

# *The* MILWAUKEE MAGAZINE

CHICAGO  
MILWAUKEE  
ST. PAUL  
AND PACIFIC

SEPTEMBER, 1935



Fishing in Wisconsin Waters

# Coals of



# Real Merit

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

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Sunday Creek Hocking  
Kentucky Blue Bell  
Kentucky Walnut  
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Terre Haute Quick Fire Domestic  
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General Offices:  
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Shell Petroleum  
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Docks: Milwaukee and Superior, Wis.

# MAGNUS COMPANY

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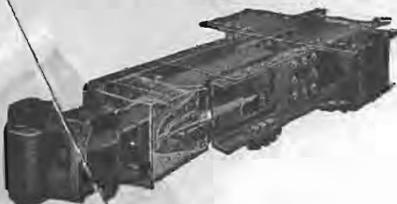
NEW YORK

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CHICAGO

**"BUCKEYE" Yoke and  
Draft Attachments**



The vertical yoke type of attachment, with cast steel yoke, offers the advantages of less parts, less weight, and less cost.

THE BUCKEYE STEEL CASTINGS  
COMPANY - Columbus, Ohio  
New York - Chicago - Louisville - St. Paul

## CREOSOTED MATERIALS

and

## COAL TAR PRODUCTS



Republic Creosoting Co.  
Minneapolis

## 'M-F'

### Lock Nuts and Water-Tight Bolts

*Used on Rolling Stock of  
Leading Railways*

MacLean-Fogg Lock Nut Co.  
Chicago Ill.

# Top All Previous Known Records

## Hiawatha Gaining World-Wide Fame

THAT our HIAWATHA train keeps on its triumphant way, the records for July are ample evidence; and there is no let-down as August passes. The number of revenue passengers carried by HIAWATHA north and southbound for July came to the amazing total of 20,237,—being 10,230 going north and 10,007 south.

The average per day in both directions was 653. And the full number was an increase of 3,673 passengers over what at the time was an unprecedented record of,—16,564 carried in both directions for the month of June. On Saturday, July 27th, taken as an instance of the favor this gallant train is making with the traveling public, the figures disclose 990 paying passengers for that one day.

Our unique speedliner continues to be the subject of newspaper and magazine pictures, editorials and feature articles. Clippings from American and foreign publications steadily pour into the publicity bureaus. The official magazine of the National Railways of Mexico in its August issue printed a fully illustrated article about the HIAWATHA, extolling its fine features, its steam motive power and the ultra-modern equipment of the train. This story, printed in the Spanish language, of course, gave due prominence to all of the special characteristics, and its departures from old accepted fundamentals in train and locomotive construction as well as appearance.

Many firms are using HIAWATHA pictures and accounts of its achievements in their advertisements, while forthcoming is a profusely illustrated story of "The Milwaukee Road's Hiawatha" by Roderick M. Grant, for the October issue of Popular Mechanics which will be on the newsstands early in September. This is sure to be a most interesting story.

HIAWATHA's reputation has assumed world-wide proportions, and foreign line ticket offices, in this country and abroad make daily inquiries and requests for reservations for prospective patrons. It is interesting to know that most of the inquirers immediately ask for reservations "in the beaver-tail." Calls come in daily for space to be reserved days ahead.

One traveler recently, making the trip from the Twin Cities to Chicago on the HIAWATHA likened the experience to an afternoon spent at a social gathering. From the beginning of the trip, there seemed to be a general sociability, starting, of course with remarks about the beauty and comfort of the cars,—then the smoothness of the ride, as the train glides along doing its fast time without effort seemingly, and almost unappreciably. Seventy-five, eighty-five, ninety, etc., the miles clipped off, according to those who, know-

ing how to gauge the speed, were "timing her."

Sociability is always promoted where "refreshments" are available whenever the need or the desire arise. Therefore the popularity of the dining car with its "Tip Top Tap" at the head end of the train is at once in evidence. Dispensing with the usual formal hours of service, this popular car now puts on a continuous performance and the Tap Room is soon filled. A sandwich and a glass of beer at this table,—orange juice, perhaps at another; with all other varieties of liquid refreshment of a varied list. People come and go continually,—surely this is not like any train ride one ever took before.

The tap room in itself, is an invitation to gaiety. Its color is brilliant scarlet, its chairs and tables modernistic in style; there are no windows, but the apartment is softly illuminated by diffused light from hidden lamps. In the dining room proper of the car, where windows picture the passing scenes, the colors are in tune with Nature's harmonies outside. Here, too, the tables are always occupied, for at any time, one can have his favorite afternoon "snack,"—his afternoon tea, or enjoy his "kaffee klatch" with a party of friends. At the formal meal service,—as one patron expressed it,—"most amazing! you can get all you can eat for sixty-five cents,—and good, too."

The enjoyment of the train does not concentrate entirely however with the gastronomic attractions. The smoking rooms in all of the coaches are filled with social groups and "foursomes" in the body of the cars are busy at Bridge, while interested spectators look on, and social calls are made up and down the aisles.

The beaver tail is the center of interest to those who keep watch of the speed and check off the flying telegraph poles as they shoot back into the distance. The rapidity with which those glistening rails converge in the middle distance and the speed of the passing scene as fields and cattle and woods and waters and towns are left behind makes a breath taking picture.



Poppy Raised in Gallatin Gateway Inn Gardens

Someone remarks about the unusual height from the floor and the size of the windows, different as these features are from the accepted passenger-car formulas, and hears that the windows are placed as they are, to promote restfulness. The passing picture is seen in perspective instead of in the confusion conveyed to the eye by rapidly moving objects near at hand.

Surely no single thought pertaining to the comfort and enjoyment of patrons of HIAWATHA has been lightly dismissed by designers and builders of this remarkable train, thinks this "traveler" as the speed slows and the great "Milwaukee Type" locomotive noses into the station and brings its load of "HIAWATHA" boosters to "happy landings."

From some of HIAWATHA boosters:

Milwaukee Shops, Aug. 1, 1935.

Mr. J. T. Gillick,  
Vice President.

Dear Sir:

I am quoting from a letter just received from Mr. N. L. Freeman, Chief Inspector of the Westinghouse Electric & Manufacturing Company, Newark, N. J., whom I induced to ride back to Chicago on the "Hiawatha."

"I've known speed for some time, but I have never seen the equation of high speed and riding comfort have such a smooth answer. When I guessed (rashly high, I thought) the train was doing 75 miles per hour, the miles went by at 35, 35 and 34 seconds each! 102.8 and 105.9 miles per hour! It was unbelievable but also undeniable!

"I think folks around here take me to be an awful liar, but I know what I saw and the remarkable riding qualities of that light, beaver tailed car."

Yours truly,  
(Signed) C. H. BILBY,  
Mechanical Engineer.

INTERNATIONAL SILVER COMPANY  
(General Offices)  
Meriden, Connecticut

Mr. W. B. Dixon.

Dear Mr. Dixon:

I was very much pleased to find my reservation awaiting me upon my arrival in St. Paul on May 28th.

The trip from St. Paul to Chicago was delightful. Although the speed must have been in excess of anything I have experienced in my traveling, it was certainly not noticeable,—possibly due to the fact that the train is sound proof. The appointments are beautiful—in fact, the HIAWATHA in every respect seems to be superior to any other train I have yet traveled on.

I am looking forward to another trip as soon as my work takes me to the Twin Cities.

Yours very truly,  
W. H. WILLIAMS,

Chicago, June 23rd, 1935.

Mr. W. B. Dixon.

Dear Sir:

I wish herewith to congratulate your line on having the world's, not only

fastest, but also most luxurious and safest train. I have read in Los Angeles of your famous HIAWATHA train and on my present trip east, decided to stop over in Chicago for just the pleasure of riding on your train. By purchasing my ticket, I was told, that I bought the last ticket for the afternoon, 1:00 p. m. train north and upon entering the luxurious cars, could understand why it was sold out. I've been accustomed to very high speeds, my business being race driver, having driven both here and abroad—in Germany—where I drove a German union car 197 miles per hour, as well as owning several American long distance records, coast to coast and so on. While in Europe, I've travelled on the fastest trains, those being the Fliegende Hamburger, Flying Scotsman, the new French rubber-wheeled train and in America, the

train which goes from Omaha to Lincoln, but I assure you, your line has them all beat. Aside from great comfort and cleanliness, I wish to state that I had the most enjoyable, as well as plentiful meal, I have ever had on any train anywhere for so little money, namely lunch going north for 50 cents and dinner on the 6:50 p. m. train going south from Milwaukee for only 65 cents. I've tried to be very special in observing things on your train, even to your very neat and courteous personnel, as well as engineer crews, who did not seem to tire of those many questions asked, but could not find any complaint, which means a rating of 100 per cent.

Congratulations and all the best luck to your line.

FRED A. MAYWALD,  
1246 1/4 Formosa Avenue,  
Hollywood, California.

survey, the panic of 1837, rivalry among towns, and arguments for respective merits of waterways, canals, plank roads and railways, prevented execution of the plan.

However, in 1845 one Asa Whitney and a party of surveyors found several promising routes between Milwaukee and the Mississippi, much enthusiasm was aroused and on February 11, 1845 Gov. Henry Dodge approved a Bill incorporating the Milwaukee & Waukesha Railroad Co.

This company was granted the right to "locate and construct a single or double track railroad" between those towns, "to transport, take and carry property and persons upon the same, by the power and force of steam, of animals, or of any mechanical or other power, or of any combination of them."

Byron Kilbourn was elected President of the company on May 10, 1849, and grading bids were called for in September of that year. Construction was carried on during 1850. The name of the company was changed to Milwaukee & Mississippi Railroad Co. on February 1, 1850. By November five miles of track had been laid, to Wauwatosa, and a number of prominent citizens were given a ride over the line. On February 25, 1851, the road to Waukesha was formally opened.

At this time, in the entire territory west of the Great Lakes and the lower Mississippi River there were only a little more than 100 miles of railroad.

Settlers in the territory as late as the early '40's had great difficulty in reaching their new homes. Roads were nonexistent or poorly marked, river crossings were difficult, and roving bands of Indians were encountered. The experience of one of these pioneers who in 1840 settled at Oakland, Jefferson County, may be quoted as typical:

In "Biographical Sketches of Old So.

## Wisconsin, Home of the Milwaukee Road

### Some Historical Events in Tabloid Form

Compiled by F. H. JOHNSON

THE territory enclosed by the boundaries of the state of Wisconsin is rich in historic lore.

It was the home of ancient Mound Builders; land of the Algonquin and Dakotas, Sacs, Foxes and Winnebagoes; pathway of French explorers and missionaries; ruled by the French from Quebec and Versailles for more than a century; battlefield of British and Americans; trapping ground of the fur traders, scene of the Black Hawk War and birth place of the Milwaukee Railroad system.

Jean Nicolet visited Green Bay in 1634 and French priests and explorers became familiar with every part of that region between that year and the conquest of Canada in 1760.

Claude Allouez founded a Jesuit Mission at La Pointe in 1665 and at Green Bay in 1669. The latter town was settled by the French in 1670. Prairie du Chien was wrested from an American detachment by the British in 1814 after the war of 1812. At the close of the war the United States placed forts at Green Bay and Prairie du Chien.

Effective in the year 1787 the region now known as Wisconsin was included in the Territory Northwest of the Ohio River; in 1800 it was made part of Indiana territory; in 1809 it passed to Illinois territory; in 1818 to Michigan territory. The Indian title to Southern Wisconsin was extinguished by the act of 1833 and on April 20, 1836 Wisconsin Territory was organized with 100,000 inhabitants. Rapid settlement of the southern portion began that May 29, 1848 Wisconsin was admitted as a State. Its population in 1850 was 200,000.

There was much unrest in Wisconsin when attention was drawn to the influx of Germans, Swiss, Scandinavian nationalities came in

throughs, some organizing communities which long remained, in language and customs, distinct entities in the new surroundings.

In those days of water transportation the three most practicable routes from the Great Lakes to the Mississippi River ran through or by Wisconsin and therefore Wisconsin was the gateway to the west.

In the '30's much thought was given to the subject of transportation. Appropriations were granted for highway construction, and a valuable land grant was given by Congress for a canal between Milwaukee and Rock River, only two miles of which was built.

The construction of railroads in the East impressed the people of Wisconsin. On September 17, 1836, at a village meeting in Milwaukee, Solomon Juneau, Byron Kilbourn, Hans Crocker, Benj. H. Edgerton and eleven others were appointed a committee to circulate petitions and in other ways endeavor to carry out the object of the meeting—the construction of a railroad from Milwaukee to the Mississippi River.

Although the idea was well received and Congress appropriated \$2,000 for a



The First Passenger Station, Waukesha, Wis.

The vertical  
with cast steel  
of less parts,  
less

THE BUCK  
COMPANY EYE SH  
New York - Chicago -

tlers of Wisconsin," he is quoted as saying, "Those were primitive days in Wisconsin. There were no roads nor bridges, only an occasional blazed tree through the heavy timber, or tracks of the miring and getting out again where a luckless driver had crossed the river in the marsh. Game was plenty, but powder and shot were scarce with the pioneer boys. Worst of all, there was no school."

Prior to the construction of the Milwaukee & Mississippi Railway, the territory of Wisconsin was dependent for transportation upon rivers and tributary streams and upon horse-drawn post coaches which ran between Milwaukee, Chicago, Madison, Galena, Beloit, Racine, Prairie du Chien and various other communities then in existence.

At the election in 1851 John Catlin was elected President of the Milwaukee & Mississippi Company, succeeding Byron Kilbourn, and in that year the road was extended to Eagle, 34 miles from Milwaukee. In the Fall of 1852 it was completed to Milton.

The Southern Wisconsin Railroad Company, chartered April 7, 1852, to build from Milton to the Mississippi River, constructed in that year (in the interest of the Milwaukee & Mississippi Railroad Co.) the line Milton to Janesville.

By act of Legislature approved February 17, 1855, the Milwaukee & Mississippi Railroad Co. was authorized to build from Milton through Janesville, Monroe, Shullsburg, to a point on the Mississippi River, thence down the river to a point opposite Dubuque and from first named point on the river north to Cassville, in Grant County.

On February 13, 1856 the Milwaukee & Mississippi Co. took over the Southern Wisconsin Co. and its property.

The line to Janesville was completed in 1853 and to Monroe in 1857.

The Madison & Prairie du Chien Railroad Co. incorporated March 24, 1852 to build between those towns did no construction work but was consolidated on July 18, 1853, with the Milwaukee & Mississippi Railroad Co. and under the name of the latter company built Milton to Stoughton in 1853, to Madison in 1854, to Boscobel in 1856 and to Prairie du Chien in 1857.

In 1860 default was made on all mortgages that had been made upon the property and it was offered for sale on January 18, 1861.

On January 21, 1861 the Milwaukee & Prairie du Chien Railway Co. was organized by the purchasers who transferred to the new company all the property purchased. The Milwaukee & Prairie du Chien Company owned and operated the road until December 31, 1867 when it was conveyed to the Milwaukee & St. Paul Railway Co.

The LaCrosse & Milwaukee Railroad Co. was chartered April 2, 1852 to construct a railroad between those towns. Byron Kilbourn, Moses M. Strong and Timothy Burns were prominent among the projectors. On August 2nd that year at the first meeting of the Directors Byron Kilbourn was elected President.

kee & Mississippi River, to Watertown, completing this section in 1855. Charter provided that the line might be extended via Portage to LaCrosse. On September 20, 1856 this company was consolidated with the LaCrosse & Milwaukee Railroad Company under the name of the latter company, which during 1857 and 1858 completed the line to LaCrosse, from Watertown to Columbus, and partially graded the line Madison to Portage.

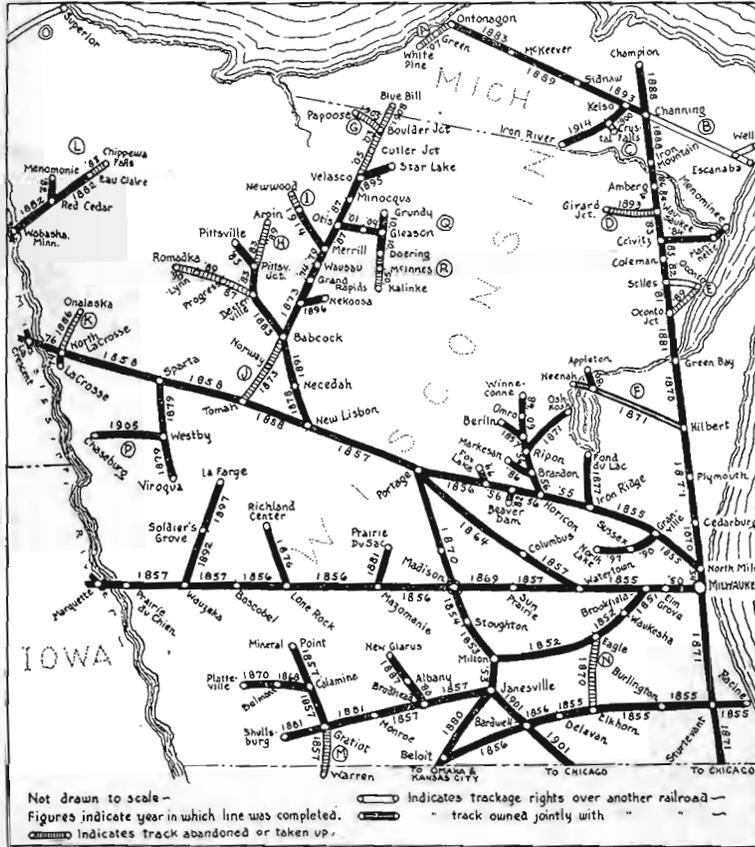
The attitude toward railroads in those days is clearly indicated by the following extract from an article written in 1855 for the MILWAUKEE SENTINEL by General Rufus King, its Editor. General King had just completed a trip over the territory between Milwaukee and Prairie du Chien through which the line of the Milwaukee Road was being constructed:

"The completion of this road, now distant not more than fourteen or sixteen months, will be a memorable event for our city and state. It has already trebled and quadrupled the value of the farming lands along its eastern and finished division, and increased by the same amount the taxable property of the state. Its extension to the Mississippi will accomplish the like result along the western half of the line and give to the farmers of Dane, Sauk, Iowa, Richland, Grant and Crawford counties a noble avenue to the metropolis and principal market of the state. It will confer upon our city still more striking benefits, bringing hither not only the travel and traffic from all the counties within our own state through

which it runs, but extending its feelers up the Mississippi and gathering in from Iowa, Minnesota and northeastern Wisconsin rich harvest or business and golden returns of trade. Let our merchants and business men, they thank God and take courage, for the whole Northwest invites and will ward their ventures."

Details of construction given in the foregoing paragraphs cover the developments of this railroad in Wisconsin. Many pages would be required to describe the multitude of companies, later acquired by the Milwaukee & St. Paul Railroad, that have been built of railroad in the first 50 years. On the Wisconsin map 23rd, 1935, shown the year in which each section of the Milwaukee Road

In Wisconsin we congratulate your world's, not only



(References on Map Explained on Page 16)

The Milwaukee, Fond du Lac & Green Bay Railroad Co. was chartered April 2 1853, to build from Milwaukee via Fond du Lac to Green Bay. James Kneeland was elected President. Grading was done between Milwaukee and Richfield when the company became embarrassed and on February 1, 1854 it was consolidated with the LaCrosse & Milwaukee Railroad Co., the new company taking the name LaCrosse & Milwaukee Railroad Co.

After consolidation the LaCrosse Co. vigorously pressed construction, completing the line to Horicon, 50 miles from Milwaukee, in December 1855 and to Portage 95 miles, on December 31, 1856.

The Milwaukee & Watertown Railroad, chartered March 11, 1851, was organized January 4, 1853 and began construction Brookfield Jct., on the Milwau-

# Tooting the Railroad Horn

By Z. G. HOPKINS

"TWO things are important to complete success in most undertakings," declared an outstanding man, recently, who had started from scratch, or behind, and won his way to a position of unusual prestige and influence. "First, be sure you do a first class job; and second, be equally sure that you get the credit for it to which you are legitimately entitled."

Measured by this standard the railroad industry certainly has fallen short in one of the requisites to complete success. Railroad men, as a class, have been greatly more intent on doing a good job in the way of providing transportation service for the country, than they have with getting the credit for that job to which its quality entitles them. To their failure, in this respect, such of the difficulties of the industry as are due to lack of popular understanding of and sympathy with railroad troubles may be traced directly. When the whole transportation situation is analyzed carefully though, the fact stands out that most of the major current difficulties of the railroads can be classified as in this category.

That this is not the popular view is proven rather conclusively by the frequency with which it is stated, both publicly and privately, by people who fancy themselves reasonably well posted, that "the railroads are to blame for their own troubles because they have failed to promptly adopt effective methods to meet new competitive conditions," and that "the railroads have been lacking in progressive spirit and wedded to obsolete methods and equipment." Such statements of course completely ignore the degree in which the competitive activities of the railroads, have been restricted by public policies that have not applied to their rivals, as they do the marked improvements in railroad service and striking increases in operating efficiency.

Claims that the railroad industry has measured up to its opportunities one hundred per cent certainly would be no less extravagant than like claims with respect to any other industry, but to assert that the railroads at least have been as progressive and aggressive in meeting the problems that are presented by changing conditions as other major industries conducted under anything like comparable conditions, and that no other industry has excelled them in skill and fidelity in regular and dependable performance of a service task incalculably important to the whole country, is but to state the simple truth.

The plain fact is that the country has become so accustomed to rail transportation service fully meeting all essential requirements extended as conditions called for extension, improved and altered as developments and new demands warranted, and with steady

increase in speed, safety, comfort and efficiency of operation, that it has been accepted as almost automatic. With this acceptance, popular inclination to criticize the railroads has grown more rapidly than inclination to accord them full credit for their accomplishments.

Because of the inescapable influence of popular opinion on successful conduct of the railroads, growing out of the degree of public regulation with which their operation is surrounded by reason of their vital relation to general welfare, it is most important, from the standpoint of every railroad man, that public estimates of the spirit of the railroads and the standards of railroad service be corrected and that the industry as a whole enjoy the full credit for its accomplishments to which it is legitimately entitled. To that end survey of what has been going on in the industry during the past decade and a half, if accompanied by united railroad purpose to pass the outstanding and incontrovertible findings on to the public in such a way that they will be effectively reflected in popular opinion, will prove profitable to every railroad man, regardless of his rank or station.

Passenger revenues currently constitute only a little more than ten per cent of railway operating income. They have declined more than \$900,000,000 annually from their peak in 1920. They have decreased more than seventy per cent since 1926. But who will say that railroad passenger service has not improved steadily, measured by any comprehensive standard, in the face of a regularly receding revenue realization? And who will contest the statement that passenger fares, on the average, are considerably more than twenty-five per cent lower than they were when the railroads were transporting fifty per cent or more passengers than they are now moving. What other industry, in face of declining demand for its services or products has made greater proportionate reduction in its average charges, or greater comparable increase in the comfort and convenience of its service, and the quality of its products?

A few days ago the writer talked with a gentleman whose summer business engagements had required that he

trav' by train approximately 7,000 miles in a three weeks' period late in July and early in August. The country, from Coast to Coast, was sweltering in mid-summer heat. "I completed my trip," he said, "meeting all of my appointments without once being in temperature above 80 degrees except when I stepped off the train. I travelled from the midwest east to Washington and thence as far west as Los Angeles and Seattle, and back to the midwestern city from which I started within three weeks, almost dustlessly and noiselessly, and without being out of an air-conditioned car save by choice, enjoyed comfort in sleeping conditions and ate my meals regularly in temperatures that did not distract my appetite from the variety of the menu or the excellence of the cuisine, no matter how hot it was outside."

Another man with whom the writer talked recently commented on the fact that between January 1st and August 15th, this year, he had travelled approximately 50,000 miles by passenger train, or twice the distance around the world, meeting without delay or disappointment engagements, made weeks and in some cases months ahead, in two states, without ever being on a train that arrived late at a terminal, and without missing a warm meal at meal time, or being subjected to a broken night's rest by train schedules. What other industry engaged in any form of public service can boast a better performance?

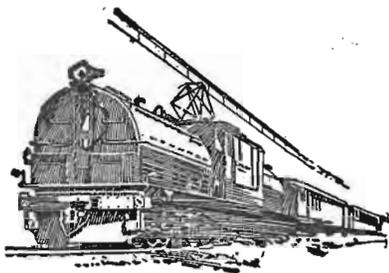
What other service industry has been more progressive in adapting new developments to its uses, in providing additional comforts and conveniences for its patrons? Jules Verne's "Around the World in Eighty Days" recorded a sensational though not actual stunt. The unavoidable discomforts, inconveniences and uncertainties of that fictional journey were most interesting features in the story. But American railroads provided its travel equivalent in distance, twice over, in relatively little more time with complete comfort to the passenger and without inconvenience or uncertainty, simply as a part of "the day to day job," and the performance was so common-place that it attracted no public notice because it was simply a repetition of what the average American has become used to and takes as a matter of course.

(Continued on page 11)



T. M. Division Superintendent's Office Force, 1923

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



## *Service, Our Commodity*

Employees of the railroad are salesmen of the only commodity we have to offer - Service.

Many competitive agencies in the field of transportation have developed in recent years and unless we extend to patrons the utmost in service and courtesy the impression made may represent the difference between the black or the red side of the ledger in future dealings with them.

The ability of an employe to render a satisfactory service is essential, but if augmented by a pleasing and courteous personality the prophecy that service and courtesy pay the biggest dividends becomes a reality.

A handwritten signature in cursive script that reads "J. D. Guinich". The signature is written in dark ink and has a long, sweeping underline.

Vice-President

(Contributed by H. A. Mosher, Operator-Car Distributor, Mobridge.)





# THE MILWAUKEE MAGAZINE

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Vol. XXIII

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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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U. S. Postage on This Magazine Is Three Cents

## What Happens When the Railroad Leaves

(From the Mason City Globe Gazette.)

WHAT happens when railroad facilities are lost to a community or region is being well illustrated just now over in northeastern Nebraska.

About two years ago, on the showing of unprofitable operation the Omaha railroad was permitted by the interstate commerce commission to abandon a 50 mile branch line between Sioux City and Wynot, Neb. Much of its business had been lost to truckers and it was reasoned that the remainder could be handled in this manner without great sacrifice by shippers. The year of grace allowed by the I.C.C. was allowed to expire by the communities served by that branch line and the tracks were torn up.

Here we take up the story as it was presented to the Grain and Feed Review of Minneapolis:

"The truckers assured the townspeople and the farmers that they would be

entirely able to fill their transportation needs. They pointed out that the bulk of the transportation service was already in their hands and that they could handle what little remained.

"Now let us see what has happened in this Sioux City-Wynot territory. First of all the grain rate by rail to Sioux City and the east was three cents per hundred from the farthest point on the line. Now the rate is ten cents a bushel to Sioux City. Coal was laid down in the farthest town for 20 cents a ton, while at present truckers are offering to deliver coal to close-in points at two dollars a ton. Farm values have depreciated from 50 per cent to 75 per cent. Some farmers are 50 miles from a railroad. Homes in the towns erected at a cost of \$4,000 are begging for buyers at levels as low as \$500 and there are no buyers. Lastly the Omaha road paid \$28,000 each year in taxes and this sum has been shifted over the remaining taxpayers.

## A Message

UNDER the above caption, the Locomotive Engineers' Journal carries the following from editor, Paul M. Smith. The message is addressed to the membership of the B. of L. E., but it contains food for serious thought on the part of everyone interested in the future of the railroads and the very vital matter of employment on the railroads:

To the Membership: "Railroad employes, including yard and road men working between Kansas City and Chicago, are deeply disturbed and worried by the recent entrance of the federal government into the wheat carrying trade between those cities.

They fear that additional railroad men will be thrown into the ranks of the unemployed.

The direct cause of their fear is that the Federal Barge Line, owned and operated by the government, has carried thousands of bushels of wheat at cut-rates between Kansas City and Chicago and intends to continue to do so. Its slash of nearly half of the rail rate is alarming. This unfair competition and rate chiseling will eventually throw out of employment many railroad men, and our members both in road and yard service will be deprived of handling these grain shipments. It will also ad-

versely affect the property owners and merchants who live in various railroad terminals, in addition to making serious inroads on the railroad supply business.

The Federal Barge Line is able to slash rates because it operates tax free on river channels and canals—splendid water highways built and maintained with the taxpayers' money, which already have cost hundreds of millions of dollars.

One of the small but powerful towboats owned by the government can handle large barges up and down the rivers that have capacity for holding train loads of wheat and other commodities. They employed only a small crew at wages lower than those paid to railroad employes.

After all, who saves by this slashing in freight rates? Bread, flour and other products manufactured from wheat are still sold to consumers at the usual prices.

If the shippers, whose goods are carried on the barges, were forced to pay the full cost of establishing and operating the barge line, without taxpayers' help, it would be cheaper for them to ship by rail.

Your Congressman has the power to

prevent this unfair competition which throws railroad employes out of work."

Yours fraternally,  
PAUL M. SMITH, Editor.

## MADISON, WIS., COMMITTEE RECEIVES AWARD FOR RAILROAD WEEK PROGRAM

Western Association of Railway Executives

Chicago, Ill.  
July 30, 1935.

Dear Mr. Dahrke:

With this letter we hand you the Certificate of Award for distinguished service on the part of your local committee, during the recent Railroad Week.

This Certificate of Award signifies that your committee was selected as the one in your state which planned and executed the most complete program of activities.

You and your local associates should feel very gratified over this award. You would feel proud of your achievement if you could have seen the reports of the other committees with whom you were in friendly competition. Many of them were excellent. They showed a great deal of ingenuity and hard work. All the more glory to your committee, then, for the decision of the jury.

The railroad Presidents and Passenger Traffic Managers are very happy over the results of Railroad Week. Needless to say we of the Executive Advertising Committee are delighted, because after all this was an entirely new venture. At the outset we were told by some that Railroad Week would be just another "week." However, we counted on the spirit of cooperation and loyalty which is inherent among railroad men. And you, and other committees like yours, came through with the most outstanding success in the annals of American industries.

We have helped put Western Railroads definitely on the map and into the minds of the public.

We congratulate you and thank you. Framed award forwarded you under separate cover.

Cordially and sincerely yours,

H. G. Taylor  
H. W. Siddall  
E. H. McReynolds

Executive Advertising Committee.

## Clifford W. Tyler

THE sympathy of Milwaukee Railroad friends is tendered to Mr. W. Tyler, manager of the Pass Bureau of The Milwaukee System in the loss of his elder son, Clifford W. Tyler, whose passing occurred in Chicago, August 17th, of heart disease. He is survived by his widow, his father and mother and one brother, Raymond C. Tyler, of Stevens Point, Wisconsin.

# ACCIDENT PREVENTION

## It's a Crime to Take a Chance for Which You Are Not Willing to Pay

No truthful gambler will admit that he pays his losses with a smile, and yet he ALWAYS pays when he loses.

In gambling with life, limb, home, happiness and his job, the gambler sometimes pays, but not always. Certainly he does not pay willingly, even when he does pay.

If it were possible to impress the "Chancetaker" on a Railroad job, with the certainty that HE MUST PAY, he probably would take fewer chances, and yet some one does pay when the gamble goes wrong.

This is a little personal message in the form of a question mark. I direct it first to the Boss.

Did you ever stop to think what an expensive proposition it would be for you, if YOU were required to pay the damage claims, buy the wooden legs, bury the dead, support and educate the children of men who lost their lives because YOUR SAFETY SUPERVISION was not active and up to the standard of the times?

Do you not think that if you were underwriting the insurance policies of those of your men whom you see Crossing Tracks without Looking, that you would be more often reminded to warn them to "Look Both Ways and Live?"

Do you not feel that your interest in Safety Rule observance would be considerably keener, if you were required to take over the support of the families of one or two of your men who violated the rules once too often?

Again, suppose you were under legal obligations to pay the weekly Hospital Bills and the final surgeons bill for care of the brakeman who attempted to cross the track too close in front of a moving cut, wouldn't you bear down just a bit harder on those who are daily doing it without getting hurt?

You don't have to pay for these irregularities of performance, but **Some One Does Pay** and usually that some one can't afford it.

Now I'm going to talk to the workman, for he is the one who pays many times over for his own gambles with his life and welfare.

You have been heard to say "I've been doing it this way for years—I won't get hurt." That's the feeling that comes into a gambler's mind with each new hand that is dealt in a poker game. "This time I'll win." Suppose you could reverse the situation when going between moving cars

to adjust a coupling and be able to say, "This time I'll LOSE"—would you go between?

Suppose when tempted to violate a Safety Rule or other instructions, you were able to say, "This time I'll get caught and LOSE MY JOB"—would you not form a new respect for the Rules?

Just imagine your sensations and the grief of your family, if you could be present when the Supervisor took to your home the sad news that you had paid the price of running your motor car without a lineup—there would never be another failure to get that line up, would there? And yet,

some one pays for all that—are you willing that it should be you?

While I'm talking about taking chances and paying for them, how about you, Mr. Inspector, if you knew that you would have to pay all the bills occasioned by the fatal injury to your buddy, because you failed to inspect that blow down pipe. Mr. Hostler, if you knew in advance that you must daily work shoulder to shoulder in the future with a one armed man, made so because you moved an engine without warning, I say to all of you, **IF YOU KNEW THAT YOU WOULD HAVE TO PAY FOR THE RESULTS OF YOUR CHANCETAKING**, you wouldn't take so many chances would you? Of course you wouldn't.

No one takes a chance expecting to get caught. No one would knowingly gamble with the life of his best friend as a pawn. No one would spread his certificate of employment on the gambling table for the satisfaction of getting on the other side of the track a second earlier. No reasonable man would assemble all the possibilities of future happiness for his wife and children in one bundle and spin the wheel that might mean their destitution, and yet these and hundreds of other privileges, rights and possibilities of good are **GAMBLER AND LOST** daily on the table of Industrial Chancetaking.

We are indebted to an editorial written by Angelo Patri for the topic of this installment, "Never Take a Chance for which you are not willing to pay." May each person who reads our efforts at adapting the text to our Railroad Safety Program take the lesson with him into his daily work, his daily play, and resolve that the Game is not worth the price we pay, and govern his acts accordingly.

**IT'S A  
GRIME  
TO  
TAKE A  
CHANCE  
FOR WHICH YOU  
ARE NOT WILLING  
TO PAY**

# The Agricultural and Colonization Department

## May Irrigate More of the Yellowstone Valley

THE Works Allotment Board has approved an allotment of \$1,000,000.00 to the Bureau of Reclamation for the Buffalo Rapids Irrigation Project comprising territory in the Yellowstone Valley from Miles City to Terry and thence to Glendive. Soil and engineering surveys are near completion. These will disclose whether this project is feasible from soil, economic, and engineering standpoints.

People in the affected territory are anxiously awaiting these reports and if it is found that this project can be constructed at an annual per acre cost for construction charges together with upkeep and maintenance, which is reasonable and for the best interests of the water users and land owners, the allotment of this million dollars assures that construction will be undertaken at an early date.

This project will stabilize farming and ranching in that portion of southeastern Montana and afford opportunities for new settlers.

## WINNETT GETS CCC CAMP Conservation Work to Cover Wide Area

A PERMANENT CCC Camp has been authorized for the vicinity of Winnett, Montana. The Civilian Conservation Corps located there will build water storage reservoirs and otherwise make possible the conservation and use of surplus or flood waters.

The outline of work projects includes, among others, repair of the Winnett Irrigation Company storage reservoir, the Yellow Water storage project, the McDonald Creek-Flatwillow storage projects and up to 200 small water reservoirs in surrounding grazing districts as soon as such grazing district organizations can be completed.

This permanent improvement work will help to enlarge the acreages now irrigated in the area thereby making it possible for farmers and ranchmen to annually produce the necessary winter feeds for the herds and flocks of the territory.

The reservoirs in the grazing districts and along livestock trails from ranches to the railroad will help to prevent recurrences of water shortages, further stabilize the local livestock ranches and assist ranchmen in their efforts to enter into longtime livestock improvement programs by the use of purebred sires or otherwise.

## NEW RECLAMATION SURVEYS

### Two Possible in Milwaukee Territory

THE Federal Government has set aside \$500,000.00 which will be used to survey proposed reclamation projects in the Western States. The surveys are to be made to determine the amount of water available for storage, the cost of such storage, the cost of conducting the stored water to the available irrigable lands, the productivity of the irrigable lands and the possibility of repayment of all costs by amortization over a given period of years. If the surveys show that the surveyed projects are completely feasible, it is expected that they will be included in future development programs.

At least two areas in Milwaukee served territory are likely to be surveyed under allotments from the foregoing fund. These are the West Gallatin Valley in Montana and the Rapid Valley in South Dakota.

### Dakota Farmers Will Feed Lambs

SOUTH DAKOTA farmers are to study lamb feeding in a series of meetings arranged in Milwaukee served towns in the Southeastern part of the State. The meetings will be informal conferences where experienced men will discuss various problems of fattening lambs and particularly answer questions of those present.

A feature of the meetings will be the reports of farmers who have fed lambs in the communities in which the meetings will be held. These farmers will discuss the rations they have fed, equipment they have used, how they have purchased the lambs they fed and other such problems.

The meetings will have the active cooperation of local feeders, county agricultural agent, State Agricultural Col-

lege, lamb brokers and this Department of our Road.

There is considerable interest in lamb feeding in Southeastern South Dakota this fall. The farmers have sufficient feed, they are near markets, and they can get the lambs to be fattened.

## TO COMPLETE DEADMAN'S BASIN

### Musselshell Valley Storage Reservoir Assured

MONTANA'S Governor Cooney recently announced that Emergency Relief Director Harry Hopkins had allocated \$300,000.00 to be used for completing the construction of the intake to the Deadman's Basin, a natural reservoir in the Musselshell Valley. He further said, "I have Hopkins' word that the Project will be completed through the Works Progress Administration."

"The Project embraces the conservation of the entire Musselshell river by a twelve mile canal from Shawmut in the big basin," according to the HARLOWTON TIMES. This basin will eventually be a reservoir ten miles in circumference and sixty feet deep. It will store the surplus spring and flood waters of the Musselshell river. As needed, this stored water can be released back into the river through a short outlet canal assuring a constant, uniform, non-wasteful water supply to all the irrigation projects for many miles below the reservoir.

When completed, the Deadman's Basin reservoir will stabilize crop production and livestock ranching throughout that portion of the Musselshell Valley served by the Milwaukee Road.

## Montana Booklet

INTEREST in the ownership of farm lands is growing. The improved farm prices for grain and livestock, the fact that land values are down to bottom and that purchases can be made in line with the productive returns of the land purchased, has encouraged many to invest in farms. It has been many years since farms were selling as readily as they are now.

To meet the demand for information regarding farm opportunities in Montana, this Department is revising and bringing up to date an illustrated booklet describing several Milwaukee served farming areas in that State. It will be sent to all who request it.



Slayton Ranch, Musselshell River near Lavina, Montana.

## Tooting the Railroad Horn

(Continued from page 6)

Through all sorts of adverse conditions, and despite occasional interferences beyond human control, American passenger trains maintain a record of 95 per cent, or better, on time arrival at terminals, and freight schedules are met with equal regularity. At more than 70,000 railroad stations in United States, business and social arrangements are adjusted to train arrivals and disappointments are exceptional rather than usual. Mail, express, passenger and freight deliveries by something like 15,000 trains are depended upon daily by millions of people with practically the same confidence that it is generally assumed dawn will succeed darkness. No other service agency to which human relations and undertakings are keyed functions with anything like comparable regularity and dependability, or with anything like correspondingly comprehensive scope.

The effects of the competition of other commercial carriers on railroad revenues have been felt in increasing degree since 1926, and have been particularly marked under the general business conditions experienced since 1929. Greatly diminished revenues necessarily have required reduced expenditures for property maintenance. But these decreased maintenance expenditures have in no measure resulted in impairment of transportation service, and this fact of itself testifies positively to the soundness of maintenance policies that have enabled the railroads to pass through a most trying period without impairment of their physical capacity to serve the current needs of the country.

Even more noteworthy accomplishments of the railroads are to be found through comparison of their average rates, both passenger and freight, at the beginning of the period in which their competitors have most actively extended their operations, with those now charged; with like comparisons of the average wages and hours of employes and the proportion of railroad revenues required to meet taxes. On the average the railroads are performing more service, both passenger and freight, for less money than they were in 1921. Average hourly wages of employes are as high now as they were in 1931 when they had reached their all time peak. Taxes are now consuming upwards of eight cents of each dollar of railroad revenue whereas they consumed but five cents in 1921.

In 1921 the railroads received a revenue of \$2.31 for hauling the average ton of freight 181.48 miles. Twelve years later they received only \$1.99 for transporting the average ton a shade under 200 miles. In the same period the average revenue for transporting the average passenger declined from \$1.11 to 76 cents, in face of substantial increase in the mileage of the average passenger haul.

Throughout this period the railroads

have been restricted by regulations affecting their operating policies, rate and other traffic practices that have not applied in any degree to the interstate operations of their rivals, and which have not been generally and effectively applied to the intrastate operations of other carriers. Indeed other carriers, in addition to enjoying a freedom from regulation that has facilitated their development, likewise have been the beneficiaries of subsidies, direct and indirect, that have enabled them to handle traffic at rates below the actual whole cost of the service, thus shifting part of its cost from the shipper to the general tax payer.

In face of all these facts it is but natural that current conditions present acute difficulties, from the railroad standpoint. Commendation of the railroads for their ability to carry on so well in face of conditions that have challenged their every resource seems rather to be called for. Congress has enacted a law that should go far toward equalizing the competitive positions of railroad and highway carriers, but the program of placing all competitive carriers in an equal position under the law will not be completed until Congress has also enacted laws placing waterway carriers under more effective regulation, and relieving the railroads from the long and short haul rate regulations which everyone agrees it is not practicable to apply to other carriers.

There is nothing in the record of the past fifteen years indicating that the railroad industry needs anything more than an even break with its rivals to

effectively meet their competition. Instead this record proves that railroad men are possessed of the spirit and skill to shove ahead in the future with renewed enthusiasm and efficiency if encouraged by equality of opportunity. Reductions in the average costs to the shipper of rail transportation, with improved service, proves too, that there is nothing in the theory that other transport agencies can provide the transportation service the country requires either more cheaply or more conveniently than can the railroads, when all are operated on the same footing, as far as public policies are concerned.

But with laws providing for equal regulation of all carriers, effective and constructive administration of the laws will still be influenced largely by public opinion, and it will be none the less important that the railroads get full popular credit for their accomplishments. Consequently railroad men should all be fully acquainted, not only with what has been accomplished in the industry but with what is under way and immediately ahead. They should not stop, either, with knowing the facts themselves, but should see to it that the information is passed on to the public to the end that the railroad industry enjoy the popular credit and prestige to which it is entitled. They should not permit their "light to be hidden under a bushel," and they will profit from practical application of the philosophy that "He who tooteth not his own horn, the same shall not be tooted."

### Appointments

Effective August 1st:

W. E. Ring appointed division engineer of the H. & D. Division, with offices at Aberdeen, vice H. C. Blake, assigned to other duties.

H. B. Christianson appointed division engineer of the Trans-Missouri Division, with office at Miles City, vice W. E. Ring, transferred.

H. Wuerth appointed division engineer, Iowa Division, with office at Marion, Iowa, vice H. C. Christianson, transferred.

C. H. Tusler appointed division engineer, with offices at Mason City, vice H. Wuerth, transferred.

### Business Improving

Airco Opens New and Enlarged Store in Portland, Ore.

ON JULY 15 the Air Reduction Sales Co. moved from their long established location at Third and Glisan streets to larger quarters at 13 Northwest Fourth avenue in the city of Portland.

This move has been made to provide more space to adequately stock, display and demonstrate Airco's complete line of oxyacetylene and electric welding and gas cutting equipment and supplies.

Airco Announces Its New Headquarters in Tulsa and Atlanta

Because of the substantial growth of their business in Atlanta, Ga., and Tulsa, Okla., Air Reduction Sales Co. established on Aug. 1 its own company-operated stores in these cities.

In Atlanta the new store is located at 336 Spring street N. W., and in Tulsa at 18-20 North Cheyenne avenue. Airco apparatus, gas and electric supplies, oxygen, acetylene and other products will be stocked at these points.



### Veteran Engineer of 56 Years' Service

THE above is a picture of Engineer Allen Woodward, D&I 2nd District, now 80 years of age; residence, Dubuque, Iowa. Although he has not worked for the past few years he is active and in comparatively good health and attends to his large flower garden and fruit trees at his beautiful residence on Broadway Extension. While working he had a clear record as to personal injuries and was noted for being the first engineer to man the narrow gauge engines on the Cascade line formerly owned by this company. He also participated in the Railroad Week campaign at Dubuque during May and was the engineer for the Milwaukee Railroad pictured as operating the throttle of the engine on exhibition at Dubuque passenger station, and also gave an interesting talk at the Kiwanis luncheon in connection with the festivities of Railroad Week.

# THE MILWAUKEE RAILROAD WOMEN'S CLUB

## REPORT OF MEMBERSHIP ON JULY 31, 1935, AS COMPARED WITH MEMBERSHIP ON DEC. 31, 1934.

	Voting Membership			Contributing Memb.			Total Membership					
	Dec.	July	Inc.	Dec.	July	Inc.	Dec.	July	Inc.	Dec.		
Aberdeen	456	493	37	645	651	6	1,101	1,144	43			
Alberton	33	31	...	74	45	...	29	107	78	31		
Austin	105	107	2	114	150	36	219	257	38			
Avery	34	35	1	63	69	6	97	104	7			
Beloit	63	68	5	92	90	...	2	155	158	3		
Bensenville	63	46	...	17	27	63	36	90	109	19		
Black Hills	51	64	13	81	88	7	132	152	20			
Butte	50	30	...	20	194	46	148	244	76	168		
Channing	46	47	1	58	59	1	104	106	2			
Chg. Full. Av.	370	311	...	59	528	600	72	898	911	13		
Chg. Union Sta.	200	224	24	543	534	...	9	743	758	13		
Council Bluffs	36	46	10	76	80	4	112	126	14			
Davenport	59	39	...	20	92	66	...	26	151	105	46	
Deer Lodge	28	33	5	6	4	...	2	34	37	3		
Des Moines	38	39	1	47	50	3	85	89	4			
Dubuque	68	58	...	10	104	196	92	172	254	82		
Green Bay	109	112	3	341	342	1	450	454	4			
Harlowton	48	31	...	17	16	22	6	64	53	9		
Iron Mountain	30	32	2	7	19	12	37	51	14			
Janesville	97	113	16	76	75	...	1	173	188	15		
Kansas City	54	58	4	62	110	48	...	116	168	52		
La Crosse	92	46	...	46	120	70	...	212	116	96		
Lewistown	42	62	20	53	59	6	95	121	26			
Madison, S. D.	39	42	3	77	80	3	116	122	6			
Madison, Wis.	111	84	...	27	106	27	79	217	111	106		
Malden	55	57	2	29	40	11	84	97	13			
Marion	88	100	12	54	148	94	...	142	248	106		
Marmarth	19	26	7	20	15	...	5	39	41	2		
Marquette	74	101	27	67	76	9	141	177	36			
Mason City	126	83	...	43	219	263	44	345	346	1		
Milbank	30	40	10	51	53	2	81	93	12			
Miles City	193	194	1	197	211	14	390	405	15			
Milwaukee	180	185	5	113	519	406	...	293	704	411		
Minneapolis	123	42	...	81	467	292	175	590	334	256		
Mitchell	38	39	1	147	157	10	185	196	11			
Mobridge	107	100	...	7	211	138	73	318	238	80		
Montevideo	67	70	3	66	144	78	...	133	214	81		
Murdo	15	17	2	18	39	21	33	56	23			
New Lisbon..New	41	41	...	New	12	12	New	53	53			
Othello	45	47	2	96	131	35	...	141	178	37		
Ottumwa	71	86	15	65	115	50	...	136	201	65		
Perry	150	168	18	190	234	44	...	340	402	62		
Portage	166	174	8	217	228	11	383	402	19			
St. Maries	29	42	13	15	43	28	44	85	41			
St. Paul.....New	56	56	...	New	209	209	New	265	265			
Sanborn	63	16	...	47	85	24	61	148	40	108		
Savanna	55	38	...	17	165	192	27	220	230	10		
Seattle	89	77	...	12	168	222	54	257	299	42		
Sioux City	119	121	2	262	278	16	...	351	399	18		
Sioux Falls	53	58	5	123	130	7	176	188	12			
Spokane	74	56	...	18	46	10	36	120	66	54		
Tacoma	122	114	...	8	331	239	92	453	353	100		
Terre Haute	86	156	70	404	338	...	66	490	494	4		
Three Forks	33	26	...	7	16	6	10	49	32	17		
Tomah	154	175	21	192	214	22	346	389	43			
Wausau	143	55	...	88	163	45	118	306	100	206		
<b>Total</b>	<b>4,889</b>	<b>4,811</b>	<b>468</b>	<b>546</b>	<b>7,799</b>	<b>8,360</b>	<b>1,543</b>	<b>982</b>	<b>12,688</b>	<b>13,171</b>	<b>1,760</b>	<b>1,277</b>
July 31, 1935.....	Vot. 4,811		Cont. 8,360		Total 13,171							
Dec. 31, 1934.....	Vot. 4,889		Cont. 7,799		Total 12,688							
	Loss 78		Incr. 561		Incr. 483							
July 31, 1935.....	Vot. 4,811		Cont. 8,360		Total 13,171							
July 31, 1934.....	Vot. 4,365		Cont. 7,158		Total 11,523							
Increase .....	446		1,202		1,548							

### Tomah Chapter

*Mrs. Fred Kohl, Historian*

THE Tomah and Sparta ladies of this chapter were entertained by the Tunnel City ladies at Tunnel City for the June meeting with a picnic. The railroad girls club were invited also for a hiking party. About one hundred and fifty were

present. A fine program was put on by the young people of the Tunnel City railroad families. A handmade picture was raffled and Bingo was played. All enjoyed themselves and thank the ladies for the lovely time.

The Sparta members are holding monthly meetings this summer with a

picnic, the ladies meeting in the afternoon and the husbands joining them for supper. They are self-supporting by raffling holders and handkerchiefs to buy their coffee and cream.

Chances were sold for rides on the Hiawatha. Mrs. Emma Hovey received the ticket for the non-railroad people and George Burfinger, a machinist, for the railroad and also received ten dollars for other enjoyment on the trip.

Sunday, July 14, was the annual picnic for the railroad families, held at the Tourist camp with games for men, women and children and other stunts made the day enjoyable.

### Terre Haute Chapter

*Mrs. Harold Patten, Historian*

THE annual picnic of Terre Haute Chapter was held at the club house on Saturday evening, June 22nd. Due to bad weather it was impossible to have the gathering out of doors, as had been planned. A delicious picnic supper was served and heartily enjoyed by all. A short business meeting was held later, and reports from all committees were heard.

At this meeting announcement was made that a company picnic was being planned for July 14th, to be held at Miller Park.

A special meeting was called for July 8th to discuss plans for this picnic. The chapter was asked to furnish funds to finance the picnic and it was thought we could profit by so doing, in gaining new members.

The picnic was held as planned, and it was estimated that nearly two thousand were present. A special train was run from Bedford and one from Chicago. Three hundred and fifty pounds of barbecued beef, one hundred pounds of wieners, three bushels of beans and potatoes were consumed. Lemonade and coco cola were served. Various games and entertainment were enjoyed. A ball game was held in the afternoon and the Clinton Drum Corps put on a drill.

Everyone reported a wonderful time. A booth for the Women's Club was erected and everyone caught not wearing a yellow ribbon was brought in by "Park Policemen" and not released until they were enrolled in the Terre Haute Chapter as members, after which they were given the yellow ribbon so they could proceed in peace the rest of the day. About 250 members were enrolled that day, realizing about \$135.00 for our treasury.

### Savanna Chapter

*Mrs. Raymond Schreiner, Historian*

May Meeting: The regular business meeting of Savanna Chapter was held on the 13th. Plans were made for a boat excursion day trip to Clinton, and a moonlight trip to be sponsored by the chapter in cooperation with the Royal Neighbors, of Savanna, on June 3rd.

After the business meeting the ways and means committee entertained with a card party. Mrs. Ora Mick and Mr. M. Lynn won the honors at auction bridge; Mrs. Charles Jenks and Mr. Frank Albion, honors in contract; and Mrs. Hannah Vesley honors at 500. Refreshments were served by the committee in charge: Mmes. M. Lynn, chairman, John Brown, John Barry, Chas. Golden, Bert Follette, Boyd Latham, J. J. Van Bochem and L. Evans.

June Meeting: The last meeting of the season was held on June 10th. Mrs. Helen Franzen, a member of our local chapter, formerly of Savanna, but now living in LaGrange, was a welcome guest. During the business meeting, plans were made to hold a reception at our October meeting, in honor of Mrs. Carpenter Kendall acting president-general, and Miss Linds kog, secretary general, of Chicago.

Reports on the card party and the excursions were read.

Following the business session, contract and auction bridge were played. Honors in contract went to Mrs. Follette and in auction to Mrs. M. Lynn. Refreshments were served by the committee: Mmes. L. V. Schwartz, A. J. Davis and James Smith.

REPORT OF ACTIVITIES, BY CHAPTERS, FOR PERIOD JANUARY 1 TO JUNE 30, 1935, INCLUSIVE

	Expended for Welfare, Good Cheer and School	Donations not requiring exp. from club fund	Welfare and Good Cheer Calls made	Messages of Good Cheer sent	Cleared on Ways and Means	Balance June 30
Aberdeen	\$ 604.97	\$190.00	1,210	186	\$ 563.37	\$ 712.38
Alberton	130.19	.....	33	13	27.93	20.76
Austin	152.98	.....	269	49	151.61	153.92
Avery	57.35	50.50	241	49	34.01	60.37
Beloit	222.52	2.00	161	19	57.59	124.24
Bensenville	36.11	.....	51	2	44.07	42.39
Black Hills	151.97	6.00	245	6	103.49	21.24
Butte	12.15	.....	172	3	10.60	105.53
Channing	38.40	68.52	354	28	34.56	62.14
Chg. Full. Ave.	622.44	93.75	73	24	45.40	1,010.84
Chg. Union Station	407.43	12.90	66	4	39.37	711.94
Council Bluffs	61.25	2.10	82	50	26.48	85.89
Davenport	103.56	.....	36	15	4.35	66.42
Deer Lodge	5.50	.....	21	3	29.88	75.16
Des Moines	.....	.....	27	2	21.70	115.34
Dubuque	114.00	10.00	122	30	92.98	71.34
Green Bay	172.50	1.50	225	36	143.89	190.30
Harlowton	91.78	.....	259	3	31.56	7.43
Iron Mountain	7.18	.....	9	.....	29.16	57.16
Janesville	143.71	21.34	456	95	110.58	208.25
Kansas City	146.61	.....	290	25	47.12	43.04
La Crosse	63.08	.....	99	7	.....	85.90
Lewistown	18.83	.....	73	6	.....	115.30
Madison, S. D.	38.55	.....	126	5	2.27	68.95
Madison, Wis.	16.52	.....	42	15	77.86	331.73
Malden	16.05	.....	60	3	30.89	95.17
Marion	51.97	.....	62	11	38.25	445.77
Marmarth	67.65	.....	152	40	30.00	142.38
Marquette	131.07	3.00	121	.....	21.42	106.44
Mason City	73.64	35.00	334	12	93.40	204.08
Osbank	16.23	.....	17	1	30.00	110.62
Miles City	109.05	48.00	3,088	108	177.12	182.44
Milwaukee	1,217.76	130.00	547	33	302.97	86.90
Minneapolis	255.09	.35	93	6	231.57	196.90
Mitchell	8.11	.....	34	25	.....	28.97
Montbridge	218.30	8.02	948	20	180.71	221.57
Montevideo	87.90	.....	83	9	38.35	191.59
Murdo	113.80	3.00	32	.....	17.25	74.77
New Lisbon	6.22	.....	13	3	8.13	35.98
Othello	14.26	42.20	162	9	60.57	31.82
Ottumwa	181.33	62.80	545	57	64.57	79.87
Perry	105.68	.....	79	55	37.40	202.87
Portage	139.14	2.00	812	33	88.65	273.09
St. Maries	.....	.....	.....	.....	.....	97.47
St. Paul	15.16	.....	21	3	4.10	153.88
Sanborn	44.10	1.25	50	.....	5.48	55.63
Savanna	132.48	2.00	125	15	180.80	673.00
Seattle	61.80	10.00	131	30	30.50	216.10
Shoux City	207.12	.....	270	31	186.91	178.65
Shoux Falls	181.42	.....	40	8	111.29	207.65
Spokane	31.70	15.00	472	24	34.23	103.76
Tacoma	68.15	11.00	173	24	87.99	226.39
Terre Haute	236.00	22.50	381	11	125.32	270.76
Three Forks	24.61	.....	24	8	4.20	19.06
Tomah	414.08	75.14	227	282	73.12	72.69
Wausau	154.91	23.75	334	12	134.84	108.60
Total	\$7,804.36	\$953.62	14,172	1,598	\$4,159.76	\$ 9,642.83
Gen. Gov. Board	\$2,267.88	.....	.....	.....	908.18	13,372.97
Grand Total	.....	.....	.....	.....	\$5,067.94	\$23,015.80

The \$2,267.88 expended for relief by the General Governing Board represents \$1,224.63 from the Governing Board Fund and \$1,043.25 from the Veterans' Fund, and is included in the total of \$7,804.36 expended for relief by local chapters—having been sent to them by the Governing Board.

Chicago, Ill., August 20, 1935.

**Janesville Chapter**

*Nelle Murphy, Historian*

ONE of the outstanding activities of the chapter for the past month was a pot luck supper held June 2. Mr. Roger Trump, local attorney for this railroad, gave a most impressive talk on safety. He gave statistics on railroad and automobile accidents and cited causes of accidents in the home. Geo. J. Ryan, Thos. Fox, A. F. Brohm, W. B. Wilcox and J. J. Kelly spoke briefly. J. J. Dubie, Jr., and Grace Wilcox gave vocal solos. The program was in charge of our active and efficient safety chairman, Mrs. J. O'Connor.

In celebration of Janesville's Centennial an elaborate parade was staged July 3. The chapter entered a beautifully decorated float which received second prize.

The ways and means chairman, Mrs. Llovas, directed the sale of tickets for a moving picture, which netted the club \$33.95.

The welfare chairman, Mrs. Hunter, reported for May and June 25 personal and 60 telephone calls with \$27.28 spent for milk and other necessities. Sunshine for the same period amounted to personal calls, 21; telephone calls, 54, and cards, 24. One baby gift was presented.

The club was saddened by the death of a contributing member, Mrs. Thos. Cohen. Her loss will be deeply felt by the railroad family.

**Marmarth Chapter**

*Mrs. Harry Wood, Historian*

A SPECIAL meeting of Marmarth Chapter was held in the Club House July 20th, with president, Mrs. Hewitt

Patten, presiding. Reports of the various chairmen were read and show much good work being done by the chairmen and committees.

One needy family had been given assistance and made more comfortable with clothes for several children. A floral expression of sympathy was extended to one family and convalescence good wishes sent to two members who had been quite ill after operations.

Reports on the District meeting at Aberdeen May 27 and 28 were given by president Mrs. Patten and secretary Mrs. Richey and we were convinced it was a very instructive and enjoyable meeting. And of course, as you can imagine many of us expressed regret we were unable to be present. Congratulations, Aberdeen! We are sure you were delightful hostesses. Our club expresses sincere sympathy to

the family of Mr. Al. Sears, in his passing in the Miles City hospital. Mr. Sears was a veteran employe and will be missed greatly by his many friends and family.

The resignations of our president, Mrs. Patten, and first vice-president, Mrs. Bude, were read and accepted. In regular form, Mrs. John Richmond was elected president and Mrs. Harry Wood first vice-president. Mesdames Patten and Bude have recently moved to Mabridge and it is with much regret we part with these two valued members. Mrs. Bude is a charter member and was our president in 1929 and has given much of her time and talent to the club work she so greatly enjoyed. Mrs. Patten has also been a member for many years and as our president this year we have had many happy and profitable meetings. These ladies have been untiring in their efforts to make our chapter "one of the best," and Mabridge we feel is lucky to get two of our finest members and we know they will be welcomed.

Our president-elect, Mrs. Richmond, is another popular long-time member and I am sure you will be hearing a lot about our good times and work here at Mar-marth.

The Social Committee reported the plans for the fall card party and supper were working out nicely and a good time is anticipated.

No doubt our clubs will be called upon to give more cheer and assistance the coming winter months than the past year and we should be making our plans to take care of these calls and share our happiness with others.

No further business, the meeting was adjourned, after which delicious refreshments of ice cream and cake were greatly enjoyed.

### Beloit Chapter

*Mrs. Willard McIntyre*

The April meeting was a pot-luck supper, with Mrs. Hoover, nurse of Welfare, visiting as our guest speaker. She gave a very interesting talk on the work of the visiting nurse, and how serious the epidemic of measles had been in our city. A business meeting followed.

Meeting in May with Miss Margaret Johnson, superintendent of Beloit Municipal Hospital, who gave a talk on the hospital, which our members enjoyed, as on Thursdays, clubs and different churches go to the hospital in groups of ten or twelve and sew, making bandages or any work to be needed. Our Beloit Chapter has gone for several years, on dates given them, and find the work interesting, so Miss Johnson's talk was of special interest to us.

After the business meeting of June the members spent an hour in work for the visiting nurse. Refreshments are served at regular meetings, and social hours planned. Our safety chairman, Mrs. Yohn, has had an item on safety first at every meeting. There will be no regular meeting until the second Wednesday of September.

### Aberdeen Chapter

*Mrs. Charles L. Boland, Historian*

WITH the large clubroom filled with members and guests, the May meeting presided over by Mrs. Gillick, president, concluded the club year.

Immediately following formal opening, several new songs were enjoyed. Program for the evening was in charge of Mrs. B. M. Smith, who presented Miss Gertrude Hirsch in two vocal numbers, Miss Maurine Carpenter, piano accompanist. Little Miss Helen King then delighted her listeners with a reading entitled "Honey."

Mrs. W. B. Geer gave her report on correspondence for the month, total thirty-four cards of various sentiment sent to those ill or shut-in.

Miss Myrtle Brown next reported on financial standing of the club, showing a splendid balance following the annual play which undertaking was again pronounced

successful. Mrs. Zick, membership chairman, reported a total of seven hundred fifty-one members to date at this meeting. The real drive for members, both new and renewal, is just getting under way and the chapter is confident of the outcome. Lists of members were given out to those present and many calls are to be made throughout the coming weeks in an endeavor to bring membership up to an expected number. Junior members, too, will be welcome, and it is expected that wherever possible those having children will see that they are enrolled, as some future activities will be planned for them.

Mrs. B. M. Smith, sunshine chairman, reported a total of thirty-six families contacted either by phone or personal calls, flowers sent to two shut-ins, one of whom is a permanent invalid, has been for many years, and we urge all members to visit her, and show whatever little kindness they may have time for, as visits to this dear old lady are much appreciated.

In her very timely talk on general relief Mrs. Gillick stressed the above suggestion, also urging that all members be on the alert during summer months while club is inactive, to report promptly all cases of need, calling frequently at the hospitals and at homes where there is anything to be done either materially, or just in visiting those who have had illness or trouble of any kind.

Mrs. E. H. Soike next reported on ways and means activities, especially the recent home-talent play which again proved an enjoyable and successful event.

Sometime during the summer one event, at least, of outstanding interest to everyone is to be a lawn party for the club at the residence of Mr. and Mrs. E. H. Soike, time and details to be announced later.

Mrs. Soike also reported that the luncheon for City Federation was attended by about ninety-two women. This was served by club members of local chapter and a nice amount added to the treasury.

One boy and girl (high school) will again receive five dollars each for greatest improvement in music during the year. Aberdeen Chapter has given this encouragement to an ambitious boy and girl for several years and it is known as the Lydia L. Byram award.

Briefly reviewing the annual play, Mrs. W. H. Berg again directed a cast of local talent, in a fast-moving mystery-comedy. For this event Mrs. Jerry Jackson sold four hundred and twelve tickets, going far beyond the number she sold last year, which the club thought exceptional and voted her its appreciation. Between acts of this play Joe Goodrich directed an excellent chorus of Milwaukee men, with Frank Faith as pianist.

Meeting was adjourned with the song, "Just a Song at Parting," with Mrs. E. C. Conley at piano.

The hostesses for the social hour which followed were Mesdames C. J. Flolo, Lenihan and Fred Beltz. These ladies made a real party of this meeting, having decorated the clubroom and table attractively with lovely spring flowers—a charming setting for the final meeting of club year.

### Portage Chapter

*Mrs. E. C. Moran, Historian*

THE April meeting of Portage Chapter occurred at the club rooms on April 1 with the president, Mrs. C. E. Hodge, in the chair. The motto was repeated with forty-eight members present.

The regular routine of business followed, after which the chairman on constitution and by-laws, Mrs. Alexander, read the constitution and by-laws to the society. The ways and means committee reported \$12 taken in during the month. The membership committee added six new voting members. Sunshine Committee: two plants for sick during the month, \$2.49; thirty-five sunshine cards, forty sympathy cards and eight families reached.

A young man who wished to finish his college course and had not the necessary funds to finance it, asked for a loan from the society, which was granted. Relief

committee reported one ton of coal during the month and \$12.50 from veterans' fund. The program for the district convention, to be held in Milwaukee April 30, was read and Mrs. C. E. Hodge was appointed delegate from the Portage Chapter. Twenty-three ladies expressed a desire to attend. Our members from Watertown are still active in social gatherings in their home town. It was voted to hold Mother's Day meeting in May.

Mrs. Miller gave a very interesting account of her stay in Florida during the winter. Keno followed and luncheon was served by Mrs. Dittberner's committee.

The May meeting was well attended with fifty-five members present.

The meeting was called to order by the president, Mrs. Hodge, after which the club motto was repeated and the members stood in silent prayer to pay tribute to those who have passed away since our last meeting. The names are Mrs. Lund; Mrs. Curtis' mother, Mrs. Ramsay; Mr. Chapman's mother and Mrs. McMahon's brother.

After the reports of the several committees, Miss Lindskog being present, gave a very interesting talk, telling of the good work being done, and also, in spite of the depression, two new chapters have been added during the past three years.

At the May board meeting it was voted to plant an evergreen tree on the clubhouse lawn, to be placed there in memory of Mrs. Lydia Byram, who had organized the Portage Chapter and had done so many kind deeds for this chapter.

Mrs. F. P. Miller, Mrs. W. Washburn and Mrs. Curtis, together with our president, Mrs. C. E. Hodge, were appointed to purchase the tree, and at the June meeting to dedicate it to the memory of this noble woman.

The Mother's Day program followed. Mrs. Janet Schuenke of Watertown read a poem entitled "Mother." Betty Hamel gave a toast to the mothers, responded to by her mother, Mrs. L. Hamel, to the daughters present. A dramatic reading by Joyce Jones, tap dancing by Nina Rath Grunke and a piano solo by Marian Scherbert concluded the program, after which the ways and means committee served a delicious luncheon.

The June meeting was held on the 3rd. Meeting was called to order with fifty-one present. Treasurer reported \$240.92 in the treasury. Welfare chairman reported one family given aid. Ways and means, \$12.75. Membership chairman reported 158 voting and contributing members and three additional members from Watertown. Sunshine chairman: For plants and cards for sick, \$1; personal calls, 32; telephone calls, 40; sympathy cards 9; families reached, 10. Safety First chairman, Mrs. Miller, gave an interesting talk about the new train, telling all to be sure to "stop, look and listen." She also said that it was not the question of "here she comes," but it was "there she goes."

The dedication of the tree to the memory of Mrs. Byram then followed. The tree is a Black Hills spruce and adds greatly to the appearance of the lawn. Ruth Owen and Walter ("Sonny") Washburn unveiled the tree and held the flag while Mrs. F. P. Miller and Mrs. Walter Washburn each made some very fitting remarks of Mrs. Byram and her many virtues. Miss Connors sang in her usual pleasing manner a selection entitled "A Tree." This closed the program. Luncheon was served by Mrs. Alexander's committee.

On June 12 the chapter closed its activities with a picnic held on the grounds of the clubhouse, to rest through the hot months of July and August and to resur work again on the second Monday in September.

Every person should commit to memory this sentence from Hendrik Willem van Loon's book, "Geography": "We are all of us fellow-passengers on the same planet, and we are all of us equally responsible for the happiness and well-being of the world in which we live."

## Favorite Recipes

**Sponge Fritters.** Here is something different in the way of fritters, and for a change they do make a hit. Make a sponge of one and one-third cups flour, one-third cup of sugar, scant cup of scalded milk. Add one-third cake of yeast dissolved in two tablespoons warm water. Let rise to double its bulk. Beat down and add one-third cup melted shortening, fourth teaspoon salt, two eggs well beaten and flour to make a soft dough—about equal to the first amount used—and let rise again.

Turn onto a floured board and roll to one-fourth inch thickness. Cut with biscuit cutter and let rise on the board. Make a dent in each piece, forming a nest, into one-half of which put any favorite jelly or marmalade. Moisten the edges of these filled pieces and cover over with the unfilled ones. Press closely together and fry in deep fat. The fritters must be carefully pressed together to make sure they do not separate during the frying. Drain on paper and sprinkle with powdered sugar. They are nice for afternoon tea.

**Cheese Souffle.** In the face of the rising meat prices it behooves the thrifty housewife to consider other energy foods to take the place of so much meat. Cheese is considered one of the best substitutes for meat, and the souffles are one of the most appetizing forms of prepared cheese dishes.

Melt one-fourth cup of butter or margarine in a double boiler, remove from fire and add three tablespoons of flour, blending carefully. Add one cup of milk and cook until thickened. Add one cup of grated American cheese and stir until blended. Season with salt and paprika. Beat yolks of three eggs until thick, and pour on the milk mixture, stirring constantly. Beat egg whites until stiff but not dry and fold into the other mixture. Turn into a greased casserole or baking dish and bake in a moderate oven until firm—40 to 50 minutes. Casserole should be set in pan of hot water unless an electric oven is used.

**Cheese Pudding.** Trim crusts from six slices of bread about one-fourth inch thick, spread with butter or margarine and cut into squares or strips. Arrange in alternate layers with grated cheese in greased baking dish. Have layer of cheese on top. Beat three eggs slightly, add two and one-half cups milk, teaspoon salt, one-fourth teaspoon dry mustard and a dash of cayenne. Pour over the layers of bread and cheese and bake in slow oven for one hour, or until a silver blade comes out clean when inserted in the pudding.

**Browned Rice.** Rice prepared in casserole with cheese or leftovers is also a nourishing luncheon dish. For this browned rice melt three tablespoons of bacon drippings or other palatable fat in a large saucepan. Add three-fourths cup uncooked rice which has been thoroughly washed and cook until a golden brown. Add three cups boiling water, gradually, and salt to taste. Cover and simmer without stirring until the rice is dry and flaky. Add grated cheese to taste.

## THE PATTERNS

### A New Pattern Book

There have been many requests for a general catalog or fashion book to supplement the special booklets. Such a catalog—for fall and winter—was ready August 15th. This new catalog included a 16-page section of 25c photographic patterns in addition to a complete new showing of Beauty designs. Thus the purchaser will find a selection of patterns, the majority of which will NOT appear in current releases of the regular service.

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

**8537. Favorite Frock.**  
Designed in sizes 34, 36, 38, 40, 42, 44 and 46. Size 36 requires 3 3/4 yards of 35-inch material with 3/4 yard contrasting and 3 yards of 1 1/2-inch bias binding. Price 15c.

**8542. Clever Sports Frock.**  
Designed in sizes 12, 14, 16, 18, 20; 30,

32, 34, 36, 38 bust. Size 14 requires 3 3/4 yards of 35-inch fabric. Price 15c.

**8534. Slenderizing Daytime Frock.**

Designed in sizes 36, 38, 40, 42, 44, 46, 48 and 50. Size 38 requires 5 yards of 39-inch fabric. Price 15c.

**8545. Sports Frock.**

Designed in sizes 11, 13, 15, 17, 19; 29, 31, 33, 35 and 37 bust. Size 13 requires 3 3/4 yards of 35-inch material with 3/4 yard contrasting. Price 15c.

**8523. Adorable Party Frock.**

Designed in sizes 1, 2, 3, 4 and 5 years. Size 3 requires 1 7/8 yards of 35-inch fabric with 2 yards of ribbon for sash. Price 15c.

**8288. Slim Frock.**

Designed in sizes 34, 36, 38, 40, 42, 44 and 46. Size 38 requires 5 1/4 yards of 35-inch fabric and 5 1/2 yards of 1 1/2-inch bias binding, with 2 1/6 yards of ribbon for bows and belt. Price 15c.

**8139. Jacket Ensemble.**

Designed in sizes 34, 36, 38, 40 and 42. Size 38 requires 2 3/4 yards of 54-inch material and 2 1/4 yards of 39-inch material for lining jacket. Price 15c.

## Northern District—Car Dept.

O. M. S.

**WE ARE** sorry to report the death of Mrs. John Graven, wife of John Graven, lead freight painter, South Minneapolis shops, following a long illness.

Our sympathy is offered to surviving family.

Dr. and Mrs. M. D. Jones of Oak Park, Ill., visited at the latter's parental home, the John Hallbergs, traveling to Minneapolis and return on the Hiawatha.

Mr. and Mrs. Frank Tschohl, St. Paul, visited relatives at Butte and Seattle and also enjoyed surrounding scenery, and are now preparing to entertain their daughter and husband.

Carman Fred Peterson, while enjoying lunch in a restaurant, had his car stolen. It was recovered a few days later with a few articles missing. Mr. and Mrs. Peterson will journey to Tacoma for a vacation and reside from the Minnesota heat.

Bernard Ratwick and daughter returned from a visit at Philadelphia and expect to visit at Duluth shortly.

Many summer visits are being made—Mrs. Henry Meihof traveling from St. Paul to Los Angeles thence to Seattle and home after visiting friends.

Wm. Horan, wife and son will visit at Montreal, Canada, while attending convention in that city.

Dorothy and Mildred Wachs visiting relatives at Kensington, Kan.

Ida, Elsie and Fred Peterson visiting at Garden City, Iowa.

Marcella Hentges visiting relatives at Watertown, Wis., while Mr. and Mrs. visit at La Crosse.



## Wisconsin

(Continued from page 5)

now has an important investment in right of way, buildings and equipment and in some 2,900 miles of main line, sidings and yard tracks. Its payrolls in Wisconsin have amounted to as much as \$22,000,000 per year divided among some 13,000 persons, about 8,000 of whom were employed in its great shops in Milwaukee. It has purchased from producers and manufacturers in this State materials and supplies to the amount of \$3,250,000 per year. Its Tax contribution, largely applied to schools, was over \$1,344,000 for the year 1934.

The Census for 1930 showed Wisconsin as having a total population of 2,939,006—of this number about 2,350,000 resided in cities and villages. The Milwaukee Road serves about 1,383,000 (or 60%) of the dwellers in these communities.

The Milwaukee & Mississippi Railroad Co., successor of the Milwaukee & Waukesha Railroad Co. chartered in 1847, was the first railroad to build in Wisconsin.

### First Construction in Wisconsin by Other Railroad Companies.

Chicago & North Western Ry Co.: Galena & Chicago Union Ry. built Belvidere, Ill., to Beloit, Wis., in 1853.

Minneapolis, St. Paul & Sault Ste. Marie Railway Co.: Wisconsin Central R. R. Co., built Neenah to Stevens Point in 1871.

Minneapolis, Sault Ste. Marie & Atlantic Ry. Co., built Turtle Lake to Bruce in 1884.

Duluth, South Shore & Atlantic Ry. built Defer to Iron River, Wis., in 1888.

Green Bay & Western Ry Co.: Green Bay & Lake Pepin Ry. Co. built Green Bay to New London, Wis., in 1871.

Northern Pacific Ry. Co.: Northern Pacific R. R. Co. built Carlton Minn.-Ashland, Wis., between July, 1881, and December, 1884.

Wisconsin & Michigan R. R. Co.: Wisconsin & Michigan Ry. Co. built Peshtigo, Wis., to Faithorn Junction, Mich., in 1884.

Chicago, Burlington & Quincy, R. R. Co.: Chicago, Burlington & Northern Railway Co. completed line from LaCrosse to Trevino, June 6, 1886.

Illinois Central System: Freeport, Dodgeville & Northern R. R. Co. began construction Madison to Dodgeville, Wis. Completed by Chicago, Madison & Northern R. R. Co. in August, 1888.

Great Northern Railway Co.: Eastern Ry. Co. of Minnesota built Hinckley, Minn., to West Superior, Wis., in 1888.

### EXPLANATION OF REFERENCES ON MAP

A—Ontonagon to Green, Mich., 6.25 miles, joint ownership with Ontonagon R. R. Co., effective November 1, 1906. This piece of track and the track between Green and White Pine, 11.16 miles, not operated since 1932. In December, 1933, both sections were sold to Bergland Lumber Co.

B—Channing to Escanaba-Wells, Mich., 65.43 miles. Trackage rights from Escanaba & Lake Superior R. R. Co., February 20, 1900, to date.

C—Crystal Falls Jct. to Crystal Falls, Mich., 1½ miles. Milwaukee track abandoned in December, 1929. Now has joint track with C. & N. W. Ry. part way and operates over C. & N. W. track for .98 mile.

D—Wausaukee-Girard Jct., 17.70 miles, abandoned in July, 1925.

E—Oconto Jct.-Oconto, 11.53 miles, abandoned September, 1933, and trackage rights Stiles to Oconto acquired over C. & N. W. Railway.

F—Hilbert-Neenah, 15.8 miles, joint track with the Soo Line.

G—Boulder Jct.-Blue Bill, about 13 miles. Four miles in Michigan taken up in May, 1926; six miles in Wisconsin taken up in October, 1926, and three miles in Wisconsin taken up in October, 1929. Boulder Jct.-Velasco, 10.1 miles, taken up October, 1931. Boulder Jct.-Papoose, 10.8 miles, taken up September, 1919.

H—Pittsville Jct.-Arpin, 13.7 miles, abandoned January, 1918. Linn-Romadka, 5.3 miles, abandoned June, 1923. Lindsey-Lynn, 9.79 miles, abandoned December, 1931. Dexterville-Lindsey, 15.71 miles, abandoned October, 1933.

I—Newwood Line, 3.37 miles out of 17.52 miles were abandoned November, 1926.

J—Tomah-Norway, 12.71 miles, abandoned July, 1925; Norway-Babcock, 15.84 miles, abandoned December, 1934.

K—North La Crosse-Onalaska, 3.62 miles, abandoned December, 1918.

L—Magenta (near Eau Claire) to Central Junction (near Chippewa Falls), 11.5 miles, abandoned October, 1920.

M—Gratiot-Warren, 6.24 miles, abandoned July, 1923.

N—Eagle-Troy Center, 4.97 miles, abandoned April, 1930. Troy Center-Elkhorn, 10.43 miles, abandoned October, 1932.

O—Carlton, Minn., to Superior, Wis., trackage rights from Northern Pacific Railway. Freight service only.

P—Westby to Chaseburg, 15.82 miles, purchased from La Crosse & South Eastern Railway, 1933.

Q—Line Grundy-McInnes, 19.25 miles, acquired from Marinette, Tomahawk & Western Railway Co.; deed September 9, 1903.

R—Doering-Kalinke, 15 miles, operation discontinued February, 1935.

## The New Hub of the I. & D.

Wm. Lagan

MR. AND MRS. ALEC PORTER, of Sioux City are enjoying a vacation in California.

Conductor C. M. Belknap, Sr., and family are vacationing in northern Minnesota. Conductor Jack Aylward of Sioux City is taking Charlie's place.

Mrs. W. B. Anderson, of Sioux City, has been called to California by the serious illness of her sister.

The Milwaukee Women's Club of Sioux Falls held their annual picnic at Sioux Falls Sunday, July 23rd, with a large gathering of employes on hand to enjoy the ladies' fine picnic dinner. One of the features of the afternoon was a soft-ball game between switchman Fred Brown's "All Scars" and foreman Nick Kelly's "Alley Cats." The "All Scars" won the game nine to eight, but the "Alley Cats" claim the umpire was bought off and that the result should have been a tie.

Mr. and Mrs. W. D. Griffiths, of Sioux Falls are taking a two weeks' tour through the Black Hills.

The Western Railway Executive Committee awarded the First Annual Railroad Week Award of Merit to the five railroads in Sioux Falls as having the best showing for the state of South Dakota. Ticket Agent L. F. West of the Milwaukee was the General Chairman for the railroads in Sioux Falls. Besides the certificate of merit each committeeman received a bronze medal for his efforts in making such a successful showing.

Operator John Gilbo of Yankton, S. D., is taking a short vacation and is being relieved by operator Lester Landmark.

Yardmaster J. R. Bankson, of Sioux Falls was married to Miss Nell Pesthuma, of Sioux Falls, at International Falls, Minn., on August 6th. Mr. and Mrs. Bankson are spending their honeymoon in Northern Minnesota.

## The Milwaukee Road Travels in High Gear

*The Manager of the Merrill, Wisconsin Daily Herald, took occasion to ride The Hiawatha one day last month, and as he expressed it on his return home, he "was just so full of his trip, he had to write about it." And this is what he wrote:*

"When you are getting close to fifty, it is hard to get a thrill. Of all the new experiences in life it just seems impossible that there should be anything that would excite your fancy or feelings, but last week it was our privilege to take a ride on the new Hiawatha train, and that is something.

"We have always been a great admirer of the St. Paul railroad. It was the railroad in our town and it was the first to double track the lines from Chicago to Minneapolis and then push a great ribbon of steel out to Seattle. We have always admired their progress, if we did not always agree with their policies, and it is true that in some of these extensions they may have made errors in judgment. But building this Hiawatha train and sticking to steam power is proving a success from its beginning. The train is crowded and is carrying an average of 550 passengers a trip, forced into running two sections on some days. If you want to experience a real thrill

get off the Valley Division train at New Lisbon, stand on the platform and watch this giant of steel which reminds you of some pre-historic monster bearing down as it swishes by—its eagerness inspires.

"It runs from 80 to 100 miles an hour, 199 minutes from New Lisbon to Chicago, including three stops. Pretty nice to leave Merrill at 12:15, be in Chicago at 7:30, with safe and sane engineers running the engines and no highway problems of reckless drivers; or you can leave Chicago at one o'clock and be in Merrill at 7:20 in the evening.

An interesting thing also is that though this monarch of metal has been running for nearly two months, there are still thousands of people who line the railroad tracks and crossings in the city, hundreds of automobiles park along the highway, watching this monster speed by; about one out of every ten has either a motion picture camera or is taking still pictures from the top of automobiles or from some other point of vantage.

"Operating a train like this successfully is an achievement for which the railroad officials should be complimented and points the way for them to win back their lost prestige and business."

# SPECIAL COMMENDATION

The following named employes have interested themselves in securing passenger business for our line and are specially commended for same by General Passenger Agent

W. B. Dixon:

Marian Lynch	Freight Auditor's Office	Chicago
Julius Knuth	310 N. Union St.	Chicago
Fred C. Eichin	Chief Clerk—Dining & Sleeping Car. Acctg. Bureau	Chicago
Inez Bergstrom	District Accountant's Office—Milwaukee Shops	Milwaukee
H. D. Weiss	Room 270, Union Station	Chicago
E. P. Stelzel	Cashier	North Milwaukee
G. A. Van Dyke	Superintendent	Austin, Minn.
Napoleon Allaire	Freight Auditor's Office	Chicago
R. H. Kearney	Conductor	La Crosse
J. B. Wallis	Traveling Auditor	Perry, Ia.
J. F. Hayes	Agent	Baker, Mont.
M. E. Noel	General Tie Foreman	Roselle, Ill.
Earnest L. Uggl	District Accountant's Office, Milwaukee Shops	Milwaukee
John Pfisterer	Station Baggage man	Janesville
J. F. Lahey	Traveling Freight Agent	Chicago
J. L. Brossard	Asst. Master Mechanic	Bensenville, Ill.
Gordon Johansen	Office of General Adjuster	Chicago
Roy Dougherty	Claim Prevention Bureau	Chicago
W. H. Woodhouse	Baggage man	Mason City
John Turney	Division Master Mechanic	Mason City
Zip Hudson	Clerk	Sheldon, Ia.
Al Zack	Electrician—Roundhouse	Mason City
H. W. Jacobs	Agent	Chancellor, S. D.
Mabel Price	Stenographer—Office of D. F. & P. A.	Butte, Mont.
Carl Nelson	Car Department	Great Falls, Mont.
Margaret Schneider	District Accountant's Office—Milwaukee Shops	Milwaukee
Irvin L. Winkey	% C. M. Dukes' Office	Chicago
Leona Schultz	Stationery Department	Milwaukee Shops
Malcolm Haslam	Yardmaster—Air-Line	Milwaukee
A. Bullwinkel	Claim Adjuster	Spokane
F. X. Langer	Traveling Auditor	Aberdeen
J. E. Vraney	Traveling Auditor	Terre Haute, Ind.
Harriett Kennedy	Office of Auditor of Expenditure	Chicago
Lester Werhane	Office of Auditor of Expenditure	Chicago
F. R. Cotton	Cashier	Fairmont, Minn.
Herman Tressek	Car Accountant's Office	Chicago
W. A. Bracken	Train Auditor	Chicago
J. E. Robinson	Steward—Olympian	Chicago
Fred Terrien	Trucker	Green Bay
T. H. Galligan	Conductor	Sioux City
E. A. Peterson	Assistant Comptroller	Chicago
John W. Krause	Conductor—Superior Division	Green Bay
Tina Langton	Freight Traffic Department	Chicago
Mr. Rygaard	Office of Auditor of Station Accounts	Chicago
E. Keller	Night Foreman—Western Avenue Coach Yards	Chicago
Clarence T. Bickell	Office of Freight Auditor Miller	Chicago
Nora Miller	Office of Auditor of Expenditure	Chicago
J. L. Brown	General Superintendent of Transportation	Chicago
Mrs. C. Strassman	Wife—Section Foreman	Merrill, Wis.
L. L. Lawless	Machinist	Wausau, Wis.
Arthur Anderson	Engineer—H&D Division	Aberdeen, S. D.
F. J. Mahalek	Traveling Auditor	Aberdeen, S. D.
Hazel M. Merrill	Engineering Department	Chicago
Ellen Moulton	Typing Bureau	Chicago
Virgil Tyler	Cashier—Freight Office	Savanna, Ill.
John Williams	Car Inspector—Galewood Yard No. 2	Chicago
Dorothy Swanberg	Freight Traffic Dept.	Chicago
Rox Hixon	Conductor—R&S Division	Milwaukee
E. J. McMahon	Lieutenant of Police—Superior Division	Green Bay
Mr. Degnan	Operator	Guttenberg, Ia.
Herbert Franzen	District Accountant's Office—Milwaukee Shops	Milwaukee
Hy. C. Heck	Train Baggage man—Superior Division	Milwaukee
G. E. Hyatt	Engineer—Illinois Division	Chicago
Hugh McManus	Engineer—Milwaukee Division	Milwaukee
t. L. Shafer	Agent	Joliet, Ill.
E. O. Kleppen	Chief Clerk—Gen'l Car Dept. Sup., Western Ave.	Chicago
J. R. Mahalek	Traveling Auditor	Chicago
Sophia Walker	Office of Assistant Comptroller	Chicago
Ray B. Peck	Machinist	Marquette, Ia.
Ed McShane	Carman	Spokane
Joe James	Eng. Foreman	Spokane
R. R. Thiele	Weighmaster	Spokane
R. P. Jorgensen	Stenographer—Office of Superintendent	Butte
W. E. Douglass	Locomotive Engineer	Lewistown, Mont.

Operator and clerk, B. P. Dvorak, Clinton, Iowa, was instrumental in securing nineteen shipments of canned goods, with freight charges amounting to \$196.37, from Rochester, Minn., via CGW and our line.

Frank Wallace, yard clerk, Muskego Yards, Milwaukee, secured the long haul on six cars of freight and also advised of a large order received by a Milwaukee firm.

W. P. Radtke, rate clerk, Chestnut St. station, Milwaukee, furnished information on a car short hauling us.

Ray McGrath, district foreman, Canal St. District, Milwaukee, secured long haul on four cars of machinery.

E. A. Keller, chief clerk, North Milwaukee station, advised of a movement against us.

E. P. Stelzel, cashier, North Milwaukee station, secured three cars of freight moving from southern points via our long haul.

John Tressel, check clerk, Dubuque freight house, secured three carloads of coal, which due to location of consignee, would normally have moved against us.

G. P. Hall, roadmaster, Cedar Falls, Washington, furnished tip securing two round trip tickets Chicago to Seattle and return.

Engineer Edward Nelson, River Division, was instrumental in securing six revenue passengers, Minneapolis to Chicago, in month of July.

Sidney Ingraham, Mason City, son of Superintendent W. F. Ingraham, solicited and secured a passenger for the Hiawatha, Chicago to Minneapolis.

F. J. Welch, lumber inspector, Tacoma, furnished tip securing three one-way tickets, Tacoma to Chicago. Mr. Welch also secured sale of one-way ticket, Chicago to Detroit, our line to Chicago.

F. J. Alleman, local freight agent, Tacoma, furnished tip securing sale of one-way ticket, Tacoma to Albert Lea, Minn. Party will also ship his household goods to same point via our line.

F. J. Welch, lumber inspector, Tacoma, furnished tip regarding passenger going east, and who will use line for part of the distance.

K. C. Division conductor John Quinlan secured one passenger, Ottumwa to Waukegan, Ill., our line to Chicago.

Herbert Cogswell, engineer, K. C. Division, secured one round trip ticket sale, Ottumwa to Chicago and return.

Eli Pedoras, machinist, Miles City, secured sale of seven and one-half tickets from Janesville, Wis., to Yellowstone Park and return through information furnished by him to agent at Janesville.

Clarence Voorhees, machinist helper, Miles City, was instrumental in securing sale of one-way ticket, Miles City to Butte, Mont.

Glen I. Russell, depot baggage agent, Tacoma, furnished tip securing sale of one round-trip ticket, Tacoma to La Porte, Ind., our line to Chicago and return. Also one-way ticket for corpse, Tacoma to La Porte.

John Stome, laborer, Sioux City, was instrumental in securing sale of a round-trip ticket, Sioux City to Chicago and return.

David Ehrlich, clerk, Tacoma, furnished tip securing sale of ticket, Tacoma to Chicago.

Mrs. Custer Greer, wife of captain of police, Miles City, secured one passenger, Miles City to Omaha, Neb.

Geo. F. Cobb, passenger conductor, T. M. Division, secured sale of one and one-half tickets, Miles City to Seattle and return.

W. J. Foherty, chief operator, Miles City, secured one passenger, Miles City to Portland, Ore.

Albert R. Davey.....	Clerk.....	Missoula, Mont.
H. R. Clemens.....	Police Department.....	Butte
A. J. Anderson.....	Roadmaster.....	Aberdeen, S. D.
Andrew Lundberg.....	Train Baggage man.....	Aberdeen, S. D.
Henry Roesh.....	Brakeman.....	Milwaukee
Emily Parks.....	Cashier—Union Street.....	Chicago
Ralph Mance.....	Car Department.....	Milwaukee
R. H. Kearney.....	Conductor—Dubuque Division.....	Savanna, Ill.
E. C. Boyd.....	Agent.....	Chicago Heights, Ill.
J. A. Strohmeier.....	Freight Auditor's Office.....	Chicago
Mary Cehm.....	Car Accountant's Office.....	Chicago
G. D. Holmes.....	Agent.....	Grass Range, Mont.
E. J. Smith.....	Warehouse Foreman.....	Great Falls, Mont.
Martin Larson.....	Car Inspector.....	Great Falls, Mont.
Joe Steiner.....	Car Department.....	Great Falls, Mont.
Emma Sacks.....	Dubuque Shops.....	Dubuque, Ia.
F. E. Eckstein.....	OS&D & Ticket Clerk.....	Dubuque, Ia.
Archie L. West.....	Agent.....	Manhattan, Ill.
Gregory LaChapelle.....	Engineer—Superior Division.....	Green Bay
H. J. McGinley.....	District Accountant's Office—Milwaukee Shops.....	Milwaukee
Hazel Whitty.....	Track Department.....	Horicon, Wis.
F. G. Swafford.....	U. S. Yards.....	Chicago
M. D. Hobde.....	Office of General Superintendent of Police.....	Chicago
Howard Walker.....	General Freight Dept.....	Chicago
Otto Stainer.....	Freight Service Inspector.....	Chicago

Mrs. C. S. Brown, wife of passenger conductor, T. M. Division, was instrumental in securing sale of one full fare and three half-fare tickets, Miles City to Portland, Ore., and one full fare, Miles City to San Diego.

Mrs. J. V. Anderson, wife of storekeeper, secured sale of one ticket, Miles City to St. Paul and return.

Pearl Huff, clerk, superintendent's office, Miles City, was instrumental in securing one passenger, Miles City to Chicago.

Fred W. Davis, baggage man, Miles City, secured sale of one ticket, Miles City to Missoula.

P. G. Kearney, train dispatcher, secured sale of one ticket, Miles City to Manning, Iowa, and one ticket, Miles to Sioux City.

Asked if the ability to speak several foreign languages was an asset, the pathfinder replies: "It certainly is, but the ability to keep your mouth shut in one language is priceless!"

Woman Learning to Drive: "But I don't know what to do!"

Her Husband: "Just imagine that I'm driving."



### THE DIVISION NEWS-GATHERERS

Guy E. Sampson.....	Train Director, Bensenville, Ill.	A. T. Barndt.....	Care Supt. Dept., Milwaukee Shops
A. M. Dreyer.....	Fullerton Avenue, Chicago	V. J. Williams.....	Care Superintendent, Austin, Minn.
Ruby M. Eckman.....	Care Trainmaster, Perry, Iowa	Mrs. Lillian Atkinson.....	Care Asst. Superintendent, Wausau, Wis.
John T. Raymond.....	Dispatcher, Marion, Iowa	William Lagan.....	Care General Agent, Sioux Falls, S. D.
Miss E. L. Sacks.....	Care Trainmaster, Dubuque, Iowa	Harriet Shuster.....	Care Refrigerator Department, Chicago
Miss C. M. Gohmann.....	Care Superintendent, Ottumwa, Iowa	Mrs. Dora M. Anderson.....	Care Local Agent, Moberly, S. D.
Miss S. M. Clifford.....	Care Asst. Superintendent, Kansas City	Mrs. Edna Bintliff.....	Care Dispatcher, Mitchell, S. D.
Miss C. M. Browning.....	Care Superintendent, Green Bay, Wis.	A. M. Maxeiner.....	Local Agent, Lewistown, Montana
Miss Naidrea M. Hodges.....	Care Superintendent, La Crosse, Wis.	Miss Ann Weber.....	Care Agricultural Department, Chicago
W. J. Kane.....	Care Superintendent, Aberdeen, S. D.	R. K. Burns.....	Care Superintendent, Miles City, Montana
Miss E. Stevens.....	Care Superintendent, Savanna, Ill.	Mrs. Nora B. Decco.....	Telegrapher, Three Forks, Montana
Miss Leda Mars.....	Care Local Agent, Minneapolis, Minn.	Albert Roesch.....	Care Superintendent, Tacoma
Miss N. A. Hiddleson.....	Care Mechanical Department, Minneapolis	R. R. Theile.....	Local Freight Office, Spokane
Mrs. O. M. Smythe.....	Care Car Department, Minneapolis, Minn.	Miss Laura Babcock.....	Care Local Freight Agent, Seattle

### I. & D. Items

E. C. A.

O. A. BEERMAN, trainmaster of H&D Division, Aberdeen, and family spent a few days visiting at Mason City the latter part of July.

S. V. German, chief clerk, division engineer's office, Mason City, has been absent from duty on account of illness for some length of time. Understand, however, that he expects to return to work very soon.

Harry Stern, Chicago, and Bill Griffiths, Sioux Falls, were recently added to the division engineer's force as rodmen to assist with extra work on the division.

W. F. Ingraham, superintendent, made a trip the latter part of July over the West I&D Division and also over the Second District.

We extend congratulations to H. W. Wuerth, who was recently transferred to Marion, Iowa, as division engineer on the Iowa Division, and welcome C. H. Tusler, who is now division engineer of the I&D Division, with headquarters at Mason City.

L. R. Meuwissen, chief dispatcher, Mason City, returned to his duties Aug. 12 after two weeks' vacation.

C. A. Anderson, relief dispatcher, and wife left Aug. 10 for Mitchell, S. D., where he will relieve dispatchers during vacations.

W. J. Johnston, assistant trainmaster, is relieving RHF Thomas Hickson at Rapid City while Mr. Hickson is on a vacation.

R. L. Goltz, chief clerk, DF&PA office, Mason City, is back on the job after vacation.

Albin Groth, stenographer, superintendent's office, Mason City, recently spent a few days in northern Minnesota fishing, and his final report was much better than

any we have ever received from Yardmaster Dickhoff.

### Seattle General Offices

M. W. N.

BILL MURRAY of A. J. Hillman's office took off for Brainerd, Minn., bright and early on the dawn of his vacation. His objective the Paul Bunyan celebration being held there. Bill started to let his beard grow the minute he left the office and should have a fine exhibit of hirsute adornment by the time he reaches his destination. He is tall, dark and handsome, and they say one day's growth is devastating, so if any of Warner Brothers' scouts are on the train it will be all off with Clark Gable, Warner Baxter, John Boles, etc.

Sidney W. Harvey, our statistician, recently adjusted his own economic statistics to the point where a new car was possible, and has accordingly burst out with a handsome Buick in which he and his family present a regal appearance while rolling along the famous boulevards of Seattle.

James R. Ludwick, recently agent at Miles City, Mont., and now traveling freight and passenger agent at Tacoma, was a welcome visitor in the general offices last week. Mr. Ludwick wore an expansive smile and pronounced himself "dee-lighted" to return to the pleasant climate of the Pacific coast.

Mrs. Bernice Rumin of the General Freight Department has just returned from a vacation trip to British Columbia. There's nothing like an occasional bit of foreign travel to broaden the mind, we always say.

The proverbial grand view for sensitive optics has been well set forth lately by

the sartorial elegance of John O'Meara of the Traffic Department. It has not been determined whether this splendor of attire is chargeable to seasonal changes or just a general desire to improve General Office scenery.

Mrs. Elois Herren of the Traffic Department is even busier than usual with the vacuum cleaner, furniture polish, paint brushes, etc., the occasion for all this labor being a lovely home in the Uplands which she has recently leased. As Mrs. Herren and her daughter are interior decorators of no mean ability and have practically done the place over themselves, we suggest the owners of the residence refund the year's rent and call the matter square.

### A Bed Time Story, or Little Edward's Birthday Party

By Frank Bradt

THE beautiful Lake Ballinger country home of Chief Clerk E. M. Stablein was the scene of a very enjoyable stag birthday party Wednesday evening, July 17, celebrating the 59th birthday of our boy, "Stab," as he is known to all his railroad friends throughout the country. Stab doesn't really claim all those years, but that's the figure the Seattle Star used in its article, and we're going to stick to their story. At any rate about thirty fellow employees and friends descended upon his home promptly at 6:30 p. m. on the above date and proceeded to show him how to celebrate his birthday. It seems that a couple of the boys had been delegated to attempt to find an appropriate gift for this peppy young fellow, and we must say they did a very fine job of it, finally deciding on a complete golfing outfit in just the colors best suited to Stab's



complexion and tastes. Inasmuch as Publicity Agent Lon Cook was on hand to take some snaps of our hero in his new togs, it was decided to have him don them immediately in order to get the benefit of the daylight, so Master of Ceremonies Archibald (Woody to you) Woodward detailed one Norvin A. Meyer, Edw. J. Doyle and W. H. Campbell to valet him and see that he was in presentable condition before being exposed to the light of day and the embarrassing stares of his associates in the audience. The valet triplets kept us waiting only a few minutes, and the result of their labors when assisted through the door was enough to make any little girl's heart go pitty-pat—too bad it was a stag party. We only hope the accompanying photo gives you some idea of what you missed by not being there, as words simply can't describe it—the cap was a size 24½ that Paul Bunyan discarded some years ago; the nifty golf oxfords, size 36 (Stab said it was the first pair of shoes he'd ever had that felt comfortable, didn't cramp his style and left room for future development of his toes, bunions and other accessories); the sweat shirt was a spectacular North-of-Ireland orange, the knickers and socks a combination of all the colors well mixed, and Stab's face was—well, was Stab's face red?? We've got to hand it to the kid, though—Charlie Chaplin himself couldn't have carried it off better. With considerable assistance and support he was mounted on a bench and Photographer Cook did his worst. The victim was then allowed to doff the cap and shoes, and the orchestra swung into some gay music, and the crowd seated themselves at a long table on the lawn with the grim intention of making short work of the tempting picnic dinner provided, which, of course, included a plentiful supply of good old Pabst beer. All seemed to be peaceful along the western front with the exception of a few grumbles occasioned by Brother Doyle's hiding out the pitcher of Pabst, and a few Bronx cheers occasioned by Brother Archibald attempting to do a bit of ceremonizing up front, when, like a bolt from the blue, appeared a forbidding looking gentleman demanding to see Mr. E. M. Stablein. When confronted by this model of the last word in golfing attire, the fellow appeared somewhat taken aback, but stood his ground and declared that he was a neighbor who was finding the party nothing but a nuisance, and produced a deputy sheriff, who promptly put the cuffs on E. M. S. and ordered him to trot along to the hoosegow. Needless to say, our host was somewhat perturbed by this and called upon all his patron saints, as well as his father-in-law, to save him, but the best the law would do

for him was to take Master of Ceremonies Archibald along for company. The deputy proceeded to marshal the boys over to his car in spite of the flock of excuses and explanations being offered by Stab, the quality and quantity of which far exceeded anything ever offered to him before, according to the officer. H. G. Selby finally took pity on the boys and went over to bail him out, but upon being informed that the amount of bail would be 100 samoleons remarked in a relieved tone of voice that he guessed the sheriff's office wanted 'em worse than we did, and quietly resumed his stall at the banquet table. However, the boys didn't have to spend the night in jail after all, as it turned out to be a hoax, and the deputy a phony neighbor, who turned out to be another deputy, came in and joined the party. The program was then continued, with Assistant Master of Ceremonies Meyer reading a basketful of congratulatory telegrams from friends and well-wishers all over this country, Europe and Africa, amongst them being Alfred Emanuel Smith (a friend in New York City). A horseshoe match with N. A. M. and E. D. Kennedy as captains wound up at dusk with N. A. M. receiving the prize, which he promptly presented to the losing captain, being a total abstainer himself. At this stage of the game the party moved indoors and several card tables having been set up, bridge and poker reigned supreme for the balance of the evening, interspersed with a few verses of "Sweet Adaline" in Archibald's magnificent tenor. Stab finally persuaded the last stragglers to pack up and run home about midnight, everybody reserving a seat for the next seance. Here's the only sad part of the whole affair: Although there was plenty of birthday cake, and some of the boys were said to have consumed not less than four pieces, poor Stab didn't get a crumb. Moral: Don't give a party to a bunch of railroad bums.

### Chicago General Offices

Ann Weber

**MILWAUKEE ROAD** Softball News—It is with regret that the elimination of the Milwaukee Road team from the Evening American Tournament is announced. In a game played in Grant Park Saturday, July 27th, the Exhibit Supply Company representatives earned a hard fought victory by a score of 4 to 2. Defeat came at the hands of a team that played heads up baseball all through the game and our boys couldn't lose to a better bunch. The best of good luck to them. The team left the tournament with a record of eight victories and two defeats. It is fitting at this time to award "One Hand" Wixted, Bud Chesterman and John Sloma with the honorable mention they have truly earned.

On July 24th, the Single men defeated the Married men in the G. F. D. annual classic played in Forest Glen, by a score of 11 to 0. Too much credit cannot be given to Captain "Tapemeasure" Schmidt, who pitched a great game for the Singles, keeping Captain Klosowski and his "ball-and-chain" boys completely in check. Youth, it appears, must be respected. Ask the "older" boys.

Arrangements have been completed for a three-game series between the Milwaukee Road team and the Milwaukee Road Booster Club, "Hiawathas." This series will decide the Milwaukee Road Chicago District Softball Championship. By the time this little item reaches your eyes, at least one game will have been played.

### Good Old Dubuque Shops

Lucille Millar

**WELL**, it kind of looks as though we might have a few items to submit this balmy August morning. First, we're not mentioning any names, but a certain young man brought his car to work the other day and at noon (the boy's in love, incidentally) went home without it. As it was only 102 in the shade, it was a pleasure for him to walk back and try it all over again. (For quick guessing, he drives

a light color Auburn.) Then, too, we have Brother Horsfall, who is worrying where he is going to get eggs since his eggplants were caught in the flood recently.

And we cannot forget to tell about Bill Stafford's trip to Washington, D. C. In fact, his training while there was so complete that he was appointed special officer on the boat at the Milwaukee Women's Club excursion. (What a week in the right surroundings will do for a guy, eh?) One deck was well patrolled anyway! At the picnic, also given by the club, there was a turnout of over a hundred employes and their families. It seemed like the good old days around here to look at the lineup of smiling faces. Dominic Gritti said he could tell the depression was over just by the general appearance of things at that picnic. Oscar Ohde (the one and only) entertained in his inimitable manner, making everyone feel well acquainted and lining up the fat ones and the lean ones for races, etc. Tony Wagner was there full force; when he passed me he seemed to be engaged in a real charitable act—he was none other than the water boy. We were glad to see George Wiegand there, looking as though he was "holding his own." In fact, there seemed to be representation from every department of our railroad, which naturally made our good president, Mrs. H. Wiedner, feel very, very happy. She was also bubbling over about the membership drive. The reclamation and store departments had come in with 100 per cent membership that day. Other departments will get there too before the drive is over, says Mrs. Al Bensch, our membership chairman. The picnic is now a thing of the past, but John Davidshofer is still reciting "Lip Lop Laborwusht" so that he'll win the prize next year.

And now comes the report of the reclamation department picnic. My reporter was right there on the job and he reports as follows, to-wit:

Due credit for the success of a picnic always depends on the chef, and a real one was in charge (youse guys that useder be around Dubuque and have tasted catfish what Eddie Wiedner can fry, let your mouths water as you read this). Yep, Ed fried 'em and the guests "et" 'em, and they tell me some of them wore out shoe leather going back for the eighth helping. Oh yes, the scene was Ed's cottage, and being so close to the river naturally there was plenty of river water, and while Joe Webber was styled "assistant cook," he was that in name only, and was Ed ever burned up with the bum help he was dumb enough to pick!

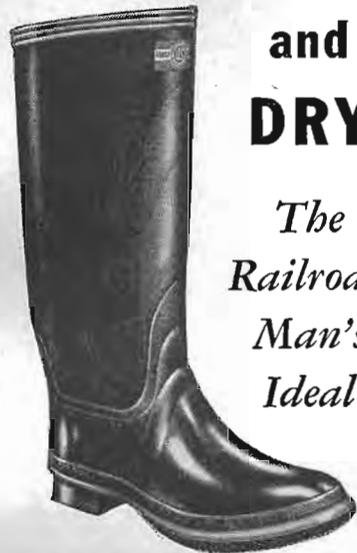
The euchre team consisted of Tom Bell and George Fluke. George didn't seem to keep his mind on the cards and that put an "eatemalive" expression on Tom's face. It was discovered that a "Lawrence Tibbett" had been in their midst and not brought forth till that day—none other than Jack Reed turned out to be the real warbler. Fred Schreiner appreciated Jack's singing but didn't stay wide awake to listen to it—just took a little snooze till it was all over.

Then there was the star gazer, Al Kruse; he counted one million and then stopped.

Patty Homan was betting high, wide and handsome—a real sportsman; Jake Kleeman played the part of "nigger in Boley's cornfield"; Earl Thompson assumed the role of Mr. Bluff in a card game and got by with it; "Jackpot" Taft earned a new title for himself en route; "Pokerface" Bill Schoentgen was right on the job at calling all bets; Andy Dubmeyer acted as chairman of the entertainment committee and official greeter, with badge and everything, but, last and decidedly not least, Andy Mohr, the one and only, the man with the big white apron and collar, master of ceremonies de luxe, outside of the chef, the man most sought after and admired. "Ach, you make my vite shirt all plack and my collar all dirty, vat you mean—huh?"—that was Andrew Mohr's main speech!

A good time was had by all and the reclamation department voted their first annual picnic a big success and agreed on

# SURE-FOOTED



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**DRY**  
The  
Railroad  
Man's  
Ideal

The railroad man wants soles that will not slip. Whatever the type he likes best, it must be durable under the extreme demand of railroad service. It should be lightweight and comfortable. "U.S." boots have been standard railroad equipment for three-score years.



## "U.S." PATROL

This red-soled, heavy, durable rubber has been probably the most popular with railroad men of all the "U.S." waterproof equipment. The sole pattern prevents slipping.



## "U.S." PORTLAND

This husky good-looking overshoe is built with an oversize sole and extension heel for heavy wear. The sole pattern is like that of the Patrol, designed to give the maximum of grip where sure-footedness is all important. The upper is tough and fleece lined for extra warmth.

United States Rubber Products, Inc.

United States Rubber Company

a slogan—"For a real picnic go to Eddie's!"

P. S.—Without the Huber Band, with its repertoire of German music, the picnic would not have been quite complete. Its presence was (as my old friend Clarence B. would say) "the quintessence of the celebration."

P. S. S.—This is not a picnic note but has to do with Justine's (Red's) hat—It's a '17 model—wide brim and small crown.

With a ribbon bow on it 'round and 'round;

If for a museum you'd like this donation, Will send it to you while he's on location.

### West End T. M. Division

R. K. B.

THE division takes the opportunity to welcome to our midst Mr. H. B. Christenson, who has been transferred to the T. M. as division engineer, succeeding W. E. Ring, who was transferred on August 1st to our next door neighbor, the H&D. Mr. Christenson before his transfer to this point was division engineer at Marion, Iowa.

Another new arrival in the engineering department is V. E. Glosup, formerly of Aberdeen, S. D., transferred to this point as instrumentman, succeeding H. L. Pitner, promoted to asst. engineer.

Our heartiest good wishes and congratulations to our former asst. engineer, Chas. H. Tusler, who received news August 1st of his promotion to the position of division engineer with headquarters at Mason City, Iowa.

Seems we have been welcoming not only some new arrivals, but a lot of native sons who had been sojourning in furrin' parts for quite a spell. Dave Haggerty, for instance. Dave has just come back to the division from his job as Relief Administrator at Kalispell, having got word some way that there would be a dispatcher's job open for him when the temporary dispatcher's office is opened at Mobridge.

Opening the dispatcher's office at Mobridge brings to mind that there ought to be a little business on the division this year. In fact, just got word that three G-8 engines are on their way for use on the branch lines to bring the grain down.

Around this time of the year several of the boys are either going on or coming back from their vacations, but two weeks, of course, doesn't seem to change them very much. The Arnold Runnings and son are at the present moment vacationing in Minnesota points, out Chaska way, St. James and Minneapolis. The Bryan Nelsons from the ticket office are also on a vacation in Duluth, Minn., and Milwaukee, Wis., will soon be welcoming E. C. Olson and son who expect to get there in the next few days. (The folks seem to be taking their families with them this year.) An exception to the rule is Mrs. H. J. McMahon and daughter, Barbara, who left about the first of the month for the coast to get cooled off, leaving HJM to keep the home fires burning. It was just their luck to run into some of the hottest weather the coast has had in a good many years. File clerk, Adolph Carufel, and wife have just returned from the coast and in between points, to enjoy the 109 temperatures in the old home town.

Operator R. T. Wilson has been working temporarily in the relay office at Miles City the past month.

Word comes to the office of the passing of the mother of Conductor W. B. Fairchild at Elwood, Neb., on August 12th, and the sympathy of his many friends on the division is extended to him in his loss.

Note a cut of gondolas going past the office, and brings to mind the beet movement will be on us very shortly, and from the looks of things it'll be a fine crop.

With prospects for business being pretty fair this fall the extra list of firemen and brakemen is beginning to troop into the office to get lined up on their examinations, etc., so they can see their name on the payroll again when things start to move.

L. E. Carlisle came in the office last month to say hello from a trip from Yakima where he has been recuperating

from a lengthy illness previously reported, but has once more returned to Yakima to complete the job of restoring his health.

Miss Dorothy McGee, daughter of baggageman, B. M. McGee, has returned to the city again after a lengthy visit in Johannesburg, So. Africa, and has been busy telling her friends all about her trip and her experiences in the lands across the sea.

The many friends of engineer Arthur J. Frawley were sorrowed to learn of his passing in the Miles City hospital on the night of August 7th. Art first came to the division from Lines East on April 18, 1908, and was promoted to the position of engineer in 1911. He was a capable and conscientious employe, and his death after an illness of about a month was a severe blow. The number of his friends who attended his funeral services in Miles City on August 10th, and followed his remains to their last resting place, attested to the high respect and esteem in which he was held during his lifetime.

To the family of brakeman William Eadus of Harlowton, the sympathy of the division goes out to them in the loss of their son James, aged 8, who was drowned at Spearville, Kansas, on August 13th, where he was visiting during the summer. The remains of the little boy were returned to Harlowton and interment took place at that point.

### Iowa (Middle and West) Division

Ruby Eckman

SEVERAL of the agents and operators were off duty during August with the result that all of the extra men were working. W. J. Black relieved operator Bert Campbell at Atkins yard and then relieved agent Shippey at Granger. Operator Peasley worked first trick at Council Bluffs yard in place of W. C. Mouser, who was off duty account sickness. F. D. Mongold of Rockwell City on a vacation trip with Richard Hill relieving. Don Houghtaling of Webb had the hay fever. Howard Lee on the job during his absence. Maurice McGraw, helper at Jefferson, was sick and E. D. Calhoun helped out on the job during his absence. Joe Keoster and wife took a little trip, leaving Robert Mullen in charge of Haverhill station. Irene Kohles off for several days, with Dean Madsen working the job. Jim Atkins was agent at Herndon three weeks, while Alex Hutton and family visited in California. Gene Miller of Perry yard force had some throat trouble, making it necessary to be off duty as he couldn't talk loud enough to be heard on the telephone. Herman Krasche on Perry yard job during Gene's absence. Agent Farran of Spirit Lake off a month, with Paul Calhoun in charge of the station. Milo Sokol worked second trick at Tama while the Thomas Griswold family made a trip to Minnesota. Train dispatcher R. P. Edson of the Perry office force made a trip to California. He took an extra week off so had a three weeks' vacation.

There is a new daughter in the Jim Atkins home. The baby was born August 11th and weighed six pounds. That makes O. J. Atkins, Sr., agent at Ferguson, a grandpa.

Train dispatcher Curtis Marchant and wife spent their spare time a couple of weeks in August making trips to the hospital. Their daughter, Mary Hall, had an emergency operation for appendicitis.

With the gravel hauling jobs on the middle division, as well as the other work trains, some of the men down on the reserve list got in pretty good miles in August.

Walter Applegate of the division master mechanic's office force in Perry celebrated his seventy-fifth birthday anniversary August 11th. A family dinner with a birthday cake was prepared to properly celebrate the event.

Engineer Henry Corcoran and wife, who have been living in Rockwell City for some years have moved to Des Moines. Henry was on the Storm Lake way freight run as a fireman but is old enough now

to get considerable extra running so made the change to be available for service on the board at Des Moines.

Engineer W. H. Young and wife, accompanied by Mrs. Wallace Shipton, had a nice motor trip to Canada in July and August. They had only been home a few days when they were called to Hiawatha, Kansas, by the death of Mrs. Young's aunt.

Steel gang road master W. A. Moberly his foremen, while at Perry, were ordered a chicken dinner by the officials of the Iowa division. The affair was a courtesy to the foremen for having reached the Perry terminal with the steel gang without a reportable or lost time injury. The affair was greatly enjoyed by Mr. Moberly and his foremen and time keepers.

A young son of John Harrison of the Perry round house force has been quite seriously sick and was taken to the University Hospital in Iowa City the last of July for treatment by specialists.

Mrs. Charles Reber, widow of one of the East Iowa division conductors, died at the home of her daughter, Mrs. William Barth, in Perry the latter part of July. Mrs. Reber has been making her home with her daughter the last few years as her health has been failing. Funeral services and burial took place at Marion. A number of Perry friends accompanied the funeral party to Marion.

The new division engineer H. Wuerth, who took H. B. Christenson's place, was out over the division the first week of August getting acquainted with the men of his new territory.

Agent W. D. Magee of Perry station has been especially interested in the "Nickel in the Slot" meters for auto parking being tried out in Oklahoma City and other cities in the south. His nephew is the inventor of the device, he having perfected it after a study of the traffic problems of Oklahoma City.

Leo Cross, section foreman for the Milwaukee at Perry, was married July 23rd at Adel to Miss Nellie Sumner of Charter Oak. Leo's sister and her husband accompanied them to Adel and were witnesses to the ceremony which was a simple affair. Mr. and Mrs. Cross have already gone to house keeping in Perry.

Mrs. Charles Boland and children spent a few days in Perry in July at the W. J. Whalen home. They were en route from Aberdeen to their new home in Chillihe, Mo., Mr. Boland having been transferred from Aberdeen to the Kansas City division as road master.

Engineer A. J. Deitrich of the Des Moines division was off duty a couple of weeks in July on account of the sickness and death of his wife. Mrs. Deitrich passed away suddenly following an operation for removal of gall stones.

Night yard master E. B. Banyard received a letter of commendation from officials of the M. and St. L. for special service rendered in July. The Milwaukee suffered a bad wash out on the south end of the Des Moines division, following a cloud burst. The trouble occurred during the night and as no rain had fallen at Perry, and the offices between Grand Junction and Des Moines on the M. and St. L. were closed, Mr. Banyard notified a south bound freight crew on the M. and St. L. of the trouble experienced by the Milwaukee and advised them to look out for trouble on their line also at Wauke. The train crew approached Wauke cautiously and perhaps avoided serious trouble. The train and engine crew reported the matter on their arrival at Des Moines and Mr. Banyard was written a very nice letter commending him for his thoughtfulness in notifying the crew of the water trouble.

Beverly Ann, the five-year-old daughter of engineer P. Anfinson, died at the hospital in Perry the latter part of July following an emergency operation for a ruptured appendix.

Mrs. H. G. Pulliam, wife of one of the Milwaukee round house force, died at the

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family home in Perry August 2nd. The remains were taken to Tolono, Ill., for burial.

The death of H. L. Shelton of the Atkins yard force which occurred August 6th caused sorrow among his many friends on the Iowa division.

The Perry depot is being all dressed up with a new roof and a coat of paint.

### Kansas City Division

K. M. G.

The news of the death of engineer Claude Legg was a great surprise to many, as he had been in apparent good health after recovering from a serious illness several months ago. He had been an employe of the company for 32 years. Funeral services were held at the Johnson funeral chapel on August 1 and burial in the West cemetery in Sigourney.

Traveling engineer, E. J. Kervin, wife and two youngest daughters, spent a vacation of two weeks in Excelsior Springs, Mo., in July.

Mrs. James Picket, wife of brakeman, passed away on July 26 at her home, death resulting from acute heart attack. Burial in Ormanville, Iowa cemetery.

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service on the part of the Ottumwa local committee during recent railroad week was received on August 9th by Superintendent Givens, signifying that the Ottumwa committee was selected as the one in the state of Iowa which planned and executed the most complete program of activities. Mr. Givens was also the recipient of a bronze medal in commemoration of the fine participation in making a success of the first annual railroad week.

Mr. and Mrs. James Morlock and two grandchildren visited in Urbana, Ill., in the home of their son. Upon returning to their home they were accompanied by Helen Morlock of Urbana, their granddaughter, who will spend several weeks in Ottumwa as a guest in their home.

Mr. and Mrs. John Sanford spent two weeks in July at a summer resort in Glenwood, Minn., and reported a most enjoyable vacation; fishing, swimming, golfing and dancing.

On July 18 Wm. Wendell, wife and three daughters departed for California

to remain a month. They were to visit with relatives in Pasadena, Los Angeles and Long Beach and attended the exposition in San Diego; their itinerary included a boat trip from Los Angeles to San Francisco.

Mrs. Joe Palmer, daughter and son, spent the summer with relatives in Seattle, Wash.

On August 6, 7 and 8 Mrs. A. M. Jackson attended the Grand Lodge meeting of the Pythian Sisters of Iowa, held in Waterloo.

Chief clerk, John W. Sowder, suffered a heart attack on Sunday, July 28, and for several days was a patient in the Ottumwa hospital and is now at his home recuperating.

Mrs. J. W. Sowder, Mrs. J. H. Ryan and daughter Mary, recently returned from Williamsburg, Ont., where Mrs. Sowder and Mrs. Ryan were patients of the famous Dr. Locke, arthritis specialist. They have benefited from the treatments and we hope will soon fully recover.

Mrs. J. Reed and children spent one week in early August visiting with relatives in Muscatine.

Agent J. W. Calvert was off duty account illness. He recently spent some time in Excelsior Springs taking a rest cure and vacation.

Iver Carlson of the Ottumwa freight house was on a vacation in July. He and his family were in Gary, Ind., as guests in the home of the parents of Mrs. Carlson.

Train baggageman, A. C. Osborn, and wife reported having had a wonderful vacation in Minneapolis and Hackensack, Minn., in July.

Extra gang foreman M. F. O'Donnell was operated on for appendicitis on August 12th and is a patient in the hospital at Liberty, Missouri. We wish him a speedy recovery.

Chief dispatcher L. H. Wilson motored to Missouri to seek the beauty spots to be found in the Ozark Mountains and to fish in Lake Ozark. Judging from the post cards received he came in contact with some of the "Hill Billies" of Missouri, and all indications are that he had an ideal vacation.

A bachelor of science degree in education was received by Helen Niman on August 9, when she was graduated from Drake University, Des Moines. She is the daughter of dispatcher John Niman.

We had a short visit from J. V. Tuomey, dispatcher from Green Bay, Wis., who stopped over in Ottumwa in August on his way to Parnell, Iowa, to visit with his mother. His daughter Nancy accompanied him to Ottumwa and from there departed for Polo, Missouri, to visit with friends. She was requested to several feature dances at a celebration in Kingston, Missouri, during her sojourn in Polo.

### Twin City Terminals Division

J. T. H.

AGENT C. J. BENNETT at Minnehaha is taking his first vacation since 1922.

Agent L. P. Beaudette was away for a ten-day leave of absence recently from the station at Mendota. Mr. Beaudette, as

you may know, is some eighty years old and has been agent at Mendota for fifty-four years and is still going strong.

Yardmaster Ed Hoff, who lives out south in Bloomington, has got himself a new Ford V-8 coupe that doesn't waste much time getting him from the Upper Yard to Bloomington and vice versa.

T. J. Tadsen, chief clerk in the engineering department, is a member of quite a family. He is one of ten children, all born at Brownton, Minn., which is out on the H&D Division, and when one of his younger brothers got married a month ago it meant that all ten children are married. When they get together for a family powwow they call roll to see that all of the thirty-two members are present.

And speaking of getting married, we understand the wedding bells are to ring sometime this month for George Larson, who draws his pay in Mr. McEwen's office. Congratulations.

Mr. John Kenafick was a caller at the depot recently and his many friends were glad, indeed, to see him.

Another recent visitor at the depot was Jimmie Morris from St. Paul. He is reported to be in the best of spirits and everyone was glad to see him looking so well.

There have been some reverberations from the statement published here last month about the poor results obtained by the Hon. G. W. Pasko on recent fishing expeditions, and we heard indirectly that he was going out and catch some fish and bring them down to the depot for some of us to take home, thereby stilling for all the false rumors about his fishing ability. Hope this is true. George says Walter Anderson was threatened with arrest for catching minnows in Birch Lake, using a hook and line—but that four pounder Walter had was quite a large minnow.

There are still throngs of people down at the depot daily to see their friends out on the Hiawatha and the train continues to increase in the public's favor and, of course, is patronized accordingly.

Mr. R. J. Roberts has just returned from a tour of the East full of vim, vigor, and vitality. R. J. says he can't decide what he liked best about his trip, but enjoyed swimming at Atlantic City, seeing F. R. at Washington, motoring up the Hudson to West Point, and looking over Niagara Falls. Mrs. Roberts and their daughter also made the trip.

The grain crop is starting to move and the number of cars of new grain received at Minneapolis daily is getting around the 10 mark. Prospects are good and everyone hopes the harvest will be a big one.

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

A. T. B.

VACATION news flashes:

Mr. Deppe and family spent part of his vacation in "The Big City"—New York—and at Niagara Falls and Canada.

A. C. Schroeder and family took a trip through the East visiting the states of New York and Maine, Canada, etc.

Joe Haas and Jack Bremser with their families were up in the northern part of the state, but I haven't heard about any of the big ones that got away. Evidently they didn't do much fishing.

Leona went sightseeing on the west coast and up in Canada at Lake Louise.

Dick went to Oregon to see his mother and sister and then, in order not to slight his sister who lives in California, he flew down there from Oregon. He enjoyed the seven-hour trip by plane and says it sure saves time to travel that way.

Herman and family went to Terre Haute to visit his parents and brother and see some of his old friends "on the banks of the Wabash far away."

Bernice and Velma just had to be "ritzy" and therefore went to Lake Geneva, and did they have a grand time! Just ask them.

Incidentally, if you must fall when you are riding a bicycle, don't fall off on a country road but pick out a spot in front of an exclusive club where the guests will get the benefit of your performance. See Bernice for details—"and was her face red!"

Martin took his gas buggy for a workout through the state and was having a grand time when, BANG!—a blowout to spoil his otherwise 100 per cent outing.

Bill says he didn't go anywhere much, but did you see what he brought back? Bill arrived at the office the Monday following his vacation with a white linen coat and trousers, and did he attract attention? I'll say he did!

Edithe spent her time with friends in northern Wisconsin and down in the state of Iowa.

Well, as the little boy said who had just finished his candy, "that's all there is—there ain't no more."

### West Coast Notes

A. M. E.

ROBERT ECCLES, son of Chief Clerk "Jim" Eccles, had the misfortune to break his right arm in two places while at summer camp recently. He was taking part in some exercises and stepped into a hole that was covered with grass. Robert is getting along nicely.

E. A. Meyer of the Safety Department, Chicago, paid us another one of his instructive visits recently.

Another visitor from Chicago was T. J. Zopf of the Accounting Department.

Our cool weather must have been quite an attraction after the extreme heat in the East.

The brother of Section Foreman James Boland passed away at Seattle July 19.

Miss Mary Ryan, sister-in-law of Timber Inspector Frank Welch, passed away July 22 after a brief illness. Her remains were taken east for burial.

R. L. Janosky, 23, nephew of Albert Janosky of the Accounting Department here, lost his life at Liberty Lake, near Spokane, July 20.

The mother and sister of Gertrude Alden, stenographer in superintendent's office here, are spending a few weeks in Spokane.

Ivar Bervan and family of the Tacoma accounting bureau just returned from a motor tour to San Diego and report a very enjoyable trip.

The San Diego fair was like all fairs, but the roads in parts of Oregon are built on the "Mae West plan," lots of curves, which doesn't help make time. And when one hits California and its 45-mile speed



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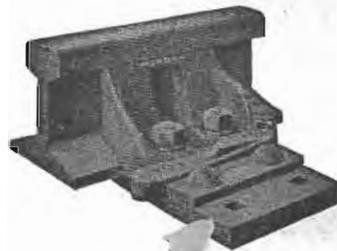
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limit, the trip is made a still longer journey.

Thank goodness there are no speed limits in Washington, and if you don't like OUR state you can go out just as fast as you can travel!

Roadmaster Davis, who tried to drown his new Dodge last spring near Big Rock, added another unusual experience to his trips in that country. A young deer was struck by some auto just ahead of him, and when he came up to the animal it was just about gone. He proceeded to give it a treatment in resuscitation with such success that the deer was able to get up and run away, apparently O.K.

Twenty-four

From a certain book of travel on Tibet we take the following quotation, which should be of interest to our readers, considering the prominence of our modern "share-the-wealth" plan:

"A Tibetan king, Mu-ni Tsem-po, manifested the democratic spirit inherent in the Tibetan character by dividing the wealth of the country equally among all the people. The equality, however, soon vanished. It was done a second time, with the same result. Yet again it was done for the third time, but it was found that the inequalities had become worse than ever, for the poor, being indolent during their time of ease, had lost the habit of working. After the third effort the king's mother, who disapproved of these experiments, poisoned her son."

It may be added, to show how old our so-called "modern" ideas are, that this king lived as long ago as 750 A. D.

### Iowa and S. M.

V. J. W.

WE were very sorry to hear of the passing of veteran track foreman Frank Wild of Mazeppa, who died at his home in Mazeppa August 9th following a short illness. Mr. Wild was 76 years of age and in May of this year completed 44 years of service with the company.

We were also sorry to hear of the death of engineer Alfred Mitchell, who was accidentally killed July 28th. Mr. Mitchell was working on his car and the top of his head came in contact with a worn extension cord he was using. He was 46 years of age and had been an employe of the company since November, 1912, when he entered service as a fireman. He was promoted to engineer in August, 1929.

Deepest sympathy is extended to the George Vandover family in the loss of their daughter, Luella, who passed away very suddenly August 13th.

Engineer August Damm returned August 11th from a two months' trip to Norway.

Supt. and Mrs. G. A. Van Dyke returned August 3rd from a two weeks' trip to California, where they enjoyed a visit with Mr. Van Dyke's sister and spent a few days at the San Diego Exposition.

Conductor Lester Ferris and family returned August 12th from a fishing trip

to Kabetogome Lake and we have first hand evidence that the fishing was good.

Babe Swank of the superintendent's office also reports good fishing at Lake Mille Lacs where he spent his vacation.

Dwight "Tang" Kneeskern spent his vacation down on the farm near Beeman, Iowa, and reports the barley running several hundred gallons per acre.

Ray Hoffman, of the engineering office, left August 17th for a visit with relatives in Montana.

August 12th Agent A. C. Anderson received his medal for his activities during R. R. Week. This was about the same day Major Hoople received his medal.

M. C. Larimer has been appointed agent at Chandler.

R. A. Helsler has been appointed agent at Hatfield and J. E. Clayton has been appointed temporary agent at Grand Meadow.

Joint agent R. E. Madden of Hollandale returned August 1st after a motor trip through Northern Minnesota.

Car inspector Tom Mork returned August 1st from a 7,000-mile auto trip to the west coast. They went out over the southern route and returned via the northern.

Agent N. C. Putnam of Lyle expects to leave for International Falls August 20th, and operator Sherman Rowe of Northfield expects to leave the 16th for the Pacific Coast. These two gentlemen expect to get the jump on the hay fever.

General foreman H. J. Keck is enjoying his vacation. We have no word from Harry but we should have at least one good fish story next month. Maybe he is rabbit hunting again.

Chief dispatcher F. M. Valentine and family are spending their vacation motoring in Northern Minnesota and Wisconsin.

Conductor H. J. Heslip returned from his vacation in Northern Minnesota but instead of fish stories he has only praise for the golf course up north. We want to get up in that country where the "greens" are two acres square.

While speaking of golf, if you see our freight office "Pro" Robert ("Red") McCoy on the way to Hillcrest with a pail of apples do not mistake it for his lunch. He recently took on a new pupil in the person of yard clerk H. J. Rafferty and after watching Howard drive a few "rebuilt" into the rough he decided that apples would work just as well and do away with many tedious hours of hunting golf balls. While we cannot say whether or not this procedure will improve one golf game we can assure you that "Red" has developed the champion "apple knocker" of all time.

### Chicago Terminals

Guy E. Sampson

YES, we up and missed out on our items for August, but not intentionally. As your correspondent left the Terminal June 7th for Los Angeles I did not return until after the middle of July, we just missed the August issue with our contributions. But believe you me, we had a wonderful time and a grand opportunity to study the safety habits of railway employes on other roads. We found on every road we traveled over that the employes are becoming more and more safety conscious every day. A traveler is reminded all the time to watch his step and take no chances whereby he may be injured. On our return we found train director Kirby was absent from the office and enjoying himself by the cooling waters of a Wisconsin lake so we got back into the harness in the train director's office the next day.

Train director Frank Reed was on vacation the latter part of July and James Burke the first half of August. Harry Mewhirter relieving them.

On July 27th Mr. Edward Shaw, son of car department employe George Shaw and wife, was married to Miss Louise Hermening of Roselle, Ill. Both are well known young people of their communities and the very best wishes of all go to the newlyweds.

The sympathy of all employes is ex-

tended to Illinois division engineer Ross Wheat and his family on the untimely death of their son and brother, Ross Wheat, Jr.

The last lady employe at the North Hump office has left and now "Men Only" are in command there. Anna Schultz, who had been employed in that office about 7 years, in fact ever since she finished school, severed her connection with the Milwaukee July 31st and will ride in Los Angeles, where her husband has a position. The best wishes of all go with them to their new location.

Robert Humphrey, former secretary to the late E. F. Rummell, and later employed in our Butte, Mont., office, has been assigned to the position made vacant by Anna's resignation from the service.

Switchman Malcolm Wiltsie and wife are sojourning along the western coast this month. Their plans when they left took them to Seattle, Frisco, Los Angeles, San Diego, Kansas City and back home. Expect to be absent several weeks.

Mrs. Clarence Waldron has returned from Colorado Springs where she spent a few weeks visiting.

Car department employe John Hayes, his wife and their daughter have gone to Missouri for an extended visit.

Mr. and Mrs. John Wolff are vacationing in Canada. Doesn't look like the drinks over the line had anything to do with John visiting Canada as he waited till prohibition was a thing of the past in our own country before going over there.

Miss Bernice Holquist, daughter of conductor John Holquist, is enjoying a visit with relatives in Worcester, Mass.

LaVern Smethurst and family, Harrold Klevan and family and Harry Miller and family motored to Fennimore for the Smethurst annual home coming, Aug. 11. All report having had a wonderful time as all the old and young always attend.

Yardmaster Jesse Capoot enjoyed his vacation the fore part of July, Wm. Rands relieving him. As soon as Capoot returned Rands slipped away to Sioux City for a few days and when he returned yard master Wm. Tessoroff went on vacation, Rands relieving. Well, annual vacations will soon be over for this year and everybody will settle down for another, we hope successful, year's work for the old Milwaukee railroad.

Harrold Tolland, whose father was a

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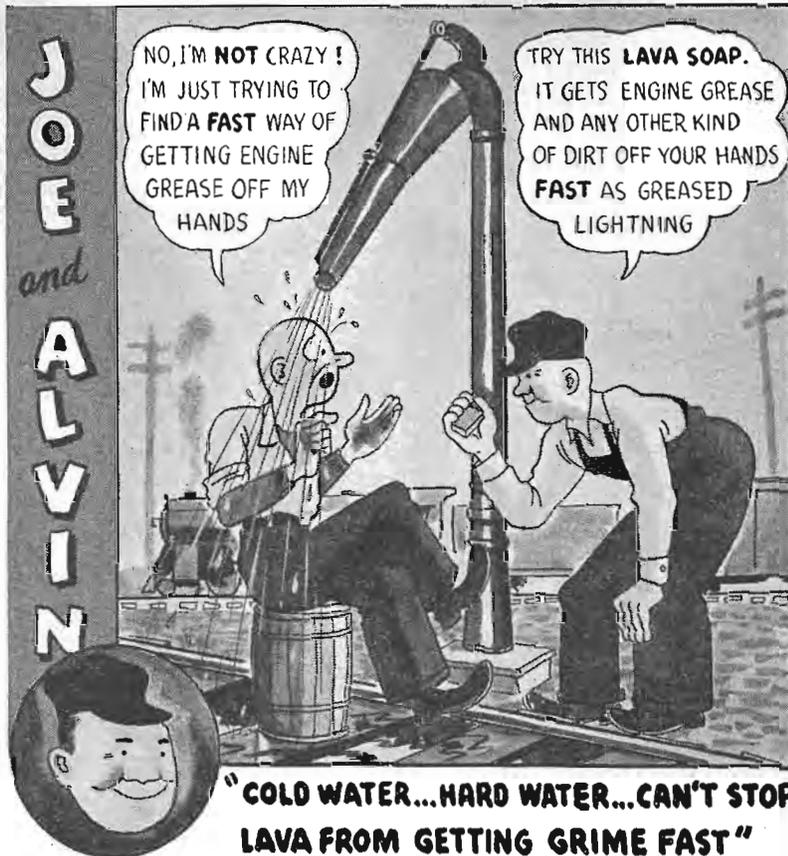
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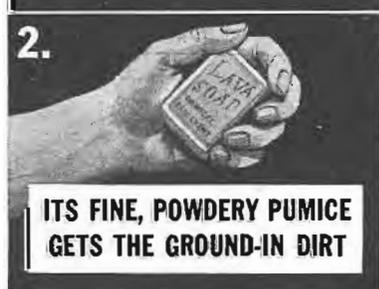
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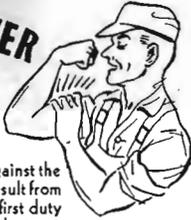


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conductor on the Janesville line before his death a few years ago, dropped into Bensenville one afternoon this month to see all his old acquaintances. Said he has been residing in and around St. Paul, Minn., since they moved away after his father's death.

Yardmaster John Baker had been enjoying his annual vacation, which was finished on Sunday, August 4th, and he intended to return to work the following day. That evening John and his wife went up stairs, and, as was John's habit, he went to see if there was anything his father, who was staying with them, wanted before John retired. When John spoke to the aged man there was no reply and it developed that his father had passed away while sleeping. Deceased was 77 years old and had suffered a sun stroke on July 24th to which physicians attributed his sudden passing away. Burial was made in Elmwood cemetery August 7th. The elder Baker also leaves a daughter, who resides in Lawton, Mich., and another son, Emmett Baker, who is an engineer in the Terminal. The sympathy of all employes is extended to the bereaved ones.

The Hiawatha keeps her popularity as hundreds of people motor out along the E. & M. Div. each evening to see her come in. Yes, sir, even some of the railroad employes, whose business is watching train movements daily, may be found out around Grayland watching this "Last Word in Rail Transportation" burn up the miles as she nears the end of that day's run from the Twin Cities to Chicago.

The Terminal Safety First Record for this year is still one of the main subjects of conversation among our employes and rightfully so. The old saying that, "It is the unexpected that always happens" should teach us that if we keep our minds on Safety and are always expecting Old Man Accident to try and surprise us, we will always be in a position to elude him when he does show up. To carelessly think that everything is all right, is usually the way to breed disappointment. Let's not do it that way, but always be on the look out and thus save an accident.

## Dub. Ill. Division 2d Dist.

E. L. S.

WE wish to extend deepest sympathy to cond. W. L. Hertner and family account the passing of their beloved daughter, Ethel, aged 13, on August 3rd, after a short illness.

Cond. L. M. Parnell and wife attended the funeral of Mr. Parnell's sister at Waterloo fore part of August.

Agent W. C. Towle, Littleport, has been absent from duty for several weeks account of ill health. Friends and employes wish him a speedy recovery. Opr. G. W. Lowe is filling the vacancy during Mr. Towle's absence.

Agent F. A. Schrader expects to leave for a vacation of several weeks starting

Saturday, August 17th, and he and his family will enjoy an extended trip to the Black Hills and other points. Relief Agent A. F. Mullane will take charge in Mr. Schrader's absence.

Agent C. Glynn, Reno, is on a vacation trip, and is being relieved by operator C. Lieser at LaCrescent, who in turn is being relieved by H. C. Care.

Dispatcher O. A. Rampson and family returned from vacation which was spent at a camp about 20 miles north of Tomah. Otto is back on the job today, at the time of this writing, and enjoyed a good outdoor rest, but no fishing. Dispr. W. O. Wright followed Otto and left for his vacation August 15th.

Train Master H. C. Munson and family expect to leave for "Rest-A-While" Camp at Big Bearskin lake near Harshaw, Wis., commencing week of August

## Here Goes..THE 48<sup>TH</sup> TRIP TO THE WASH TUB

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18th. We hope his expectations for catching large and lots of fish are realized.

W. H. Claussen, agent at Canton, made a flying trip to his farm in Montana August 8th. He was gone 4 or 5 days and relieved by Agent A. F. Mullane.

Dispr. E. W. Olson and family visited relatives at Des Moines, Perry and Adair, Iowa, for a few days fore part of August.

Yardman E. H. Pratt, Dub. Yard, who has been on leave of absence for 4 months, account condition of health, paid us a visit recently and reports feeling fine enough to return to work soon.

The 2nd District of the D&I Divn. has now gone over 10 months without a report-

able injury. Now if we can only stretch a point of two months, we will have accomplished our first goal of a clear record for a year to begin with, and here's hoping we can put it over!

Cashier Ed. Deran and chief bill clerk, Frank Duffy, of Dubuque freight house are sporting new cars, we understand—at least new to them.

## Iowa (East) Division

J. T. Raymond

HARRY L. SHEKLETON of Marion died at a Cedar Rapids hospital August 6th from injuries suffered in an automobile-truck crash west of Cedar Rapids. His daughter Alice, a student nurse at St. Luke's hospital Cedar Rapids, is still (August 14th) in a critical condition. The car was being driven by Ira Hinman of Minneapolis, brother-in-law of Mr. Shekleton, who suffered general injuries but not fatal. Miss Shekleton had just completed her first year as a student nurse. She was on her way to Des Moines with her uncle. They were to leave Mr. Shekleton at Atkins and then proceed on.

Mr. Shekleton had served the Milwaukee Road since 1913, for some time as brakeman and then promoted to be day yard master at Atkins Yard until that department was closed. Since that time he has served as assistant agent at East end of Atkins.

The funeral services were held in Marion August 10th. Burial at Cedar Memorial cemetery.

Mr. Shekleton was widely known and had many friends on the division who deeply deplore his sudden demise. The Milwaukee Employes Magazine extends its sympathy to the family in their bereavement.

Mr. and Mrs. J. T. Galliven of Marion enjoyed a few weeks' visit with their daughter, Mrs. Stewart Rodger, and granddaughter, Dorothy, who came from Green Bay, Wis.

Miss Helen Shoup of Tulsa, Okla., spent several weeks at Marion early in August visiting her parents, Mr. and Mrs. Phillip Shoup.

## LINKMAN'S Doctor Grabow PIPE

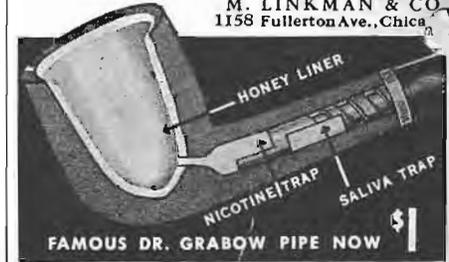
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Write for illustrated folder. Also makers of Linkman's Fifty Grand Pipe at 50c.

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Mr. and Mrs. James Tobin of Marion had a couple weeks' vacation the latter part of July during which time they spent a week visiting Mr. Tobin's old home town, Columbus, Wis.

Lineman J. R. Long looked after the wires during Mr. Tobin's vacation.

The rail laying and graveling on the Eastern division was completed August 10th and foreman Mallas and gang completed graveling west of Atkins.

B. Christianson, division engineer headquarters at Marion, has been transferred to Miles City, Mont. His departure is greatly regretted by the many business associates he has contacted on the division and at Marion. Previous to Mr. Christianson's departure there was a division staff meeting and an adjournment was had at noon, when the entire party of fourteen attended a luncheon given in honor of Mr. Christianson with many expressions of good will and best wishes. He was presented by the staff with a zipper traveling bag, toilet set, and a safety razor outfit. Later the engineering department force presented Mr. Christianson with a fine golf bag and a complete set of clubs. Mr. Christianson left here for Miles City, Mont., the latter part of July. We assure him that he and his estimable family have won for themselves a warm spot in the hearts of many friends and neighbors during their six years' residence at Marion.

Mr. and Mrs. H. C. Van Wormer of Marion returned from a month's trip at Lake Pequot, Minn., July 28th. Mrs. Van Wormer has returned to Lake Pequot for longer stay.

Mr. and Mrs. L. S. Dove and daughter Nadine of Marion went to Salem, Oregon, July 30th for several weeks' visit with relatives.

David S. Stewart, 72, of Marion, died at his home Friday, July 19th. Funeral services were held here July 22nd. Burial was made at Oak Shade Cemetery.

Mr. Stewart was a member of the Milwaukee Veteran Employees Association and of the I. O. O. F. Lodge. He was a

faithful employe of the Milwaukee Road for many years and has made many friends who regret his passing and who extend their sympathy to the surviving members of the family. Mr. Stewart was in the employ of the Railroad Co. at the time of his death and had been for a long term of years.

Agent A. J. Campbell of Atkins laid off a week or so early in August, W. D. Black relieving.

First trick Sabula Bridge operator F. W. Bowers was away on a vacation early in August, Fred Day relieving.

Mrs. H. B. Christianson and son Hilmar of Marion went to Texarkana, Texas, July 12th, where Mrs. Christianson's father, H. M. Zink, prominent citizen of that city, was fatally injured in an automobile accident, later passing away. H. B. Christianson left Marion July 18th to attend the funeral which was held Saturday, July 20th.

A. Kullander of Marion went to Kansas City for a week end early in August accompanying his son who was motoring to Denver.

Telegraph inspector R. C. Blakeslee of Milwaukee was in Marion on business August 13th.

W. D. Schesser has been acting agent at De Witt for some time.

Joseph Sanborn of clerical department, superintendent's office, Marion, has been on a sick leave for ten days. Kell Lothian is doing the relieving.

Mrs. Minnie Adams of Marion died Wednesday, July 31st. Funeral services and burial were held at Chestnut Park, Savanna, Ill. Mrs. Adams was the mother of engineer Amos Monthie. The sympathy of many friends are extended to the bereaved family.

Mr. and Mrs. Will Barth and their daughter Marian and Gilbert Smith of Perry and Mrs. Mose Hunter of Savanna were the guests of Mrs. Nettie Northrup while here attending the funeral of Mrs. Reber.

Harry Van Fossen of Marion has returned from California and has taken the



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**CHICAGO**

Marion relief job which provides a few days' employment a week, relieving Bill Grassfield.

Miss Lucille Marie, daughter of Mr. and Mrs. Fred G. Holsinger of Marion, was married to Robert E. Gunn of Denver, Colo., August 7th. The Milwaukee Employes Magazine extends best wishes.

Mr. and Mrs. L. R. Blackledge of Marion have moved to the farm home of her parents near Mt. Vernon. Roy has taken a leave of absence for ninety days from the night ticket job.

Mr. and Mrs. Ernest Failor and family of Perry have moved to Marion. Mr. Failor has taken the night ticket job.

Mrs. O. H. Fohey of Marion early in August went to Elgin for a week's visit with her daughters, Mrs. Carl Pate and Mrs. George Wien.

Mrs. Gertrude Foster and Mrs. F. W. Michel of Minneapolis motored to Marion and spent the week-end July 28th with relatives. Mrs. Foster is the wife of deceased superintendent, J. H. Foster. Mrs. Michel is a sister.

Mr. and Mrs. R. J. Kendall of Marion returned home July 26th, after a motor trip to northern Minnesota.

It gives much pleasure to Marion friends to note the recent promotion of Arthur Daniels of Minneapolis to be asst. supt. of maintenance of track of the Milwaukee Road. Mr. Daniels visited briefly with relatives at Marion July 17th, and Mrs. Daniels and their son Lowell, who accompanied him, remained for a week longer.

E. C. Fox of Marion entered the company hospital at Chicago July 21st for continued treatment.

Conductor C. R. Cornelius on run Council Bluffs to Marion and return on Nos. 4 and 3, laid off for several weeks' vacation August 15th. On his trip east he will visit his grandson at the Culver Military Academy.

Conductor Tom Costello is doing most of the extra work on passenger trains.

Trainman E. E. Godwin and wife have moved from Council Bluffs and now reside at Marion.

### Wisconsin Valley Division Notes

*Lillian*

THE reports received from the various resort owners in the land of woods and waters are excellent convincers that the fish are biting. The Fish-Tale—Number 111—of July 19th reports 1,685 pounds of fish caught during the week.

Mrs. Jay Campbell is recuperating at her home after an operation which she submitted to during the month of July.

Miss Margaret O'Brien and her mother, Mrs. D. O'Brien, visited at Wausau with relatives for a few days recently.

Mr. John Bernard of Necedah, father of Mr. W. J. Bernard of New Lisbon, passed away Monday evening, August 12th. Funeral will be held from St. Francis church at Necedah Friday morning, August 16th. The Division employes extend sympathy to Mr. Wm. Bernard and family.

Advertising that pays: A Minocquaite returning one day during the week from Milwaukee got into conversation with a conductor on the main line of the Milwaukee Road. When the conductor learned that the passenger was a native of Minocqua he went on to tell that he vacationed there during the week of the Fourth of July and how much he enjoyed it all. He said he especially enjoyed the boxing show on the evening of the Fourth and

that he had not seen anything any better in the larger cities. He is planning on spending his next vacation at Minocqua and is looking forward to it anxiously.

The Cincinnati Times recently contained a very interesting story advertising Northern Wisconsin as being a great playground as well as one of the best places to fish, quoting in part, "Wisconsin is everyone's vacation land, the thousands of beautiful lakes, the pine woods, the game fish and woodland trails are still there, fast train service, air-conditioned cars and low fares have brought them within easy reach and modern resorts have made the land a summer paradise. Travel to and from the north woods has become an enjoyable part of the outing. The heart of these resorts runs from Tomahawk north to Lake Superior, with the towns of Tomahawk, Heafford Jct., Harshaw, Hazelhurst, Minocqua, Woodruff, Arbor Vitae, Sayner, Plum Lake and Star Lake the principal Wisconsin resort centers which places are comfortably reached over night from Chicago via the Milwaukee Road."

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

*R. R. T.*

WE greatly regret having to chronicle the death of Mrs. Dora Belle Featherston, wife of conductor George Featherston, on July 28th, at the family residence in Spokane. Besides her husband she is survived by a son, a brother and three sisters. Funeral took place on July 30th. We join with the many friends of the family in offering our sincere sympathy to the sorrowing survivors.

Fred Carlson, the water service man of this end of the division, had a tumor removed from his right eye on August 3rd. The operation was successful and he is getting along very well. We trust that he may soon be able to see as well as ever.

Mrs. McGinnis, wife of our crossword puzzle expert, car inspector Henry McGinnis of Spokane, left about the middle of July for a visit to her old home at Terre Haute, Indiana, and to Bedford and other places in that vicinity. She expects to be there for six weeks or two months and then to return with her husband when he comes back from the Carmen's Convention at Montreal, to which he is delegate. In the meanwhile Henry is leading a lonely life here, occasionally going up to his ranch in the mountains or attending the annual Hoosier picnic and swapping stories with his fellow Hoosiers about old times in Hoop Pole Township, Posey County.

We regret to note that Mrs. McCaughey, wife of equipment maintainer at East Spokane, has been of late and still is a victim to rheumatism, which interfered considerably with plans they had made for Mr. McCaughey's recent vacation. We hope that the ailment may soon be remedied.

We offer our sympathy to engineer L. J. Dulik, who was recently called to his old home in Michigan by the death of his father. Mr. Dulik had an opportunity of seeing our own Charlie Schleusner, who is still acting as traveling fireman and instructor on our new flier, the Hiawatha. The new streamlined train and engine are fully up to expectations and there is a great rush of the traveling public for this train in both directions. It seems as though Mr. Schleusner might remain for some time longer in his supervisory position on this run and naturally

### DELICACIES FOR THE TABLE

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Coast Division locomotive men are pleased that one of them should have been selected for this important job and that he is making good on it.

Engineer Clarence Norton was recently called to Seattle by the illness of his mother, but we are pleased to hear that the lady was much improved at last accounts. Engineer Bill Emerson was also called to the Coast by sudden illness in the family but we have not learned the details at this writing.

Engineer W. G. Sisson is now running on Nos. 293 and 294 between Metaline Falls and Spirit Lake.

Fireman Dave Stocking at this writing is out on a fishing excursion to Priest Lake and other famous resorts thereabouts. Doubtless he will have record catches to report; we hope to hear all about his success before our next issue.

City freight agent J. C. Paige of Spokane and Mrs. Paige are away at present on a vacation trip to Bellingham and the Islands and to Portland. We trust that they had a good time and return to Spokane with new vigor.

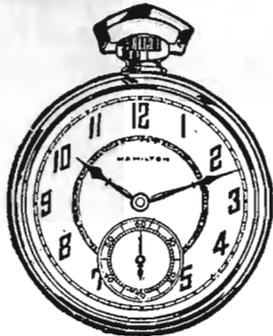
John Stiltz, popular member of the switching forces at Spokane, and all the family, went by train in the latter half of July to visit John's boyhood home near Amboy, Illinois. He left the family enjoying themselves on the farm as much as the exceedingly hot weather permitted, while he went on to Detroit where he took over his new Plymouth car and drove it back by easy stages, picking up the family and coming west via the Black Hills;

fortunately illness of the children prevented the party from visiting Yellowstone Park as they had planned to do. Aside from this they enjoyed the trip very much and John has much to tell of the automobile center and of conditions in the Corn Belt, but upon the whole all were as glad to get back to our more reasonable climate as his friends were glad to welcome John back.

Our magazine is evidently widely circulated, we are pleased to note. The other day Harry Hill, the popular car clerk at Spokane freight office, received a note from Virgil Morss, who was formerly with the Railway Express Agency division headquarters at Spokane but is now connected with the general office of that service in New York City as a publicity artist. Mr. Morss enclosed a cartoon showing a fisherman admiring his catch, a large fish little larger than a minnow, and estimated that thanks to our magazine he was quite well informed of the exploits of our local fishermen, especially Harry Hill. We appreciate Mr. Morss' friendly interest in his old associates here, even if he does poke a little fun at them, but we may promise him that he is apt to hear something really good about the next expedition of our piscatorial artists. In the meanwhile we hear from reliable sources that Mr. Morss recently went on a fishing trip to what the New Yorkers fondly believe to be real fishing country in the North Woods but that the results were nothing to rush into print about; so honors are even so far.

Phil Sandberg, engine watchman at Metaline Falls, is off at present for a month's vacation; his place is being filled by Tom Barnes of Spokane. Roundhouse Tom has a reputation as an expert swimmer and we shall doubtless hear of his

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

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**FOR SALE**—Lantern Handles of finest selected second growth hickory. Make the newly adopted electric lantern a winner in looks. All handles guaranteed. \$1.50 for handle and \$1.25 for attaching to lantern. Mail orders to Ben. R. Weber, 2136 N. 27th St., Milwaukee, Wis.

For a restful vacation rent a cottage at West Okoboji Lake, Miller's Bay, plenty of natural shade, finest fishing, boating, bathing; close to golf course, country club and state park. Reasonable rent. Directly opposite boat house, The Cove, Miller's Bay. C. E. Smith, Lock Box 102, Sanborn, Iowa.

**FOR SALE**—Improved Model Vibroplex "Bug" (large size), carries well on any circuit. Will sell for \$12.00, acct. of having two. Also, Crosman 22 Cal. Pneumatic Rifle, excellent condition, \$7.50. R. W. Safey, Box 331, Springville, Iowa.

**FOR RENT**—Furnished cabins at Hazelhurst, Northern Wisconsin, 2, 3, or 4 bed room cabins with sleeping porch by week, month or season. Address Keith's Cliff, Hazelhurst, Wis.

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**FOR RENT**—5 rooms—furnace heat, 2 acres land plowed and partly seeded, barn, garage, chicken house, tool shed, gas, electric, berry bushes, trees, 1 block to R. R. Station, suitable for chicken farm or truck gardening, very reasonable. Inquire Mrs. F. Maluck, Irving Park Boulevard, Itasca, Ill.

conquering the famous falls at Metaline.—Tommy's place in the meantime is being taken at Spokane by George Forrester, who was formerly on the roundhouse force at this city.

Increasing business at Spokane local freight office has made it necessary to put on more office force and we are all pleased to see Mrs. Cecil Johnson back with us as stenographer and abstract clerk. Miss Mabel Viets now works as bill clerk until 7 p. m., with her usual quiet efficiency.

Engineer Jimmie Marre was off for five days recently when the fleet was on Puget Sound, in order to inspect the warships; we trust that he found everything in satisfactory condition.

Engineer Clayton Clark, with his son Bill, recently enjoyed an automobile trip through Eastern and Northern Washington. They report having had a wonderful time and having seen more of our beautiful state than they ever had before.

Mr. Charles Martin, agent at Newport, who has been off duty for a month past at this writing on account of illness, is still confined to a hospital, though now reported on the road to recovery. We tender our best wishes for his early restoration to health.—Mr. F. G. Socwell is relieving him in the meanwhile.

Mr. B. W. Colligan, second trick operator at St. Maries, who has been away from his post for three weeks due to sickness, has just returned to work, much improved in health. He was relieved by J. H. Maddox.

## FISTULA

Anyone suffering from Fistula, Piles or any Rectal trouble is urged to write for our FREE Book, describing the McCleary Treatment for these treacherous rectal troubles. The McCleary Treatment has been successful in thousands of cases. We will gladly refer you to over 30,000 former patients in every state of the United States. The McCleary Clinic, 3261 Elms Blvd., Excelsior Springs, Mo.

Thirty

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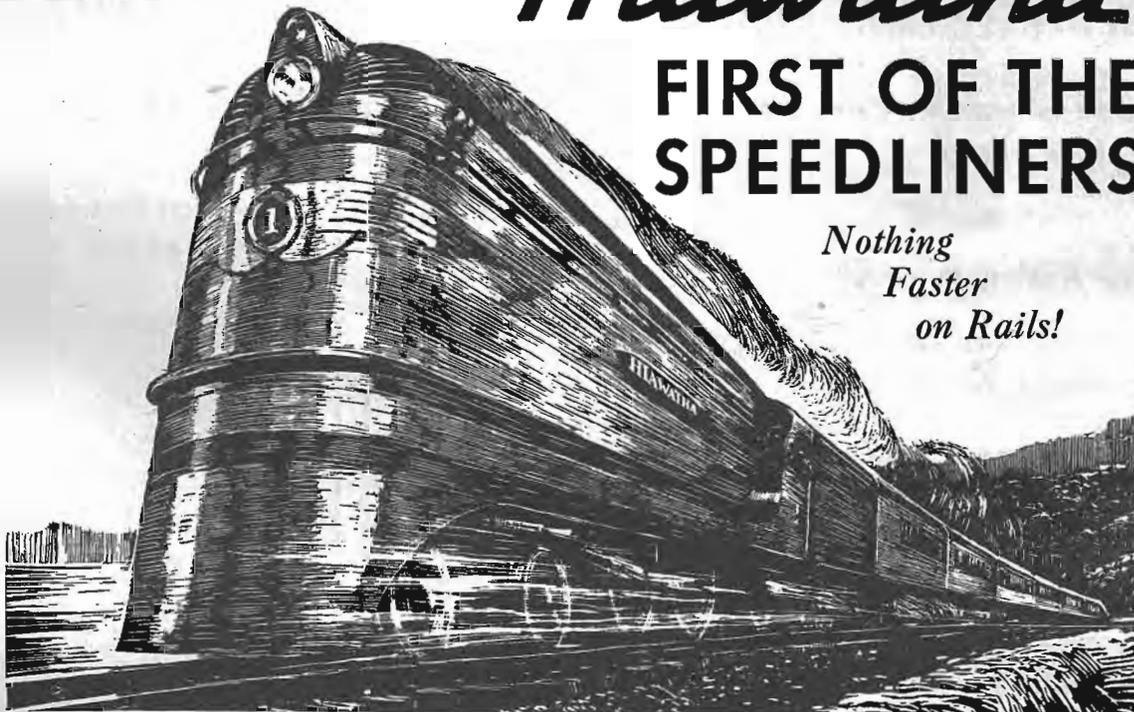
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