to the old home country in Wisconsin and return.

C. E. McGrew was recently appointed Agent at Varina, the appointment being followed shortly with that of A. C. Jacobs to the Nemaha Agency.

Mrs. Carpenter Kendall, editor of The Milwaukee Magazine, and Miss Etta Lindskog, secretary general of the Woman's Club, were callers in Des Moines the latter part of May.

The Des Moines Chapter of the Milwaukee Women's Club, held a picnic in Des Moines Wednesday, June 7th. Quite a number of out-of-town members and guests attended, and report a fine outing.

One hundred ninety-four Civilian Conservation Corps (Reforestation) men moved from Des Moines to Spencer by special train Sunday, June 4th.

Mr. and Mrs. A. C. Jacobs, of Nemaha, visited in Chicago, Ottumwa and Des Moines the latter part of May and first of June. They visited R. R. Jacobs in Chicago and attended the World's Fair. They report it to be a wonderful exposition. V. C. McGee relieved at Nemaha.

Conductor George Moore is back on the railroad following his recent illness.

We are glad to say that Conductor Gifford has recovered from the burns he recently suffered and is back on the Spirit Lake-Des Moines passenger run.

H. B. Dyson took a few days off the fore part of June, being relieved by H. Calhoun at the Lohrville station.

The fishing is reported as being fine at Spirit Lake and the Okobojis. We might be tempted to try it if we were one-third the fisherman that Messrs. Finnicum and Gifford are. They are plenty good.

Mrs. J. A. Pope and daughter Jo-Ann, of Sac City, are taking a little vacation, visiting in California.

The Milwaukee Road has been favored with several special-car theatrical movements from Des Moines, now that the Des Moines theatres feel that we occasionally like to see a real "in-the-flesh" show. Such movements as Thurston The Magician, Cab Calloway and others have been via our line.

It certainly behooves us all to try to induce our friends and neighbors, as well as the public in general, to travel via The Milwaukee Road

to and from the World's Fair. Extremely low fares have been made effective and the railroad traveler is assured of a clean, comfortable, fast ride without dust, flat tires and the threat of a nervous breakdown from trying to find a parking place in Chicago. Let's do our best to work up some much-needed business and at the same time do our friends a favor by showing them this superior and more economical way to travel.

Notes from the Local Freight Office at Spokane

By R. R. T.

NO EVENTS of great importance have occurred here during the last month, but everybody is expecting some to happen before long, due to the proposed consolidation of this freight office with that of one of the other lines here. Whether this will go through now that the greater consolidation scheme under federal authority has been authorized by Congress remains to be seen; at all events the railroad map of the Northwest will doubtless look considerably different in a few months than it does now. Here's hoping that all of our readers will still be here to look at it and that they may all read their names on the consolidated payrolls.

Mrs. Cecil Johnson, who was bumped by Miss Mabel Viets of this office, exercised her seniority to pass the bump on to Harry Hill on the Car Desk, but then took a ninety-day leave of absence which, we understand, she is using to take advantage of a good, though temporary, employment in other business. Her cheerful presence around the office is greatly missed in the meanwhile.

Miss Mabel Viets was off on two weeks' vacation which she spent mostly at her home in this city, but we are pleased to see her back at work again, quietly and efficiently as always. During her absence Jay Dyer did waybilling which was

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HENRY X. STRAUSS
Chairman of Board, Meyer & Company

no novelty to him as he used to be on that job before so many reductions were made. Here's hoping that he may eventually be back on the force again.

Mr. W. W. Ells, heretofore on the afternoon Yard Clerk shift, bumped Nick Toma on the position of Night Watchman at the Local Office. We haven't heard what Nick is going to do. It is one of the duties of Mr. Ells' new job to go out to East Spokane and bring in the waybills for 292's train; he had been on the job only a day or two when 292 was late, so that he had to spend some pretty dark and chilly hours out in the suburbs waiting for the train to get in and then had to walk back three miles to the Freight Office, the last street car on East Sprague Street having gone in long before.

Before going on his new job Mr. Ells, together with Mrs. Ells, paid a brief visit to their former home at St. Marie's and since then they have taken a trip up to Metaline Falls on our branch line running up to there. They were quite surprised at the scenic beauty of this line, as we were ourselves when we took a trip over it; if it were more generally known, tourists would come from afar to see the beauties of the country up that way—the lovely lakes, like Spirit Lake, one of the gems of the Northwest, the beautiful valley of the Pend d'Oreille (or Clark's Fork) River, the towering mountains on either side, the magnificent Box Canyon just above Metaline Falls, the falls and rapids in the rushing, foaming river. If you should go up that way, as we hope, by train you will have a most courteous and well-informed mentor in Mr. Hunter, the veteran conductor on our passenger train, who knows every foot of the line and every inhabitant of the valley, and who is eager to point out all the scenes of interest. By all means take the trip sometime; it is well worth it.

Due to the continuing rise of prices for lead, zinc and silver the mines in the vicinity of Metaline Falls have resumed operations and the first shipments of ore to the smelter at St. Louis, Mo., are already coming out over our line. If metal prices continue to go up there will be great activity in the rich mining region of the Panhandle of Idaho and the adjacent parts of Washington.

Al Mueller of the Spokane Freighthouse force, was off a few days recently, going to Freewater to be present at his daughter's graduation. W. W. Ells relieved during his absence.

The fishermen in these parts are right to the front now and we are proud to number some real experts among our forces. (We particularly desire to invite the attention of Mr. Dan Verheek to this. Our good friend Dan is Car Foreman on the Willapa Harbor Line at Raymond and can relate stories of wild and woolly adventures on fishing trips in that remote wilderness which would tax credulity, did we not know Dan so well as a veracious fisherman.) For instance, here is Harry Hill of the Car Desk at this Local Office. Harry and Mrs. Hill accompanied friends of theirs on a fishing trip to Black Lake, up Colville way, last Sunday, and Harry almost counts it a misspent day because he brought back only fifty-one fish, having had to quit just as they were biting best because his friend who was driving the car was nervous about the road and wanted to get out of the hills in daylight. To be sure, not everyone has the magic touch. Take our friend John Stiliz of the three-thirty p. m. Switch Crew. John had never been particularly crazy about fishing, but when his nephew, who is an expert in fly-fishing, won first prize at the recent Spokane Sportsmen's Show in fly-casting, John got the fever and went with his nephew to Newman Lake to learn the noble sport. But unfortunately they struck a very windy day; the lake was so rough that John not only broke his thermos bottle (and for days afterwards carried his lunch tea in a very suspicious-looking hip bottle), but became most abjectly seasick and, to cap it all, broke his brand new fishrod and brought home no more fish than you could count

on one hand. Just to show him that it is all in knowing how, Ted Novotny, switch tender at the Union Depot, who knows all the fish hereabouts by their first names, went out the next morning and brought home the legal limit.

Lloyd Modeland, foreman of the morning switch crew, and Joe James, foreman of the afternoon trick, have both been off on several occasions recently to give the extra men a chance. Jess Jones took Lloyd's place, while John Stiliz relieved Joe.

Fay Smith, who used to be one of the Local Office force in the good old days before the reductions, and who has of late been rusticated on his father-in-law's ranch out in the Valley near Spokane, herding chickens and riding a disc harrow, has gone to work in Westerfield's extra gang at Avery, just to keep his muscles supple by snaking ties and raising joints. We inspected his hands before he went out to work so that we may be able to report any extra callouses which he may acquire during the summer.

Mr. C. E. Potter, formerly Agent at Tekoa, has bid in the second trick as operator at the Spokane Union Depot and will now see the city lights at least from his office window. Mr. L. G. Graham, who was heretofore Agent at Othello, has transferred to the Agency at Tekoa; the vacancy at Othello had not been filled at this writing.

Mr. F. B. Beal, who was formerly one of the trick dispatchers at Spokane, has taken the Agency at Ewan, Idaho.

Mr. P. L. Hays, Chief Dispatcher at Spokane, is feeling quite elated at the great increase in car loadings in his territory during May; every planing mill on the line is shipping out lumber and logging operations are getting under way at various points. Big shipments of supplies to logging camps and the numerous C. C. C. camps in this vicinity are making the freight houses look more like their old-time selves.

S. C. D. Office

VACATION time is here again. We have had several early vacationists in this office this year.

Mr. Brock and his wife went to Washington, D. C., and from the tales he told us of his trip, it must have been a mighty pleasant one.

Bill Tschantz said it was much too warm to do any traveling the week he was off so he stayed in Milwaukee.

Jerry Rosar didn't say much about his vacation but when he came back he had a nice coat of tan.

Are wedding bells going to ring for our Assistant Chief Clerk when he goes on his vacation? He is taking one week at the end of June. A June bridegroom?

Sincerest sympathy is extended to Walter Starke in the loss of his mother and to Leona Schultz in the loss of her father.

The Secretary of the Car Department Credit Union has no report to make at this time, but will give a full report next month.



Twin City Terminals

Leda Mars

TWO affairs of moment in the life of Chas. B. Rogers, dean of men in the District Accounting office at Minneapolis, occurred during May.

The first one was that "The Immortal C. B., as he is known to his friends, completed his 49th year with the Milwaukee Railroad on May 25th; the other that on May 27th, at 11:05 P. M., his granddaughter, Mrs. Arthur C. Bender, nee Helen Brown, received a visit from the stork and presented the families with a fine 7 11-16 pound baby boy. Arthur Bender, the father, is a son of the late William H. Bender, H & D Division Engineer. Both mother and baby are doing well and as to the father and great-grandfather we can truly say that they are bearing up very well under the circumstances.

The many friends of both families extend their congratulations and best wishes to the embryo employes of the Milwaukee and hope that the career of the young man will be as useful and happy as that of the grandparents on both sides with our well beloved railroad.

Mr. G. A. Ehmer has been transferred to Chicago effective May 22nd. The employes of his office were all sorry to see him leave. As a remembrance the office force presented him with a beautiful wrist watch. We all wish him success in his new position.

Mr. C. V. Hammer has been appointed as district accountant at Minneapolis to fill the vacancy created by Mr. Ehmer's transfer and we all welcome Mr. Hammer to our folds.

Wm. R. Pomeroy, who had been employed at the Twin-City Transfer for a number of years, passed away on May 7th. The sympathy of the station forces is extended to the bereaved family.

Elizabeth Hessburg is on the sick list and we all hope for a speedy recovery.

Everett Halloran was using crutches for a while due to a sprained ankle, but was soon back on both feet again.

West End T. M. Division

R. K. B.

THE season of heavy track maintenance work is upon us again, and two of our division foremen have been transferred to other divisions to take charge of the extra gangs. Earl Knesal of Lavinia left the first part of June for the Coast Division, and Sam Lee of Miles City has just recently left for the Rocky Mountain Division. Track forces have again been established on their summer basis.

The A. R. A. Transverse Fissure Detector Car has been working on the division since the first of the month, discovering defective rails here and there.

The family of former Division Accountant Geo. Knowles has moved to Minneapolis, now that the school term is ended. Mr. Knowles for the past two months has been in the District Accountant's office in Minneapolis.

Several of the local Isaak Waltons over the past two or three week ends have been going up to Sixteen Mile Canyon to fish. As usual, the stories they bring home are considerably larger than the fish they managed to get.

Saw Dave Mankey in Miles City recently on business for the Seattle tax office. Dave left here for the Minneapolis Accounting Office, but very soon afterwards had an opportunity to go to Seattle.

Mr. E. A. Meyer, Manager of the Safety and Fuel Departments, was a visitor in Miles City on May 16th at which time he attended the division staff meeting.

When the question came up recently as to who was best qualified to solicit passenger business from the school teachers at the end of the school term Shorty Rogers was nominated without a dissenting vote. Our line as a result of his efforts, was favored with a very fine percentage of their patronage.

That cloud of dust frequently seen of a morning on Yellowstone Trail is probably Frank Wolfe practicing up on the 100 yard dash in preparation for his next trip to Marmarth.

Mrs. Carpenter Kendall, editor of this magazine, was a visitor on the division a week or so ago on her way to Helena, where she is

gathering historical data on pioneer events and early railroad history in the west for articles in this magazine. The correspondent of this column was the recipient of a hint or two that a little more regularity in keeping the column supplied with news would be appreciated. The correspondent has promised to reform.

J. D. Wagner, son of Baggage-man Felix Wagner, has returned again to Miles City from a visit to Chicago. He reports that the World's Fair, which he had an opportunity to visit on several occasions the past two weeks, is a spectacle no one should miss.

Little Sally Marie Faulkner, granddaughter of Conductor R. M. Douglass, accompanied by her teacher, Miss Cecelia Hatfield, had an opportunity to display her musical talent in Helena recently before the Montana Federation of Music Clubs at their annual convention. Sally Marie, who is only 6 years old, has evinced remarkable ability at the piano.

Iowa and SM

V. J. W.

ENGINEER Ed Reichow is out and around again after having undergone an operation for appendicitis at St. Olaf Hospital May 16th.

Mr. and Mrs. Tom Bowler returned to Austin June 1st after a few weeks visit in California.

Agent Mike Garry of Delavan paid us a visit the latter part of May.

Agent J. E. Ober, who underwent treatment at Rochester for a throat ailment the first of June is reported as getting along nicely. Mr. Ober is at St. Olaf Hospital, Austin, where he has been since returning from Rochester. We hope to see Joe back at his desk soon with his new 45-year burton. He is also celebrating another anniversary, having been appointed agent at Austin 25 years ago this month.

Our OS&D clerk, Harold Flanigan, recently fell heir to a brand new bicycle. Unfortunately he had just moved in from his west end place and had no use for the vehicle. However, the boys at the freight office found a way out of the difficulty and have offered "Flanny's" services as "Master of the Hounds" to the Ladies Cycling Club. The boys have also presented him with a nice new pants guard to add to his equipment.

Machinist Clem "Pink" Beckel was assigned to the Madison, S. D., shops, May 22nd.

James Paul, building engineer in charge of the Czechoslovakia building exhibit at the Chicago World's Fair, spent a few days in Austin the first part of June with his brother-in-law, James Kos, machinist helper.

We were indeed sorry to hear of the death of W. O. Craig, retired traveling auditor, which occurred at his home in Austin May 26th. Mr. Craig entered the services of the Milwaukee at Austin in 1882. From here he went to Milbank, S. D., as a clerk. He later became agent at Milbank and then was promoted to the position of travelling auditor. Thirty-seven years ago he returned to Austin and has made his home here since. Mr. Craig suffered a stroke twelve years ago and has been retired since that time.

The many friends of Engineer Matt Lang were

shocked and grieved to hear of his tragic death June 1st. Matt had worked into Jackson the evening of May 31st and his body was found in the yards the following morning with the skull fractured. Mr. Lang was sixty years of age and had been an employe of the company for 21 years. Deepest sympathy is extended to the bereaved widow and three sons.

Engineer Harley Kough and son Bernard left Austin May 16th on a trip to England. They

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sailed from Montreal May 19th on the Dutchess Richmond for Liverpool and will make stops at London and Shrewsbury. They will return home via New York about July 1st.

"Tang" is still busy on his detective work. He had excellent luck with one of his cases last month but the other one proves to be quite had to handle. He has agreed that not only murderers but others return to the scenes of their crimes. However, in this case "Tang" was not there when his victim returned. It has been suggested that he enlist the services of "The Specialist" on this case.

Dispatcher and Mrs. Clyde Peed leave June 14th for the west coast and a nine-day boat trip to Alaska.

We are indeed glad to hear that Brakeman Glen Gahagen is recovering nicely after having undergone a major operation. Glen was taken sick while working in on No. 562 May 30th and was rushed to the hospital as quickly as possible and an emergency operation was performed that night.

Car Foreman and Mrs. M. R. Johnson left Austin June 5th for a two weeks' visit in Everett, Wash.

Engineer and Mrs. Frank Campbell attended the commencement exercises of their son, William, at Marquette University in Milwaukee June 7th.

Conductor and Mrs. Henry Heslip were called to La Crosse June 7th account of the death of Mr. Heslip's father.

Roundhouse Foreman Olaf Nicholson and family left Austin June 8th for a trip to California.

The Inter State Co. have relinquished their lease on the restaurant in the depot at Austin and the business will be conducted in the future by Mrs. Lena Nodine. She is offering a prize of one free lunch for the best name suggested for her place of business. We understand that Mike Ulwelling has put in a bid for the job of bouncer.

Dispatcher C. M. Aughey was taken very ill June 11th and is confined at his home. Bill Ende and Frank Bloom are doing the vacation and sick relief work.

Dispatcher Ed Laugen started his vacation May 25th by motoring to Ramsey to catch No. 158.

Coast Division News

Gertrude Alden

MESSRS. E. L. Cleveland and A. DeGarmo, Roadmasters G. P. Hall and A. M. Anderson have been busy lately loading numerous large bands of sheep from the winter range along the Columbia for movement to summer range in Idaho and Montana. Mr. DeGarmo has become a modern Pied Piper, he merely rattles a pebble in a tin can, as he casually walks up the chute, and says he can load a deck of sheep every two minutes.

We are all glad to see the nice increase of business on the Coast Division—with a second run on the Everett line, a new way-freight on the hill out of Cedar Falls, and extra train service elsewhere a number of train and engine-men have been returned to service from the reserve list. We hope the "New Deal" deals out a lot more regular jobs for the men who have been out of work for so long.

We notice a nice new coat of paint on business car No. 93. This good advertising, as the 93 shows up most any where in Washington and western Idaho, now that the Coast Division has grown to about 1500 miles in length.

Billy Fitzgerald, son of Timekeeper W. J. Fitzgerald, was hit in the eye with a stick while playing at school. It was thought for a time that he might lose the sight of his eye. We are glad to report that such is not the case, and young Bill has returned to school.

Mrs. Rose Shipley, our telephone operator, is vacationing at the Chicago Fair. She will also visit relatives in Wisconsin before returning home.

Mrs. Jacob Shook, widow of Engineer "Jake"

Shook, is visiting friends in Tacoma and Sumner.

Mr. T. E. Corbett, former Trainmaster on the Idaho Division, has returned to Tacoma as Chief Dispatcher. His many friends are glad to welcome "Tom" back to Tacoma.

Mrs. R. A. Watts of Miles City, Montana, is visiting with Mr. and Mrs. C. F. Negley at Puyallup.

Dispatcher W. A. Monroe and family have been transferred to Miles City.

A joint Traffic-Operating meeting was held at the Women's Club rooms, Tacoma, on June 5th. This meeting was particularly enjoyed by the men as the Women's Club served them a very delicious luncheon at noon.

LaCrosse-River Division Items

Eileen

ON APRIL 24, 1933, Christ Pederson, Equipment Maintainer at Hastings, rounded out forty years of continuous service with the Milwaukee. He has served in various capacities in both the Locomotive and the Car Department and has worked at many points on the railroad, always filling capably the position assigned. We hope that he will continue his good work for many years to come.



Mr. and Mrs. Pederson

R. W. (Colonel) McKay has resumed work after a two weeks sojourn in the south and despite whisperings to the contrary, Bob says he is still single.

It falls to our lot to make a sad report at this time. Train Dispatcher Wm. Jones of the La-Crosse Division passed away at his home in Portage on June 9th, after a brief illness. He was 53 years of age, with a service record of 27 years. His wife, two sons and one daughter and many friends mourn his loss. We can safely say that there will be a place for him on God's Great Line and that the Diamond Special will never meet with an accident. Funeral services were held at Portage on June 11th under the auspices of the Masonic order.

On June 3rd Conductor Wm. Brannan and Brakeman Stoltz discovered a loose wheel on coach in service on train No. 58. The car was safely parked on a siding at Wyocena and the passenger transferred by these trainmen in their usual pleasant way.

The fish were biting good the day that Jack and Hank and Bill went fishing in Black River, about 12 miles north of La Crosse. What a dandy string they all brought back—black bass, wall eyed pike, pickerel and croppies. Oh, yes, and this time I can tell you about the big one that didn't get away. When the boys were about ready to make the trip home, Hank decided to have one more fling. He took the last minnow, baited his hook and threw it into the swift current. About the time it struck the water, it was attached by some large fish. Ensued a ten-minute battle with Hank coming out victor, and he was proud to display the seven-pound pike.

Iowa East Division

J. T. Raymond

WE ARE glad to note the return to duty of Agent H. P. Thompson of Lyons. He has had a long siege of illness and his resuming duty will be pleasant news to many friends.

C. L. Sherwood of Cedar Rapids completed his sixty-second year with the Milwaukee Road June 7th and we, among many other friends, extend our hearty congratulations to Mr. Sherwood on this extraordinary length of service and best wishes for his welfare. He is spending his vacation, accompanied by Mrs. Sherwood, at Delavan Lake, Wis.

The annual picnic of the Milwaukee Railroad Women's Club, Marion, was held at Thomas Park Thursday, June 8th. All Milwaukee Road employes and families were invited. There was a fine attendance and a bountiful repast was served at 6:30 p. m. in the park pavillion, by the committee in charge. Mrs. Fred Holsinger, Mrs. John Cone, and the president of the club, Mrs. Margaret Lemming. An interesting time was had playing baseball by a bunch of men and boys. The perfect weather and lovely surroundings contributed much to the fine time had by everyone present.

The Milwaukee Railroad Women's Club gave a May breakfast Thursday, June 1st, at the Marion country club celebrating the annual membership drive. A short business meeting was held and plans made for the annual picnic to be given for Milwaukee employes and their families at Thomas Park June 8th. Mrs. A. J. Elder and Mrs. Guy Miller were chairmen of the drive. Mrs. O. Miller led the singing, which was accompanied by Mrs. Ralph Kendall. Mrs. Harry Conger of Moberge, S. D., gave a short talk. Bridge was played. This organization consists of a membership of 131. They have been very active since its beginning some eight years ago. Its work of looking after and giving substantial aid for the sick and distressed among the Milwaukee Road families has been constant and well sustained.

Mr. and Mrs. Harry Conger of Moberge, S. D., visited relatives at Marion the latter part of May.

Mr. and Mrs. N. J. Edwards of Toronto, Iowa, attended the graduation exercises of their grandson, Allen, at Marion May 25th. They were accompanied by their daughter and husband, Mr. and Mrs. Ed Koch.

Mr. and Mrs. J. L. Franz of Chicago spent Memorial Day at Marion visiting relatives.

Agent J. A. Kelly of Donahue has been transferred to Delhi, Iowa. He is succeeded by E. E. Schwartz at Donahue.

Mrs. Frank J. Cleveland of Marion left early in June for three weeks visit with her daughter, Mrs. Keller, at San Clements, Calif.

Jennings Hotchkiss, a student at Iowa State College, Ames, returned to Marion the middle of June to spend the summer with his parents, Mr. and Mrs. W. J. Hotchkiss.

Raymond Cooper, son of Mr. and Mrs. W. E. Cooper of Cedar Rapids, has received the degree of Bachelor of Science and Medicine at Creighton University, Omaha.

The middle of June Signal Foreman J. E. Ellifson and assistant are working on a change of signals between Marion and Atkins to be used when the East Bound is substituted for the West Bound at a later period.

E. Earl Edwards left Marion Monday evening, June 5th, for Perry to act as relief train dispatcher during the vacation period. T. J. Allen of Miles is on the clerk's job at Marion.

Switchman L. C. Rinard was injured at Cedar Rapids Sunday, June 11th, and was receiving treatment at a Cedar Rapids hospital June 14th. His condition was reported as fairly good.

Lloyd F. Coakley of Marion was a member of the graduating class at the State University of Iowa June 5th at Iowa City.

Among the members of the graduates from the Marion high school May 25th from the

Milwaukee Road families were Miss Dorothy E. Burrows, Jerome Kendall, Allen E. Edwards, George R. Newlin, Francis J. Ozburn, Miss Mary Reynolds, Lawrence D. Gordon, Donald K. Hillerege and Waldo L. Lindley.

Miss Alice E. Seeger graduated from Morley High School May 26th. She is a daughter of Henry Seeger, Agent at Morley.

There were three specials on the division June 11th, bankers, reforestation and cherries.

Mr. and Mrs. G. A. Crabb of Cedar Rapids visited relatives at Hayesville and spent several days at the Century of Progress Exposition at Chicago the middle of June.

E. E. Schwartz has been appointed agent at Donahue.

Conductor Wes Pulley, after a lay-off of several months, has taken the Calmar Line way freight with Sunday layover at Marion, displacing Conductor W. P. Kelly, who in turn displaced Conductor C. W. Rollins on the opposite run with Calmar layover. Mr. Rollins has taken the swing job as brakeman between Monticello and Calmar.

Conductor Ben Bulkley was off duty the first week in June account sickness, Conductor Farrell relieving on the Calmar Line passenger.

Engineer Len Low is making his annual sojourn to the lakes and expects to make life miserable for the fish for the next month or six weeks. Engineer Bob Strayer relieving on the Calmar Line jitney.

Marion relatives have recently received word that Clint Coggeshall, who for many years was Mail Clerk on the Farley Line, passed away on his farm in northern Minnesota after ten weeks illness with the flu. Mr. Coggeshall will be remembered by many of the old timers on the Division.

Steven Norris, a Kansas City Division fireman in Cedar Rapids yard, passed away at his home near Marion after a long illness. The magazine extends sympathy to the bereaved family.

George H. Strong, Iowa Division conductor, living at Dubuque, is in the University Hospital at Iowa City for an operation.

The New Hub of the I. & D.

Wm. Lagan.

OPERATOR John Gilbo, of Yankton, S. D., attended the American Association of Railroad Ticket Agents convention in Chicago recently and reports a very enjoyable time.

We wish to extend our sympathy to the relatives of Chas. D. Hesse, Chief Caller at the Sioux City Roundhouse, who passed away at his home in Sioux City on June 8th.

On June 1st a traffic club was formed at Wagner, S. D., composed of agents on the Platte and Armour Lines of the Milwaukee Railroad. Many interesting subjects were brought up concerning the promotion of using our Railroad as a means of transportation in place of the trucks. Permanent officers were elected and future meeting time set. Mr. W. E. Beck of Geddes, S. D., was elected chairman and, T. M. Paulson of Corsica, S. D., secretary. All present report a very instructive meeting and we are sure that these employes will do a lot to promote good feelings and more business in their territory.

W. L. Kersey, father of Clyde Kersey, Passenger Brakeman, passed away at his home in Sioux City, Ia., June 10th. We wish to extend our sympathy to the Kersey family in their bereavement.

Announcement is made of the marriage of Mrs. Clara V. Evans and Joseph M. Thomas of Sioux City. The couple will be at home at the Dwane Apartments, Sioux Falls, S. D. Congratulations, Joe.

Wm. K. Griffiths, son of General Agent W. D. Griffiths, Sioux Falls, S. D., was a graduate of the School of Engineering at the University of South Dakota.

C. C. Smith is working on the side table job at the Sioux City Dispatcher's office. He is

relieving operator Dick Gorman, who is acting as a train dispatcher account the regular dispatchers taking their annual vacations.

Miss Marian Belknap, daughter of Train Baggage C. M. Belknap, Jr., graduated from Central High, Sioux City, Ia., on June 8th.

The Washington High School Band, composed of ninety members, left Sioux Falls June 6th in special cars on the Sioux for Chicago, where they competed in the National Band contest held at Evanston, Ill. While in Chicago they played several concerts at the Century of Progress Exposition. School authorities report a pleasant trip and they were much pleased with the courtesy and attention of all Milwaukee employes.

Fullerton Avenue Building

A. M. D.

THE following article was published in the June 3rd issue of the Railway Age and is included in this column for your information. Use it as a talking point. This article indicates very clearly the reason for the tremendous cost of upkeep of our hard roads:

"Engineers who have studied the question of the highway deficit, i. e., the failure of motor vehicles as a whole to pay their way, have given the private passenger car and other vehicles of comparable weights, a clean bill of health. They are paying their share and more. The entire trouble is due to the fact that the exceedingly heavy vehicles have not been made to pay for the immensely increased costs of highway construction and upkeep which they alone have caused.

"In this view I think it is evident that the private passenger car owner and the general property taxpayer (often one and the same person) have a common interest in the movement to curb the excessive size of trucks and get the 'box cars' off the public roads and back to the rails where they belong."

Have you ever noticed that the great majority of large trucks hauling goods into Chicago are without a Chicago city license? It is our thought that individuals or corporations who run these trucks into Chicago for profit, at the same time smashing our pavements, should be

The Inland Press

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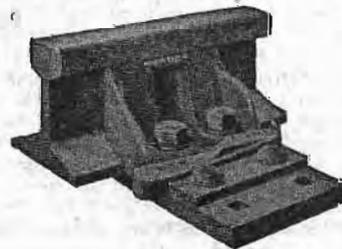
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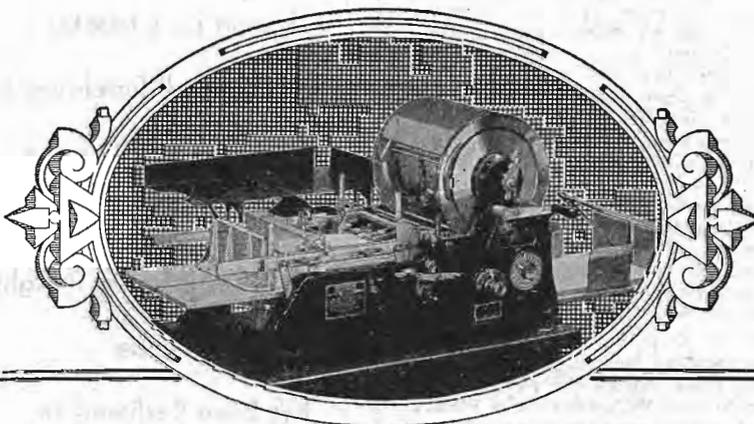
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forced to contribute something toward the upkeep of our city streets. What do you think?

Lillian Ohrman of the Central Train, Engine and Yard Timekeeping Bureau, was married to Carl Allen on June 10. The ceremony was performed at the Lutheran Ebenezer Church, after which a reception was held at the Sovereign Hotel. The couple honeymooned at the Wisconsin Dells. We wish Lillian and her hubby the best of luck.

H. Chessman of the Ticket Auditor's Office was away from his desk for a few days due (he claims) to an injury sustained while playing ball.

Rosebud Wennerberg and Juel McDonald of the Central Computing Bureau visited Dorothy Beam at Saranac Lake during their vacation. Dorothy was formerly an employe of the Central Computing Bureau, being forced to leave the service due to ill health. According to the girls, she has fully recovered and is now serving as a nurse in one of the hospitals in that vicinity.

Charles Belter of the Record Room is the proud daddy of a baby boy born May 26. Congratulations, Charley

Harry Kester of the Car Accountant's Office spent a few days of his vacation motoring in central Wisconsin. He states the weather was good and the going fine, but in some inexplicable way lost a fender and he doesn't know what happened to the durned thing. Cheer up, Harry, it might have been the engine.

Bertha Kellner of the Freight Auditor's Office resigned from her position June 17 to be married.

Mr. A. J. Frandsen, of the office of the Auditor of Overcharge Claims, was a member of a chorus in a Minstrel Show given by the Thirty-third Ward Improvement Club during May 1933. It was noted that Mr. Frandsen sported a straw hat during the performance. We are wondering why, during the recent hot spell, he wore his last year's felt hat. Probably the straw belonged to the Minstrel Show.

A group of the boys of the Freight Auditor's Office, calling themselves the Heavyweights and averaging 216 lbs. per man, have organized a softball team and have challenged a similar group from the same office known as the Lightweights, who average 144 lbs. per man, to play a game of softball some time in the near future. It should prove to be an interesting game. We think Bill Ganzer would make a wonderful backstop.

The fishermen from the Freight Auditor's Office have returned from Northome, Minn., with the fish and fish stories. The story is they went out one day and caught so many fish that the next day they just sat around. All that we saw was some pictures of fish, but we did get to see some Wood Ticks that they found on themselves after their return. The experts will be off on another fishing trip soon to Heafford Jct., but this time they are going to take their own chef along. Who is the chef? Why, no other than Fred Miller.

Mr. W. O. Craig, superannuated employe, formerly a Traveling Auditor, passed away May 26th. Mr. Craig entered the service of the Milwaukee in April 1882 as a clerk at Milbank, S. D. Thirty-seven years ago he was promoted to Traveling Auditor and established his home at Austin, Minn. He served in this capacity until March 3rd, 1921, when he was forced to retire due to a paralytic stroke. We wish to extend our heartfelt sympathy to his family in their bereavement.

A four-team softball league has been organized by a number of boys in the building. Games will be played every Monday and Friday at Wrightwood Playground. The first game was played June 12 between Harry's Flashes and Lullo's Sluggers, the former winning by a close score of 22 to 21. The feature of the game was Joe Wager's home run in the ninth which decided the issue.

Twenty-Eight

The
Fundamentals
of All
Claim Prevention Activities
Are Based on a
Desire to Eliminate
Loss and Damage
to Freight,
Thereby Not Only
Avoiding Waste
But at the
Same Time Rendering
100% Service
to our Patrons.

It
Should be a Matter
of Pride to all Employees to
Know That Our
Ratio of
Claim Payments to Freight
Revenue
has Been Reduced to
the Lowest Figure
in the History
of the
Railroad.

Kansas City Division C. M. G.

VACATION time again! Equipment Maintainer Carl Hanson, West Yard, left on June 12th for the big city; will take in the World's Fair in Chicago. During his absence the car department will be in charge of M. Tullis.

R. O. Clapp will be the first of the train dispatchers to take a vacation; will spend his time in Minneapolis as a guest of his granddaughter, Mrs. Geo. O'Gar, who has been in Ottumwa visiting for a month, accompanied by her small son. H. G. Barnard will be relief dispatcher during the vacation period; Lloyd Calloway will work the position of operator in dispatcher's office.

On June 8th Mr. and Mrs. W. G. Dingeman returned from an extended visit with their daughter in St. Joseph, Mo.

Account injuries sustained in an automobile accident, Agent G. L. Gallagher, Williamsburg, was off duty for several weeks, relieved by S. E. Moore and J. W. Nolan.

New residents in Ottumwa are Mr. and Mrs. H. C. Beeler, who moved from Kansas City to Ottumwa in May and are now located on East Court Street.

Account undergoing an operation for appendicitis Conductor W. W. Birkett was a patient in the Ottumwa hospital for some time. He has recovered and returned to his home. Hope he will soon be able to resume his duties.

Riley Smith, brakeman, was also off duty account being confined to the Ottumwa hospital. He has recovered and returned to the service.

In May occurred the death of Wm. Van Cleve, boilermaker helper, who died at his home on Main Street, Ottumwa.

Mr. and Mrs. G. C. Stickler, Chicago, were recent week-end visitors in Ottumwa; spent Sunday "down on the farm" with Time Revisor C. H. Baker.

Agent J. W. Calvert, Ottumwa, was in Excelsior Springs for ten days taking "the water cure." Returned to his duties on June 1 feeling as fit as a fiddle.

Mr. and Mrs. C. L. Stutsman attended the B. of L. E. convention in Cleveland during June; enroute home visited in Elkhart, Ind., and Chicago, with relatives.

Conductor Dave Higbee is now driving a new Chevrolet. We all hope to get at least a try-out ride in his new car.

May Belle Tuomey, young daughter of J. V. Tuomey, Polo, was a visitor in Ottumwa the latter part of May; also spent several days with her grandmother in Parnell.

L. C. Benson, retired section foreman, secured one ticket Ottumwa to Chicago via our railroad.

Alice Niman, daughter of Dispatcher John Niman, was among the graduating class of Grinnell College on June 5, receiving her B. A. degree. In the fall she will enter the Western Reserve University, Cleveland, in the school of library science.

Inspection Car No. 1 went over the K. C. Division during the week of June 12th, occupied by W. L. Ennis, Mgr. Refrg. Service and Claim Prevention, O. Stainer, Traveling Inspector Chicago; W. C. Givens, Superintendent; Chief Dispatcher L. H. Wilson; Chief Clerk John W. Sowder; Instrumentman R. R. Lowe; and Roadmasters Barnoske, Weiland and Tubaugh over their respective divisions.

I. & D. Items M. G. B.

CONGRATULATIONS are in order at Mason City to two of our force.

Mr. James A. Woonas, Section Foreman of the Yards at Mason City, was married June 4th, to Helen Reres.

Mr. Herman Quandahl, Yard Clerk at Mason City, was married May 23rd to Helen Gratiis.

Our congratulations and best wishes are extended to both couples.

Mr. and Mrs. W. J. Johnston, of Mason City, were called to Los Angeles May 16th on account of the death of their daughter-in-law.

Mr. L. R. Neuwissen, Chief Dispatcher at Mason City, was called to Minneapolis May 20th on account of the death of his brother.

The Mason City radio audience had a pleasant surprise May 21st to hear the familiar voices of the Mason City chorus which is under the supervision of Mrs. W. F. Ingraham, giving a broadcast over WMT at Waterloo. The program was very well received.

Rev. Frederick Ring, father-in-law of Mr. W. F. Ingraham, was in Mason City the first part of June to attend the graduation exercises of his grandson, Sidney who graduated from the Mason City High School this June.

For the time being at least we are all going to say in the Mason City offices that we are from Missouri as far as FHD's fish stories are concerned. We wonder if it is the cheap fishing equipment he uses—or else. Anyway, where are the fish?

Galen Meuwissen, son of Chief Dispatcher L. R. Meuwissen, returned to Mason City the first week in June from Ames where he is attending school.

William J. Mutschler, son of Chief Clerk C. E. Mutschler in the Superintendent's office, has also returned to Mason City from Ames, where he is attending school.

Mr. Julius Weile, Trainmaster's clerk, has moved from his country estate to the town house for the summer. Of course this is a reversal of the usual procedure, but Julius just has to be different.

Rocky Mountain Division Northern Montana Mar

D. E. ROSSITER was at Lewistown in connection with his work as train rules examiner holding several sessions in re-examining employes on standard rules.

The sessions were well attended and a great deal of interest taken in the fine lectures given by Mr. Rossiter in connection with the work. Special stress was given in the matter of how important it was for all employes to keep informed on the proper observance of the rules contained in the book issued for the operation of the railroad by our men. It was the opinion of all in attendance that the school held by Mr. Rossiter was the most successful and instructive that they ever had attended. Mr. Rossiter in addition to conducting classes on the standard rules for the Milwaukee, conducts classes on the rules in effect on the Union Pacific and Northern Pacific where our employes work on trains operated on joint track.

We were pleased to see the genial District Storekeeper Jay Gove, of Deer Lodge, back at Lewistown on a short visit shaking hands with his many friends. While here he was the guest of his daughter, Mrs. Charles L. Scott.

Mrs. A. M. Maxeiner left the first of the month for Dillon, Mont., accompanied by her father, who will visit there for several months. From Dillon Mrs. Maxeiner continued to Denver, thence to Colby, Kans., where she was the guest of former Company Surgeon Jensen and family. She will visit the Century of Progress Exposition and go on to Johnson City, N. Y., for a month's stay with her daughter, Mrs. John B. Denton and family.

Mr. and Mrs. William J. Retallick have returned from Longview, Wash., where they spent several weeks with their daughter, Mrs. Irwin and family.

Western Traffic Manager F. N. Hicks, General Freight Agent O. P. Kellogg, Assistant General Freight Agent Harry Rowe and Division Freight & Passenger Agent M. E. Randall spent a half day visiting Lewistown business men while on their way to attend the Montana Stockmen's Convention at Bozeman.

Mrs. N. H. Fuller and daughter Margaret have returned to Lewistown from Walla Walla, Wash., where Miss Fuller has been attending Whitman College. They visited friends at Spokane, their old home, on their way.

Miss Mabel Newburry spent the week-end at Great Falls with G. F. Collins and family.

Mr. and Mrs. William Foshag are visiting friends in Kansas City, Mo.

Alex Gotsoff and wife of Dunlap, left for Flint, Mich. They will take in the World's Fair at Chicago before returning home.

Barney Foshag is attending the Lutheran church conference at Yankton, S. Dak.

Claude Brown, cashier at Great Falls, was called to Chicago account of the illness of his mother.

Mrs. L. M. Dyer, of Moore, has gone to Chicago for the Century of Progress Exposition. Harold Dyer is visiting in Spokane.

Oliver S. Porter was on the team of the Lewistown volley ball club that went to Great Falls for a game with the players of that city.

Twin City Terminals Mechanical and Store Depts.

N. A. H.

"BELIEVE it or Not."

Engineer Jas. Cunningham reported for work in his car on a Sunday morning—worked hard all day and at the close of the day's work, when coming to the roundhouse, he came across two young lads who had entered the premises in their Ford playing an accordion. The music was real soothing and after resting a while, Mr. Cunningham decided on going home. Then his wife appealed to him to take her to church in the evening and in going out to the garage for his car found the garage empty and at the same time, the phone rang, reminding him that his car was still parked where he had left it in the morning when reporting for work.

This goes to prove that "Music has its charms."

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FOR RENT—Furnished housekeeping cottages, \$8, \$10 and \$15 per week. Room in cottage and board, \$3 per day. Guide, \$4 per day. Located on Lake Shishobogama, 7 miles west of Minocqua, Wis. Highway 70. Good fishing, big muskies. Write Geo. A. Gunderson, Station Agent, Lone Rock, Wis., or Pine Island Resort, Minocqua, Wis.

FOR SALE—One Membership in modern hunting club at Waubay, South Dakota; double garage with two cars. For further information call or write C. M. Elliott, 4936 Maypole Ave., Chicago, Ill. Tel. Austin 3022.

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

FOR SALE OF EXCHANGE—Six-room house on 50x120 lot, paved street, at 337 N. Ashland Ave., Green Bay, Wis. Will exchange for acreage near Tacoma, Wash. Address Jno. Cathersal, 1702 N. Pine St., Tacoma, Wash.

FOR RENT—Four-room apt. with electric refrigeration. Good transportation, near Garfield Park. Bargain to Milwaukee employes. C. Vendegna, 3443 Fulton Blvd., Chicago. Tel. Nevada 4369.

Spend your vacation at the beautiful pine wooded Ranch Lake Resort. Excellent fishing and swimming. Cottages for rent with boats, linen, ice and fuel. Room and board if desired. Rates are reasonable. C. M. & St. P. is 14½ miles from resort and is closest railroad. For further information write Ranch Lake Resort, Pound, Wis., or Henry Reader, 2436 N. Lockwood Ave., Chicago, Ill.

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

ROOM FOR RENT—Any fellow employes or their friends coming to Chicago for the World's Fair, I can give them a good room—very reasonable rate. Good neighborhood, 15 min. walk to loop, 15 min. ride to fair grounds by street car or bus. C. E. Sturgis, 11 W. Huron St., Chicago. Tel. Delaware 3738.

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

FOR SALE—On beautiful Paw Paw Lake, one mile from Watervliet, Mich., well shaded, 4-room house with basement, cistern, pump in kitchen, electricity, large sleeping porch 10x24. Built for year round residence on high bluff overlooking lake. No incumbrance. Dandy place for retired couple. Only asking \$800.00—\$300.00 down, balance payments or \$750.00 cash. If interested write Roy C. Visger, Bartlett, Ill.

FOR SALE—Schnauzer Pups—thorough bred, males and females, imported stock, Salt and Pepper. For information, write Catharine S. Maney, 765 Union Station, Chicago, Ill.

PATRONIZE A FELLOW EMPLOYEE—Spend your vacation at the beautiful wooded pine Ranch Lake Resort. Excellent fishing and swimming. Cottages for rent, or room and board if desired. Rates are reasonable. For information write Ranch Lake Resort, Pound, Wisconsin, or Henry Reader, 2436 N. Lockwood Ave., Chicago, Ill.—C. M. St. P. & P., 14½ miles from resort, is closest railroad.

FOR RENT—Furnished cottage, screened porch, inside plumbing, electric lights, row-boat with cottage, 200 feet lake front, fishing, horseshoes, swings and golf. Season, \$125.00, Month \$50.00, Week \$15.00. Located at Grass Lake, Ill., 3 miles north of Fox Lake on C. M. St. P. & P. R. R. R. E. Dove, 1623 Columbia Ave., Chicago. Tel. SHEldrake 8281.

FOR SALE OR EXCHANGE—About three (3) acres of land on the West Side of the City of Stoughton, Wis. Water, gas and electricity in the streets. Will exchange for Milwaukee county house and lot, or some good lake summer home property. Address Ivo Lorenzo Laning, C. & M. Div. Engr., 3259 N. 34th St., Milwaukee, Wis.

FOR EXCHANGE—Equity of \$2,000 in 10-room house on 27½x125 ft. lot on Chicago's north side. Two-car garage with small shop in connection. Will exchange for acreage with house located anywhere in Northern Illinois or Eastern Iowa. Address C. S. Shaw, 2422 N. Racine Ave., Chicago.

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.

Secures Important Business For Us

PETER V. LARSON, switchman at Sioux Falls, was recently the means of securing some valuable business into and out of Sioux Falls from a firm located nearer to tracks of a competing line than to The Milwaukee. It happened that Mr. Larson was able to render the manager of the firm a real favor, and as reward, asked only that he favor The Milwaukee Road with some of his business, who promised to do so.

This was confirmed very soon afterward, the firm in question turned some business our way. The local agent at Sioux Falls, in congratulating Mr. Larson, says that because of disadvantage of location to The Milwaukee, he had never been able to secure the business of this firm, and thinks Mr. Larson should receive particular commendation for his interest and success.

BEER AND FREI KREBS

(Continued from page 19)

the bag was printed in virtually indelible ink.

Even at that, it was not an unpleasant sight on a windy day to observe well made feminine bifurcated garments ballooning proudly in the wind, and announcing to the cock-eyed world in blue and red letters of two-inch size, across the nethermost part, "J. B. A. Kern's Best," "XXX," or "Pillsbury."

Alas, the years roll on, but I am sure that underneath those simple garments beat hearts as true as those of this day with their covering of "Rayon Undies."

Thirty

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