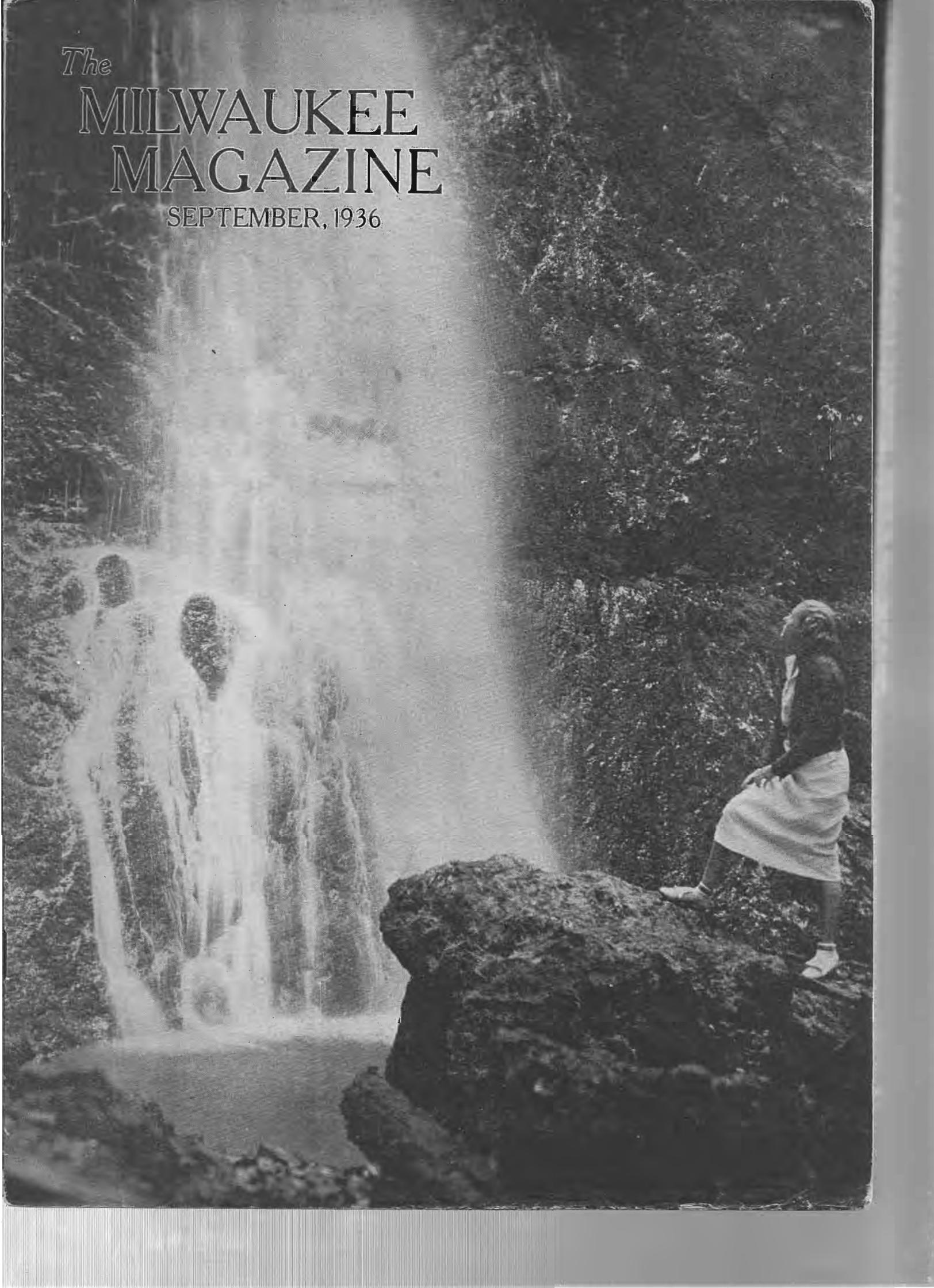


The

MILWAUKEE MAGAZINE

SEPTEMBER, 1936



Submarine, 4th Vein, Ind.
 Crown Hill, 5th Vein, Ind.
 Jackson Hill, 5th Vein, Ind.
 Little Betty, 4th Vein, Ind.
 Patoka, Pike County, Ind.
 Ebony, 6th Vein, Ind.
 Monarch Brazil Block
 Dorthel, Fulton Co., Ill.
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 Delta, Saline Co. Seam, Ill.
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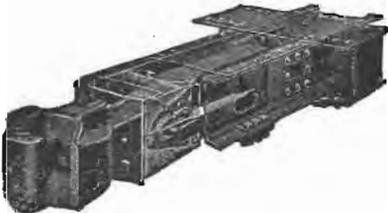
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The Earliest Inhabitants

Before Indian or White Man Came to Beloit

The Mound Builders of Beloit

MARKING one of the several centennial celebrations that have been held in southern Wisconsin during the summer of 1936, the city of Beloit issued a very pretentious and complete volume to illustrate its hundred years of progress. The year 1836 was an eventful one among the white settlers of that territory, for it gave "a name and a number" to many of the little agricultural and industrial communities as well as a territorial identity with the United States. In 1836 says "The Book of Beloit" "where Turtle Creek flows into Rock River, there was one log cabin, in 1836 . . . and was the home of the French-Canadian Joseph Thibault."

Thibault had been about 12 years buying furs from the Indians when Blackhawk's fleeing army passed through the Rock River valley. Until the Blackhawk wars there had been many Indian villages in this area, but that war was the end of the Indian occupation and the entrance of the white settlers began in earnest.

They came over the hills and prairies from the east, and they were a sturdy, God-fearing people, those men and women who settled about the confluence of Turtle Creek and Rock River. They were the background of the thriving city and countryside of the present.

But long before the dawn of recorded history, there were a people in Wisconsin, about whom and whose presence here there has been and is, endless conjecture and research. They have been, for the want of a better designation called the Mound Builders. And in the vicinity of Beloit, ethnologists and archaeologists have discovered very strange and remarkable remains and reminders of that mysterious civilization that flourished in the Mississippi Valley, Great Lakes country, and east to the Atlantic seaboard, none knows how many ages ago, and who disappeared leaving only the remarkable mounds and their strange contents to attest their occupancy of the land.

Andrew Whiteford and Professor Paul Nesbit have contributed to the "Book of Beloit" a chapter dedicated to these first inhabitants from which is drawn a story of these people in and about Turtle Creek and the Rock River Valley near Beloit. It is entitled:

"They Were Here First"

Said these writers: "When the first white settlers entered the Beloit area they were impressed by the large number of earthworks and other remains of a people earlier than they. There were many mounds which aroused their curiosity, and in their contacts with the Winnebago, Sauk and Fox Indians they sought information of how, when and why they were ever made. To their surprise they found not one member of

those tribes who could offer anything more substantial than fantastic explanation.

"Because a few of the objects found near the mounds and in plowed fields had an oriental appearance some attributed the culture of the mound-builders to the Chinese. Others thought objects found in the mounds appeared Egyptian or Phoenician and went so far as to write books and pamphlets connecting the makers with those ancient civilizations. In other localities from the Atlantic seaboard to the Dakotas, the story was much the same, but all the conjectures led to a genuine interest throughout the nation in the origin of these people.

"Certainly these Moundbuilders were a powerful people for they occupied a large part of the United States, had a highly developed religion, homes and husbandry, as well as skilled arts and crafts. In 1890 the United States government, through its Bureau of American Ethnology, began serious investigation of mounds in an effort to answer scientifically and accurately, the story of these 'original' Beloiters. Under the new attack the Moundbuilders seemed destined to have the veil of mystery torn from them and to stand revealed as merely ancestral tribes of the present day Indians of the region.



Wisconsin Aborigines

"But again today we are back within the realm of mystery, for the present day archaeologist, by means of his busy spade, has proved beyond doubt that the Winnebago, Fox, Sauk and other tribes known to the white man were not the descendants of the Moundbuilders, but rather were a distinctive and entirely separate group.

"Who then, were the Moundbuilders? Where did they come from? Where did they go and why? . . .

"As residents of Wisconsin in prehistoric times," these authors continue, "the Moundbuilders passed through several periods of development, probably beginning as early as 2,000 B. C. The first and most important period was that in which 'effigy' mounds were built—so-called because they take animal form. The art of building such mounds was unique and is to be found only in this area (sic). The greatest

concentration of effigy mounds is in the area between Lake Koshkonong and Beloit—but the effigy mounds, in the forms of birds, turtles, bears, panthers, and even in human shapes, are distinctive to the area now occupied by Beloit Township. There are today, on the College campus, a fine example of a turtle mound and many examples of linear and conical mounds. . . . The hill upon which Beloit College is built was undoubtedly a sacred place of the Moundbuilders for here is their distinctive Turtle mound, and here must have been held, ceremonies, battles and migrations which will never become a part of documented human history." . . .

The authors, building their theory from the materials found in the mounds of the Beloit area, conclude that these Moundbuilders were an agricultural people, with a knowledge of food plants, knew also how to make pottery and weapons. Hundreds of skeletons found in the mounds of this area seem to disclose that the people were closely related to the earlier inhabitants of lands far southward—"a northern intrusion of the extensive and highly developed Moundbuilders of the Gulf of Mexico regions."

They were not, however, of the same racial makeup, the character of the population changing from time to time, as it does today. The earliest Moundbuilders were tall, long-headed, with some of the characteristics that fit the white man; and anthropologists now believe these early people were a cross between white and yellow races. Mounds of a later date disclose by their skeletal remains their makers to have been fairly short, round-headed and conforming more to the present-day Indian type.

Concluding: "The building of mounds was carried on with great enterprise and under the Moundbuilders' ardent labors the fertile valleys of the Rock and Wisconsin rivers yielded ample returns. They were farmers of some



A Pioneer Locomotive Type

note and had extensive corn fields in the country immediately around Beloit. Some of these, marked by numerous small hillocks were in the vicinity of the old Chicago & Northwestern station and near the present college athletic grounds.

"These, then, were the Moundbuilders, the first residents of Beloit. In spite of all the research that has been made, much of their life remains a mystery. The end of the Moundbuilders seems to have come with the general movement into these parts of the historic Indian tribes."

The "Book of Beloit" enters exhaus-

tively into the development of every sort and type of activity that characterizes that most fertile, industrious and cultured community. It portrays at length the founding and growth of Beloit College, one of the outstanding seats of higher education of the middle west. "How and Why the Railroads Came" is another chapter of interest, the first being a line of the Chicago & Northwestern in 1853, following which, in 1856 was the Racine & Mississippi R. R., now a part of The Milwaukee Road. From this chapter: "Extension of the Racine & Mississippi R. R. to Beloit was looked upon as a boon to this community, as it opened new avenues of trade and commerce. The Beloit Journal on August 14th, 1856, announced that the Racine & Mississippi would reach Clinton Junction the next day—and said: "This ought to be accomplished at all hazards. If the cars could run to this place by the third of September, it would not only afford

great accommodation to the public, but add several thousand dollars to the income of the road—drive it ahead." On September 18th, the same newspaper published this: "Great Triumph! The Racine & Mississippi railroad is completed to this city and now the cars are whistling constantly between us and the lake. Four trains a day now pass each way over this road, giving ample facilities for the transfer of passengers and freight."

Formal reception to the new railroad was tendered on October 8th when a special train carrying prominent citizens from Racine, Delavan and Elkhorn came in to the celebration.

The story of the railroad concludes with a brief record of N. P. Thurber, assistant superintendent at Beloit, who began his service with The Milwaukee in 1887 as telegraph operator. His father was agent for this company and his mother an operator at Muscoda, Wisconsin.

Tells Of Her "Perfect Trip"

AT THE request of the Editor Miss Martha Christine Bergersen, pretty 24-year-old lassie, who has been a member of the Milwaukee Road family for the past six years, wrote of her experience as a member of the Court of Honor attached to Railroad Week's Queen of Queens. The letter in part follows:

"We have come to the end of a perfect trip, one that I shall never forget. It truly has been a wonderful experience. Also we experienced real southern hospitality and it seemed that the farther south we traveled the more friendly and hospitable the people were.

First of all I want to report that while we were in Dallas, which was the objective, I visited the Milwaukee Road office and met our General Agent, Mr. J. M. Allen there. He took great interest in our party and the first thing he did was to take the Milwaukee Road's Queen out and purchase her a Texas Ranger's sombrero. It is a beautiful white Stetson and I am very proud of it. Mr. Allen accompanied us on one of our visits to the Texas Centennial and did much to make our stay in his city a very happy one.

Our party, consisting of Miss Marybeth McGurk, Queen of Queens, the writer and three other members of the Court of Honor, which included Miss Mildred Kreher of St. Louis, Cotton Belt Railroad; Miss Dorothy Witt of the Chicago & Northwestern Railroad and Miss Mildred Williams of the Pullman Company, left Chicago at midnight Wednesday, July 15, in the business car of Mr. H. R. Voorhees, vice president of the B. & O. and Alton railroad. We arrived at St. Louis Thursday morning. The Railroad Week reception committee there met us, we posed for photographs and were then escorted to the Stabler hotel for breakfast. The girls from the Cotton Belt road were at the station to meet their Queen and hon-

ored us all by presenting us with corsages of beautiful gardenias. We visited the mayor's office and then attended the Rotary Club luncheon. In the afternoon we went to the ball park to see the Cardinals versus the Phillies, where Dizzy Dean, Paul Dean and a number of other Cardinals posed with us for pictures and gave us their autographs. Later we saw the first act of "Oh Boy" at the Municipal Opera, leaving before midnight for Hot Springs, Arkansas.

We posed again for photographs and drove up on East Mountain and climbed the observatory tower. Then we went to the hotel for luncheon as the guests of the Chamber of Commerce, visited radio station KTHS where we were introduced over the air and each asked to make a few remarks. We visited the West Mountain, Fountain Lake resort, where we danced, and back to the hotel for dinner where we were given corsages and mementos of our visit. We left on the Missouri Pacific for Little Rock where the local Railroad Week Committee took us on a sightseeing trip between trains.

Saturday forenoon we arrived in Dal-

las and were met by Mayor Sergeant and the Katy Drum and Bugle Corps. We all paraded to the Baker Hotel for more photographs, then a luncheon at the Dallas Hotel as guests of the Traffic club. Mr. Gerald C. Mann, former Secretary of State, was the Railroad Week speaker. In the afternoon we went to the Centennial grounds where the Queen and her Court were presented to more than 3,000 people at the General Motors Exhibit, and there we met Art Kassell; then before 500 people in the Chrysler Building; 5,000 people at the Cavalcade of Texas and before 2,000 people in the Streets of Paris.

We were guests of the Railroad Week committee in the lounge of the Ford Exhibition building at the Centennial and in the evening we attended the Streets of Paris night club. We left the Fair Grounds at 1 o'clock, detouring via the Chez Maurice night club, where we stayed until the wee hours.

Sunday morning we tried to sleep late although the temperature was 104 degrees. We visited the Centennial grounds in the evening and were introduced to Mexican fare at a delightful dinner.

Monday we visited the Milwaukee Road offices and Mr. Allen accompanied us to the Centennial where we saw the railroad displays and posed again for photographs at each railroad's exhibit. Later we had a dandy automobile trip into the Rio Grande valley then back to the hotel to rest and pack for our trip northward.

All of my luggage was covered with Hiawatha and Olympian baggage stickers and I told everyone I met about the fine trains that we operate in the Northwest.

I met so many delightful railroad people that more than ever I am pleased that I am working for a railroad company. It was a great experience and very educational and I enjoyed every minute of Railroad Week beginning with the selection of the Queen and her Court on Monday morning. I am grateful that I was selected as a member of the Court and speak my thanks to my fellow employes, to the officers and members of the Booster club, to our officials and their families for their many kindnesses to me and to the railroad as a whole for making it all possible."

Martha C. Bergersen.



Martha C. Bergersen

Announcement by Railroad Retirement Board

The following announcement was made under date of August 26, 1936, by Murray W. Latimer, Chairman of The Railroad Retirement Board, Washington, D. C.

The Railroad Retirement Board has heretofore ruled that the continuance in service agreements which must be filed with the Board in order to avoid reductions in the annuities of employees who continue in carrier service after age 65, must be filed not later than August 31, 1936, for those employees who attained that age before that date, and not later than the last day of the month in which the 65th birthday falls for those employees who attain age 65 after August 31, 1936.

The Board is now apprised that carriers employing more than 90 per cent of the employees subject to the Railroad Retirement Act have refused and are refusing to

(Continued on page 12)

Famous Old Residence In Glory Again

The Historic Dousman Home, Prairie du Chien, Restored and Opened to the Public

ON May 28th, the historic old Dousman home at Prairie du Chien was presented by the Dousman heirs to the city of Prairie du Chien, Wisconsin. The old house which was a real "mansion" in the heyday of early times on the upper Mississippi River, has been completely restored to its former glory of the days when Hercules L. Dousman was confidential agent of John Jacob Astor in the fur trade and first millionaire in the northwest.

"Villa Louis" the old mansion was called, and "Villa Louis" it will remain; and the many rooms of the ninety year old house have been redecorated and refurnished. Original furniture has been brought back from many scattered places to add to that already in the villa. Where original pieces have been lost, or could not be obtained, authentic reproductions have been made. The placement of the furniture, arrangement of furnishings, choice of wall paper, paint and floor coverings was supervised by Mrs. F. R. Bigelow of St. Paul, one of the third generation of the Dousmans.

Faithfully Restored

From her personal recollection and that of other members of the family, refreshed by study of old photographs of the interior, an accurate restoration has been accomplished, largely financed by Mr. and Mrs. Bigelow. The property, by gift of the Dousman heirs, belongs to Prairie du Chien and is to be managed by city authorities and a citizens' committee.

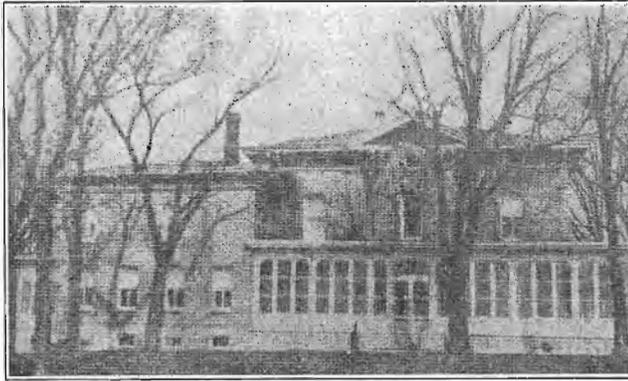
Charles Minney, custodian for many years, will guide sightseers through the villa. The beautiful grounds with fountains and pools have been cleaned up, and gravel paths are being laid out according to plans drawn by Prof. Franz Aust of the landscape architecture department of the University of Wisconsin.

Restoration of the outbuildings—the secretary's home, servants' quarters, icehouse, laundry and coachhouse—is under way.

Pages of History

Many historical mementoes in the villa and on the grounds tell the story not only of the famous fur trader and his family, but of the previous years when the first American flag in the northwest was raised over Fort Shelby on the site. The crumbling walls of the powder house still stand with two stone posts of Fort Crawford, built later on the same ground. An ancient

cannonball found recently in excavating on the grounds dates back to the War of 1812 when the British came down the Wisconsin river, laid siege to Fort Shelby and forced the American garrison to surrender.



Villa Louis

The Union Jack floated over the fort for a year, but when news of America's victory arrived, the British evacuated and the fort "mysteriously" burned.

Two years later arose old Fort Crawford

Bensenville High School Band Wins High Honors

BENSENVILLE Community High School Band consists of 72 members ranging from 4th grade through high school, 35 members of which are children of Milwaukee Railroad employees.

The band won first place in state contest for five consecutive years in class "C" bands. The class is decided by the enrollment in the school. They won 2nd place in the national contests held in Evanston, 1933; Des Moines, 1934; Cleveland, 1936. They competed with all high school bands. The band is under the direction of Mr. Lynn Huffman. Several members entered in solo contests and two members played in the In and About Band in Chicago having won out of many contestants.

The entire community is proud of this splendid group of youngsters and well they should be. The Band Mothers organization raised \$750 to pay the expenses of sending the band to National at Cleveland and with the help of the School Board have outfitted the entire band in beautiful uniforms consisting of military jackets of dark blue and capes of dark blue lined with burnt orange satin and lettered "B. C. H. S." The President of the Band Mothers Club for 1935-36 was Mrs. Wm. Rands, wife of yardmaster; Mrs. Ray Helsdon, Vice-Pres., wife of Illinois Div. Conductor; Mrs. Walter Olhober, Sec'y, daughter of John Olhober, veteran employe and now retired, and Mrs. Oscar Franzen, Treas., wife of local Hardware dealer.

ford of which Zachary Taylor, later president, was once commander. There, too, Jefferson Davis, later president of the Confederacy, served as a young lieutenant, fresh from West Point.

Richest in Northwest

It was in the fort hospital that Dr. William Beaumont, army surgeon and internationally known physiologist, performed many of his experiments on Alexis St. Martin, "the man with a window in his stomach." The great Indian chief, Red Bird, after his gallant surrender at Portage had ended the Winnebago Indian war, was imprisoned in the fort guardhouse. He languished and died before the day set for his execution, and lies buried in an unknown grave somewhere on the Villa Louis grounds.

After a new Fort Crawford had been built a mile south, Hercules Dousman bought the site of the old and some years later, when he had become the richest and most influential man in the northwest and had married the widow of Joseph Rolette, his former partner in the fur trade, he built the original Villa Louis.

This burned and was replaced by the present imposing structure. Here the Dousmans lived in an opulence and luxury unknown elsewhere on the western frontier, and lavished a hospitality which made the villa the gay social center of the upper Mississippi valley.

The Mil. Women's Club and The people of Bensenville were very proud to have their band selected to represent the Milwaukee Railroad in the parade Railroad Week, July 18.

Retires After Fifty-Three Years of Service

ANOTHER old familiar figure disappears from public service, in the retirement of Albert Menge, crossing flagman at Watertown. Mr. Menge, eighty years of age, has for nearly thirty years raised and lowered the gates of The Milwaukee Road at the South Third St. Crossing, Watertown, Wisconsin; but because of failing health, he will no longer be on hand at the crossing to help the school children across the tracks and to protect traffic at that point.

Mr. Menge began his service with The Milwaukee Road in 1883 as section man and later section foreman in that district. During the twenty-eight years of service at the South Third Street crossing not a single accident occurred while he was on duty. "Grandpa" Menge will be missed by scores of his railroad friends—and of him, one of his associates said: "There is hardly a man on the La Crosse Division who doesn't know Albert Menge. The school children knew him as 'Grandpa' and looked upon him as a real friend. It is many a time that he held back our switch train until all the school children had safely crossed the track."

Keeping Up "The Milwaukee Spirit"

Courtesy and Service Bring Results

THE comfort and enjoyment of traveling by rail, in luxurious modern, air-conditioned trains has been reflected during the past year in the increased patronage that railroads have enjoyed. The continuous and unremitting efforts of Milwaukee Road employees, to enhance the pleasures of travel on The Milwaukee by their courteous service and attention to the needs of their passengers, has brought much favorable comment from happy and satisfied patrons expressing their satisfaction in a few letters picked from the many received at Passenger headquarters.

The Most Pleasant Train

Mr. J. W. Moss of the Telegraph Department, Chicago, favors The Magazine with a letter from a friend who had "taken his advice" to ride The HIAWATHA. Here is what he writes:

"Dear Bill:

"It certainly affords me great pleasure to let you know that I followed your advice and went to Minneapolis, leaving on The Milwaukee train at 10:15 p. m. and returning on The HIAWATHA.

"Going to Minneapolis I enjoyed a very fine rest. Returning on The HIAWATHA was well worth the trip. It is not only a very fast train, but the most pleasant train on which I have ever ridden. When I left Minneapolis the thermometer was 88 degrees. The train temperature, I do not believe at any time was over 70 degrees and the cool, washed air certainly gave me a surprising appetite. I enjoyed a very substantial lunch and dinner in the diner and was greatly surprised at the nominal cost of those meals. The train crew were most courteous and afforded instantaneous service when required, and I enjoyed chatting with the conductor and the brakeman. The time passed quickly, not particularly due to the high speed of the train, but to the real comforts provided by The Milwaukee Line. It might also interest you to know that a fellow passenger, returning on The HIAWATHA, informed me that so far as comfort is concerned, there is no comparison between the HIAWATHA and other fast Twin City trains, and it is his preference after riding the others.

"Your solicitation of my patronage of the Milwaukee Road on this trip at the moment made me feel you were asking me to do you a favor, whereas you really did me a favor in the last analysis, by getting me to ride over The Milwaukee, so I am grateful to you for your suggestion.

(Signed) J. T. Healy.

A Success From Start to Finish

Toronto.

Mr. Geo. B. Haynes, P.T.M.,

Chicago.

Dear Sir:

Early in 1936, at my request, your office sent me a copy of your Vacation Suggestions—Pacific Northwest booklet, clearly outlining a trip through Yellowstone Park and the Canadian Rockies.

We then received a call from your Mr. R. S. Moore, who fortunately for us, had at one time taken the same trip and was therefore able to elaborate on the outline contained in your booklet. . . . From the time we first saw Mr. Moore until we left, at which time both Mr. and Mrs. Moore went down to the train to see us off, we were impressed by the knowledge that Mr. Moore had of your various trips, and can never forget the courteous way in which he looked after us, so that we got off to a good start.

Our trip ran splendidly according to schedule. We traveled alone until we joined a party at Gallatin Gateway, in charge of Mr. Etter. The trip from Galla-

tin Gateway exceeded our fondest expectations, due in our estimation to the fact that we were privileged to have with us your Mr. Etter. We can never forget his many kindnesses, which far exceeded what one might reasonably expect when taking a trip of this kind.

The grand finale of the trip was on The HIAWATHA from Minneapolis to Chicago. We will not attempt to describe our experiences—needless to say we will never forget that last day.

Briefly from start to finish the trip was a success and Mrs. Bennett joins me in extending appreciation to all members of your organization with whom we came in contact for the very splendid way in which we were looked after.

(Signed) William P. Bennett.

Know How to Make People Comfortable at Reasonable Rates

En Route, Via The HIAWATHA.

CM&StPRR.,

Chicago, Ill.

Gentlemen:

I have ridden on extra fare Pullman trains from Chicago to New York, also from Chicago to the Pacific Coast repeatedly. One week ago I went up on the first section of The HIAWATHA and am returning today, I believe, on the second section, riding on a ten-day coach ticket.

I have used your road in preference to one of your competitors' lines, although your line did not reach my destination, because you know how to make people comfortable at reasonable rates and seem to want to do that. I have never, on any of the above, nor on any other train, been so comfortably served.

Your sixty-five cent dinner surpassed many higher priced dinners which I have eaten on the above mentioned trains.

More power to a railroad like yours.

(Signed) Florence A. Hale,
Evanston, Ill.

Will Patronize Only The Milwaukee Road

Seattle.

Mr. G. B. Haynes, P.T.M.,
Chicago.

It was my pleasure to be a passenger on your train, The Olympian, leaving Chicago June 11th, last.

I cannot speak too highly of the comfort experienced by both Mrs. Estes and myself, and would like especially to commend the service and attention received from Mr. H. N. Strong, dining car steward, also from the Pullman conductor, Mr. W. Stiele.

We anticipate visiting this section again next year and will, as a matter of course, patronize only The Milwaukee Road.

(Signed) Alfred G. Estes.

Compliments, the Dining Car Steward

Chicago, Illinois.

Mr. George B. Haynes,

Chicago, Illinois.

Dear Sir:

I have just returned from a very pleasant trip to and from Janesville, Wis., over your good road and wish to tell you that most of the enjoyment derived was due to the fine treatment accorded me by your Dining Car Steward, Mr. Thomas J. Noonan. It was my good fortune to be served by him up and back.

You are to be commended for having in your employ a steward who has such outstanding ability and whose attitude towards passengers is so exemplary.

Yours very truly,

(Signed) Roy W. Wilson,
President.

The Puget Sound Pioneers

THE annual meeting of the Puget Sound Pioneers was held in Butte, Montana, August 10th, at the Finlen Hotel. It was a gala event and one of the most enjoyable and successful gatherings that this famous "Pioneer" club has held.

Delegates from all points on Lines west, with Mr. R. W. Anderson, now of Milwaukee, himself an outstanding pioneer member, were in attendance.

The program for the day included a visit to one of Butte's copper mines and a most enjoyable morning reception tendered by Butte Chapter of The Milwaukee Railroad Women's Club, with Mrs. L. K. Sorenson heading the reception committee. This function was one of the features of the day and was greatly appreciated by the Club members and their womenfolk.

The club was honored with a dinner in the evening at the Butte Country Club, with Mr. and Mrs. L. T. Lawler, host and hostess. More than a hundred guests were present and an elaborate program was enjoyed throughout the dinner—consisting of music and readings

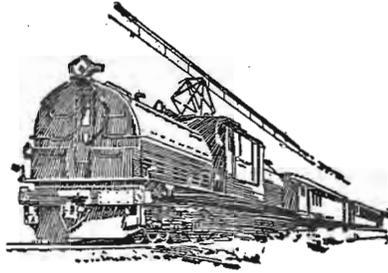
by Mrs. Irma Bagley, Miss Louise Rule and Miss Thelma Kautner—all members of The Milwaukee family. Mr. Wm. Hoskins led the community singing and also rendered several character songs. The speaker of the evening was Mr. R. W. Anderson, General Superintendent of Motive Power of Milwaukee. Other speakers were J. J. Flynn, Deer Lodge, H. W. Bolton, Butte, F. D. Quinn, Seattle, J. E. Brady, Tacoma, and J. T. Kelly, Alberton, Montana. In the absence of Pioneer, "Soda Ash" Johnny Horan, the next oldest member, Johnny Kelly, retired, was the senior member present to do the major part of the reminiscing. Mr. Kelly told some stories of those early construction days which the Pioneers live over every year when this club holds its get-to-

(Continued on page 10)



Left to Right: R. W. Anderson; Ed. Quinn; Chas. Davis; N. H. Fuller; H. A. Scandrett; T. L. Lawler; Bob Mynard; L. K. Sorenson; Fred Wilder; L. S. Cunningham; J. E. Brady.

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



Courtesy

The factor that predominates in attracting business to the railroad is probably debatable, but there can be no question that individual effort and personality are distinct assets, as illustrated by the case of a large shipper living close to the depot of one of our important competitors, who on being asked why he used Milwaukee service when he was so much nearer the other line said "So long as 'Al' is Agent at----- I will go out of my way to use the Milwaukee Road."

This particular shipper (and no doubt others like him at practically all stations) is not acquainted with the officials of the Milwaukee Road, but he does know the man who represents us in his community and to him that man is the Railroad.

The reputation of a railroad is generally judged by the manner in which the thousands of individuals constituting the organization perform in handling patrons and the measure of satisfaction derived from their performance is reflected in the volume of patronage that we can reasonably expect.

Naturally, we hope 'Al' and his kind will be with us for a long time and as they contribute much to the traffic handled by the railroad, it behooves us all to develop such qualifications.

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

Vice-President





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*

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The Veteran Employes Association's Coming Convention

AS this issue of The Magazine goes to press, the committee announces that arrangements are completed for what promises to be the "biggest and best" of The Veteran Employes Association conventions, which is to be held on September 10th and 11th, in Chicago.

All who attended the 1934 meeting held at the Hotel Sherman, Chicago, well remember the superlative program and its sidelights which were furnished the "Vets" on that occasion. This year, the convention, also to be held at the Hotel Sherman, Chicago, promises to eclipse in detail and enjoyment what was offered two years ago. The attendance promises to equal, if not surpass, even the memorable convention held in Seattle in 1929, while the program is unequalled. In view of the expected record attendance, all who are planning to be present are urged to send in their

acceptance cards at the earliest moment, in order that there may be no "hitch" in the arrangements which have been so carefully made for the comfort and enjoyment of the V. E. A. members and their families.

Also, even those who are not expecting to make room reservations at the hotel but who will take part in the events of the two days, are asked to send in their acceptance cards promptly so that the committee may be able to make ample preparation and reservations for the annual banquet.

The ladies attending will be given a special entertainment at Edgewater Beach Hotel on the afternoon of the 10th, during the time of the annual business meeting of the Association; and a fine program has been arranged for the 11th, which will be in the nature of a surprise to the members.

Rice Growers' Special Train Movement

A SPECIAL train movement of importance, was made over The Milwaukee Road, from Racine, Wisconsin, en route to Houston, Texas, which in all

presses the satisfaction of the shippers in the following letter, which we are pleased to publish:

"We wish to take this opportunity to express our great appreciation for the strenuous and untiring efforts that you made in connection with the movement of the Rice Growers' Special from Racine, via Chicago and Rockford to Houston, Texas. Because of the continued stretch of unusually hot weather it was doubly necessary to protect the arrangements so as to assure the comfort of these people, and you certainly did everything possible to assure the success of the arrangements.

"All of the participants in the excursion and the officials of our company are very well pleased.



Rice Growers' Special Leaving Racine

its details, gave particular satisfaction to its sponsors.

The train consisted of about 50 carloads of rice harvesting machinery handled for the J. I. Case Company, from Racine, via Rockford, Ill., to Kansas City, on our line. Mr. A. F. Bowman, traffic manager for the Case Company, ex-



Special Party on Rice Growers' Train

Eight

John S. Dunn

ON July 19th, at a hospital in Portage, Wis., occurred the death of John S. Dunn, after a long illness.

Mr. Dunn was born in Pardeeville, but removed with his parents to Portage while still an infant, and had been a lifelong resident of that city. He entered the service of The Milwaukee Road at the age of 14 years, became roundhouse foreman and for forty years, locomotive engineer on the La-Crosse Division. He retired from active service in 1928.

Mr. Dunn was always interested and active in the public affairs of his home city, was member of the local division of the B. of L. E. and for a number of years held the position of chief engineer of his lodge.

He is survived by one son and two daughters, all of whom reside in Portage. Funeral services and interment took place in Portage. To his surviving family, the sympathy of his many Milwaukee Family friends is extended.

James A. Tomlinson

On July 10th, at Ottumwa Hospital occurred the death of veteran conductor, James A. Tomlinson, after an illness of several weeks.

Mr. Tomlinson had been a resident of Ottumwa for the past thirty years. Was a member of the Order of Railway Conductors and of the Masonic Lodge at Marion, Iowa.

Mr. Tomlinson was 74 years of age and is survived by five brothers and one sister, to whom the condolence of his many railroad friends is extended.

Alfred M. Lewis

On July 8th, at his home in Oshkosh, Wis., occurred the death of Alfred M. Lewis, veteran engineer of The Milwaukee Road.

Mr. Lewis had been in the employ of this company for 45 years and is believed to have been the oldest engineer in point of years of service on the railroad. He was a member of the B. of L. E.

Mr. Lewis is survived by his widow, one brother and a niece, who resides in Winneconne, Wis.

The condolence of the Milwaukee friends is extended to the bereaved family.

Charles Webster

On July 31st, occurred the death of Charles Webster, veteran station agent on the I. & D. Division. He was 77 years of age.

Mr. Webster was a lifelong resident of Fayette County, and was the first station agent when the railroad came to Waucoma, in 1882. Leaving the service of the railroad company, Mr. Webster engaged in other business and became prominent in state politics. He was a member of the state railroad commission, holding office on that commission longer than any other one member.

Mr. Webster is survived by his widow and three sons, to whom the sympathy of his many friends is extended.

Model Railroader's Convention

DID you ever hear of the LAU Railroad? No? Well, it is the Los Angeles Union Railroad, owned and operated by the American Model Railway Association, Los Angeles, Calif. A model railway, of course, but it has all the essentials of a "real" railroad, including a President, Vice-President, General Manager, switchtender, car knocker, and we suspect, even a call boy.

W. S. Hofford, "Assistant to the General Manager" of the LAU Railway (address: 451 South Clela avenue, Los Angeles, California) has written to the Association of American Railroads an-

nouncing a contemplated Model Railroader's Convention in Los Angeles in November of this year. While primarily embracing the "Pacific Coast Region—Southwest," Mr. Hofford invites all model railroaders to participate. If you are interested, get in touch with him at the above address.

The unusual interest in model railroading at present is an indication of the inherent desire in everyone to have some part—even on a miniature scale—in the romance of the rails. This desire resulted in the model railroaders calling a convention in Milwaukee last year, at which time there was formed a National Model Railway Association, the announced purpose of which is to "coordinate model clubs and individual builders and to establish common standards and measurements." The LAU Railroad is affiliated with the National Association.

The American Association of Railroads

THE particular attention of railroad employes is called to the full page back cover of The Magazine. It is the third in a series of advertisements

which the Association of American Railroads is sponsoring with the intent to help the public to become more and more railroad-minded.

This campaign of the A. A. R. covers a wide magazine field, including forty of the leading periodicals of this country, and the *Employes Magazines* of the various railroads. The fourth of the series "She's Traveling on The Safest Carrier in The World" will appear in September issues of such leading magazines as *Saturday Evening Post*, *Colliers*, *Time*, *American Mercury*, *Scribners*, *Harpers Railway Age*, *Review of Reviews*, *Farm Journal*, *Signalmen's Journal*, *Switchmen's Journal*, *Railroad Trainmen*, *Locomotive Engineer's Journal*, *Locomotive Firemen & Engineers' Magazine*, *Railway Conductor*, and many others.

The information and suggestion carried in this series of ads is of vital interest to all railroad employes, every one of whom should take up the idea and carry it on among his friends and acquaintances. One does not need to do more than suggest that the good-will created between the railroads and the public means more traffic and more traffic means more employment. "Carry On."

COST OF IMPROVING RIVER OUTWEIGHS BENEFITS

On Upper Mississippi Cost of Improvements in 1930 Entailed Charge of 6.6 Cents Per Ton-Mile Compared with One Cent on Rails

OF the five hundred million dollar expenditure for improving 12,000 miles of the Mississippi-Ohio River system, only the 131-mile improvement of the Monongahela has resulted in traffic sufficient to justify its cost, according to Frank M. Patterson in a recent issue of *Barron's*.

"For the rest," he continues, "the maintenance and operation of the improvements, with interest at 4 per cent on the investment, impose a ton-mile cost on the traffic that can be credited to the work greater than the average railway revenue. It is claimed that since no bonds have been issued for river work, interest should be disregarded. We have been kidded by experts before, but this approaches the limit.

22 Cents on the Missouri

"The yardstick for transportation costs in the United States, except between ocean ports or on the Great Lakes, is one cent per ton-mile—the average return for furnishing, maintaining, and operating the Class I railways. Contrasted with this, in 1930 the cost of improvements on the Upper Mississippi entailed a charge of 6.6 cents per ton-mile for providing only the equivalent of a roadway; on the Missouri below Kansas City, the cost was 22 cents, and on the Illinois and Mississippi (Hennepin) Canal only 18,000 tons were carried at a cost of 80 cents a ton-mile.

"If interest be omitted, the cost on the Upper Mississippi was 3 cents; on the Missouri, 8 cents, and on the Hennepin Canal, 25 cents. These are noteworthy, since sand and gravel, which could move in equal volume with no channel improvements, furnished 74 per cent of the tonnage on the Upper Mississippi and 90 per cent on the Missouri.

"If the government has shown finan-

"The exhibit is not alluring when it is seen that no return has been earned on the investment in the ten years of operation, despite the fact that it pays almost no taxes; to the end of 1934 its total tax bill was approximately \$3,600 on an average property value of about \$15,000,000 and total operating revenues of more than \$50,000,000. In addition, it has the franking privilege for official mail; government rates on commercial telegrams; and rent-free office space exceeding 2,000 square feet in Washington; minor perquisites, but they should be crumbs of comfort to a concern that is chronically in the red."

cial mania in preparing channels for navigation, it has been equally unfortunate in conducting transportation over them, as is evidenced by the record of its Inland Waterways Corporation, the holding company operating the Federal Barge Lines on the Mississippi River and neighboring streams.

"The corporation began activities in 1924 with net assets of \$10,228,000 and had 2,771 route miles of line, with equipment and real property valued at \$20,272,429 at December 31, 1935. It owns the capital stock of the Warrior River Terminal Company, a switching road connecting the river terminal at Port Birmingham with Birmingham, 20 miles distant, and other investments brought the total assets to \$23,937,836. No bonds are outstanding on any of the property and no dividends have ever been paid.

No Return Has Been Earned

"On the same date there was a corporate deficit of \$504,890, against a surplus of \$625,169 at the end of 1933, caused by a deficit of \$920,148 in net income; a loss of \$209,167 on equipment retired, and the remainder to minor adjustments during the year. The balance sheet deficit has been cushioned by adjustments which transformed a deficit of \$276,421 at December 31, 1931, to a surplus of \$150,555 on the following day. These were made mainly on the plea that certain equipment had been transferred by the government to the corporation at fictitious values; an interesting sidelight on government accounting.

Item of Interest to Railroad Employes

STUDIES of railroad operations instituted and directed by the Federal Co-ordinator of Transportation will be continued by the Association of American Railroads, now that the Emergency Transportation Act, through which the Coordinator enjoyed his authority, has expired by statutory limitation, and the failure of Congress to extend it. The Board of Directors of the AAR, at a recent meeting, adopted a resolution outlining the plan under which these studies will be continued. The resolution recognizes the obligation of the railroads, so far as the law will permit, of "carrying forward the responsibilities heretofore imposed on the Federal Coordinator in respect to continuance of these studies and the effecting where practicable, of economies through coordination of facilities and services." Under the plan adopted, the railroads in each of the three regions, eastern, western and southern, will select committees, reporting to President Pelley of the Association, to take up promptly and carry on the study of projects already under consideration, and such other projects as may be presented.

Explained at Last

Wife—I wonder why it is that a nautical mile is nearly a seventh longer than a mile on land?

Hubby—Well, darling, that's very simple. You know how things swell in water.

First Things First

Caller—Won't you walk as far as the street car with me, Tommy?

Tommy (age 5)—I can't.

Caller—Why not?

Tommy—Cause we're gonna have dinner as soon as you go.



Adolph Kuehn

Musical Chair

THE game, "Musical Chair," on horseback is very thrilling and exciting, both for the riders and the spectators. The riders must be alert and fast and must think for themselves as well as for the other riders in the game.

The game starts out with say fifteen riders. Fourteen chairs are placed in the center of the ring in a small circle. When the music starts the riders must canter swiftly in a large circle around the chairs, keeping in line, one behind the other. The riders must be alert for the sound of the whistle which is the signal for a swift gallop toward the chairs. The riders must bring their horses to a stop so that they can fairly

spring from their mounts onto the chairs. They must also have the reins in their hands while seated. In other words, the riders cannot jump off their mounts and sit in the chairs, allowing the horses to stand wherever they will. They must be able to hold their mounts at all times. The unlucky rider unable to procure a chair is eliminated and a chair is removed from the ring. This is a signal for all riders to mount quickly and start off into a canter around the chairs awaiting the signal to gallop in toward the chairs again. This procedure is followed again and again until all riders but the winner are eliminated.

While the rules of the game are very simple, it requires good horsemanship and a great deal of skill and practice to bring the horse into a gallop and stop him in precisely the correct distance from the chair to enable the rider to dismount quickly and sit down on the chair without a second wasted. The rider must exercise great caution to keep his horse the necessary distance from the horse ahead in order to enable him to make the sudden quick turn directly for the center of the ring at the sound of the whistle.

At the recent horse show held at the Cook County Fair Grounds on July 12th, for the benefit of a group of people hurt while on a hay-rack party, the Silver Cup was awarded to Adolph Kuehn, employed in the Commissary of the Dining Car Dept. at Chicago, for winning the Musical Chair. There were thirty-six contestants representing twenty-six stables in and around Chicago. Adolph Kuehn was riding his horse, Roxy, a very pretty reddish brown mare, and he is as proud of Roxy as the Elston Riding Stables is of Adolph Kuehn for winning the beautiful trophy.

WHERE TO MAKE NEW HOME?

A Question Deserving Serious Thought

THE other pasture often looks greenest. This is especially true during periods such as we have experienced during the past few weeks. And because of the "green" lure many of our agents have been asked a series of questions which together mean, "Where can I move and make a new home?"

To answer many who wrote us we drafted a letter from which we quote a part. We think it offers some good suggestions.

"Several of our agents have informed us that there are a number of families in their localities who are planning on removing to other localities or states.

"The Milwaukee Road serves many areas in both western and middle western states which offer as many and as great advantages to new settlers as do those served by any other lines.

"We are able to inform such people regarding agricultural and livestock opportunities IN ALL LOCALITIES we serve, informing them as to types of agriculture for which lands therein are

best suited, as to climatic, educational, market and other conditions which have effect upon lands and land values. In addition, we are able to inform them as to reliable men and organizations who have lands for sale at fair and reasonable prices and generally on easy terms.

"As a matter of general practice, we do not seek to induce people residing in territory served by our lines to remove therefrom, but when requests come to us from people who have decided to move and want reliable information on other localities, then it is our desire to furnish best possible information to the end that the inquirers may be able to secure lands best suited for their purposes and at reasonable prices and on terms of payment which they should be able to meet.

"Please understand that we are unable and are unwilling to advise any of your people to abandon their present homes in search of greener fields. We believe that recent drouth years are abnormal and that the records of rainfall and production for the past fifty years are a better indication of normalcy than are those of the past five years.

"Meteorologists and experts in gov-

ernment employ tell us that this condition is cyclical and that there are no known reasons for any permanent climatic changes and that the cycle of rainfall may begin at any time and continue for a goodly number of years.

"Your people should very carefully consider the question of removal from all standpoints. There are real hazards in their undertaking a type of agriculture different from that which they have been following or in learning practices which in other localities are almost certain to be very different from those they have been accustomed to. They should think carefully before they leave their friends and land they know. If they have capital necessary for financing their removals, they are able to remain where they are and if their locations are good, it may be that such a course will prove to be the wisest one."

Due to error in makeup, the foregoing interesting article on "Where to Make New Home" was published in the August issue, but minus the title and opening paragraphs. It is therefore republished in order that the many readers may have the full sequence and intent.

The Puget Sound Pioneers

(Continued from page 6)

gethers. One of the funniest incidents of "way back when" is given in Mr. Kelly's own inimitable fashion: "We were daylightin'—widening—sort of letting the daylight into cuts which the engineers figured were too narrow. It was near Kyle, Idaho. 'Coyote George,' famous for his blasting ability and his hot temper, and Murray (I forget his first name) were in a forty-five foot drift, setting powder to blast. Suddenly a slide covered the front of the hole. There were tons of rock and dirt over the entrance.

"We thought we'd lose the men—that they'd suffocate. We gathered as many crews as we could and worked them desperately in 20-minute shifts. In eight hours a hole sufficient for a man to crawl out was opened. But the men weren't dead—far from it. For out came 'Coyote' George, roaring, howling, stamping and swinging his fists at a score of men, all the time yelling: 'Who the hell caused that?' It took twenty men twenty minutes to subdue him." Mr. Kelly was a construction foreman during those days.

The committee, the members and their families greatly appreciate the courtesy of Mr. and Mrs. T. M. Lawler, who made it possible to hold the evening function at the beautiful Country Club.

The reception committee consisted of Mr. and Mrs. L. K. Sorenson, Mr. and Mrs. N. H. Fuller and Mr. and Mrs. N. H. Mayo.

An enjoyable event of the day, not down on the program, was the arrival in Butte of Mr. H. A. Scandrett on his way east. He was met at the station by a committee of the Pioneers and stopped long enough to give them a hearty greeting.

The Agricultural and Colonization Department

WILL CONTRACT SHEEP Western Ranchmen Offer Flocks on Share Basis

DUE to the shortage of feed in much of the northwest ranch country a number of sheepmen will offer farmers in the midwest opportunities to winter flocks of breeding ewes on a share basis. Some western ranchmen will purchase suitable feeds from midwest farmers at market values, move their breeding flocks to the corn belt farms and there feed their own flocks until 1937 pasturage is available.

To some farmers this is an opportunity to market or salvage roughages that might otherwise be unsalable. To others it offers a chance to establish a sizable farm flock with no "out-of-pocket" cash. Any farmer or agent interested in the details of the foregoing may have them by addressing this department of our road.

SALVAGING THE CORN CROP

May Use Temporary Silos

CORN, no doubt, is the chief problem crop of the country at this writing. Everyone is guessing what the final yield will be. Most people who should know say that at best there will be a very large percentage of the crop that will not yield a harvestable amount of ears or grain.

That being a fact, farmers are planning to salvage the fodder or forage by cutting the stalk corn and putting the crop into temporary silos. Much feed can thus be saved to be fed to cattle, sheep and even horses which will help breeding herds and flocks over winter.

There are several kinds of silos that can be quickly built that will serve the purpose of ensiling the crop. Some of them are known as pit or trench silos, snow fence silos, baled straw silos and even bundle corn silos. All may be built with common labor and with a minimum of purchased materials. Each is relatively inexpensive though satisfactory for storing one or more crops.

Salvaging the corn crop is an important job in many corn belt communities this fall so that those areas may maintain normal sized breeding herds and flocks, also salvage some return from the acreage planted to corn and possibly have feed to spare which may be used to carry over winter cattle and sheep from drouth stricken range country. Anyone interested in constructing one of these temporary silos may secure plans for doing it from the state agricultural col-

lege or through this office.

Northwest Unites to Conserve Water Resources

FROM Minnesota to the Rocky Mountains farmers, ranchmen, business men and most other citizens have joined in an intensive study of water conservation. For years a few have seen the need of water storage in the area. With the shortage caused by drouth this year thousands have come to believe and appreciate the soundness of the earlier pioneers who advocated water storage.

Probably because of the number who now have joined the ranks of water conservationists, federal, state and county authorities are speeding up their engineers to make surveys of all kinds of water storage projects. Stock water reservoirs, small irrigation reservoirs, flood water irrigation systems, large reclamation projects, artesian well projects and other types of water conservation and water use developments are now being given technical study. Hundreds of these have been approved by the proper authorities and have been constructed, are in the process of construction or will be built as soon as possible.

The work is being done with relief labor. As one example, over 100 reservoirs have been built in the central Montana purchase area. Southeastern Montana has about 700 reservoir projects approved or in the process of survey. Western South Dakota has hundreds of stock water reservoirs built or approved for construction.

The South Dakota State Planning Board has advanced a program of water conservation intended to meet the needs of farmers and stockmen over a three-year period. In other words, the Planning Board recommends that there be enough water storage reservoirs in number and capacity to adequately supply the normal stock population with emergency feed and drink for three-year periods of sub-normal rainfall.

Back of this intensified effort to use relief labor on permanently beneficial

projects is the desire to make the area self-supporting and a dependable farm and ranch country. Men who have lived the major part of a lifetime in the territory, who have seen periods of good and bad economic conditions, who have been through several cycles of drouth and rainfall generally agree that the area is now working constructively on a program that will be lastingly beneficial.

New Booklet of Farms Offered for Sale in Washington- Idaho

THE inquiry for farm homes in the Northwest has been so great during the past two years that we have completely exhausted our original descriptive list of farm homes offered for sale and two reprintings. We now plan to publish a new booklet describing farm homes now offered for sale in all agricultural communities served by our road in the states of Washington and Idaho.

The widespread interest in northwest farm homes continues. The new booklet will be published to supply the demand. It will contain about 250 descriptions. It will briefly describe all kinds of farms in the two states in communities served by this road. There will be large and small farms, irrigated and non-irrigated, fruit and grain farms, poultry and stock farms, improved and unimproved farms, and each will have the approximate sale price and the terms by which purchase may be made.

We believe every Milwaukee-served community in the two states will be represented. We have invited reliable land owners or their agents to send in descriptions which may be included in the forthcoming booklet. The description will be short yet long enough to cover every important feature of the property and its surroundings.

UPPER MICHIGAN STRAWBERRIES

Seven Cars Marketed in Four Cities

EACH year, for the past four, there has been a gradual increase in the number of cases of strawberries marketed by Upper Michigan growers to consumers in the larger midwestern cities. This year a total of seven carloads, besides a few truck lots, were sold in Detroit, Chicago, Milwaukee and Minneapolis. Our road enjoyed a haul on each car. In those cars there were 4,943 cases. They netted the growers \$1.29 a case.



The Success of Western Stock Ranching Is Often Measured by the Dependability of Water Supplies

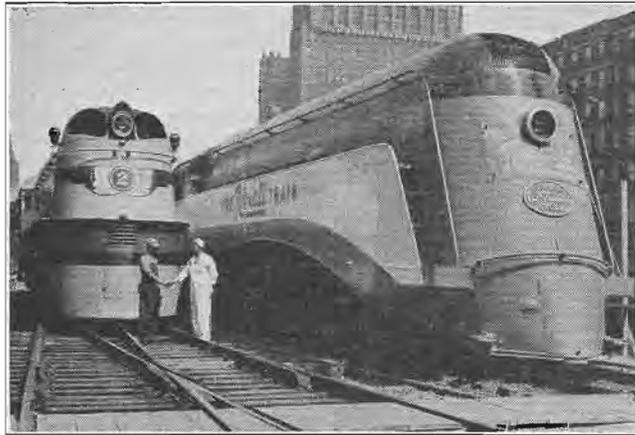
The volume now has reached proportions where interest in increased production has crystallized to the extent of placing a group order for a car of plants to be set next spring. With present acreage and this anticipated new planting, Lake Superior strawberries will likely have special recognition on many midwest markets. Many orders could not be filled this year, some of them coming from as far distant as Winnipeg, Canada.

FRENCHTOWN IRRIGATION

Project Now Nearly Completed

THE contractor constructing the Frenchtown Irrigation Project has now begun building the lateral canals and expects to have them all completed before real winter sets in. The main irrigation canal is about completed and over 50 per cent of the bridges, turnouts, the syphon and waterways have been built.

This means that rapid progress has been made and that the farmers on the project will be able to fully irrigate their future crops beginning with the 1937



Two Streamliners Meet

But no wrecks—when the Rexall Exhibition train was visited by the Hiawatha in the Chicago Union Station last month (August 3). Mr. Adin Hopdalle (left) of the Milwaukee Road locomotive dept. told Mr. Bert Daniels, New York Central Road Foreman of Engines that he has a good streamliner too . . . The Rexall train has attracted hundreds of thousands of visitors on its nationwide tour, a part of which was over the Milwaukee Road. The train carries an interesting display of Rexall products. Sales meetings are held on board attended by Rexall druggists located in the territory in which the train is displayed.

(Continued from page 4)

execute the form of continuance in service agreement prescribed by the Board, R.R.B. Form AA3, pending the final determination of their suit challenging the constitutionality of the Railroad Retirement Act of 1935. The Board has now under consideration the taking of appropriate action to meet the emergency so created and hopes to make an announcement thereof in the near future. Pending further notice, the time for filing agreements to continue in service has been extended to October 31, 1936.

Twelve

crop year. It also means that the nearby city of Missoula, Montana, will have another dependable farming community added to its growing list.

LEWIS AND CLARK MONUMENT

Marvelous Underground Caverns

WHAT may turn out to be one of the largest, if not the largest series of underground caverns in America is now being explored and developed. The Lewis and Clark National Monument, formerly known as Morrison Cave, is located only a short distance from our main line between Willow Creek and Jefferson Island, Montana.

A C.C.C. Camp has been located close to the caves. The boys are building roads, camp grounds, opening up the connected caverns and otherwise improving this new tourist wonderland.

A short time ago one could have spent about two hours under ground in the caverns and seen all that was accessible. Now the development has progressed so much that it requires over two days to see and enjoy the beauty of the caverns.

The main cavern extends many hundreds of feet below the earth's surface. Ten or twelve joining rooms have been opened up. Millions of icicle-like formations in all hues of the rainbow hang from the ceiling and walls or thrust themselves upward from the floor. These formations invite comparison with the mythical abodes of legendary heroes of many well known fables.

Largest Steel Girder in America

The largest steel bridge girder fabricated in America, and perhaps the World, was installed in the grade separation project on the Waukegan Road and Milwaukee Road tracks at Glenview (Ill.) early last month. The method for lowering into place the giant girder, which is 142 feet long and 12 feet high and weighs 121 tons, is one used by the Egyptians centuries ago.

Designed by Milwaukee Road engineers and fabricated at Ambridge, Pa., to reach Chicago the girder had to be shipped via a circuitous route because of necessity for observance of curvatures and clearances.

From three specially designed flat cars the girder was lifted with 50-ton jacks onto heavy

It is believed that when made more accessible these Lewis and Clark National Monument caverns will rival Kentucky's Mammoth Caves as tourist attractions.

Flax in Iowa—4-H Boys to Demonstrate Production

FLAX may again be one of the important cash grain crops in Iowa. A special project has been outlined for 4-H boys. They will grow this crop from approved seed and demonstrate its fitness for the farms and communities in which they are located.

By using newly bred disease resistant seed, following approved cultural practices and keeping accurate records these boys will, no doubt, be able to show their dads and neighbors that flax may have been the forgotten crop. Already quite a number of boys have enrolled in this new 4-H project.

One of the large flax seed processing companies has offered the boys a special cash inducement for the most efficient production records. Our road has cooperated in various ways but especially in locating recommended pure strains of disease resistant seed.

timbers resting on fine sand in two boxes each 13 feet deep, 11 feet long and 3 feet wide. The sand was permitted to escape from the base of the boxes which were dismantled as the girders sunk into place. Clearances did not permit the use of cranes.

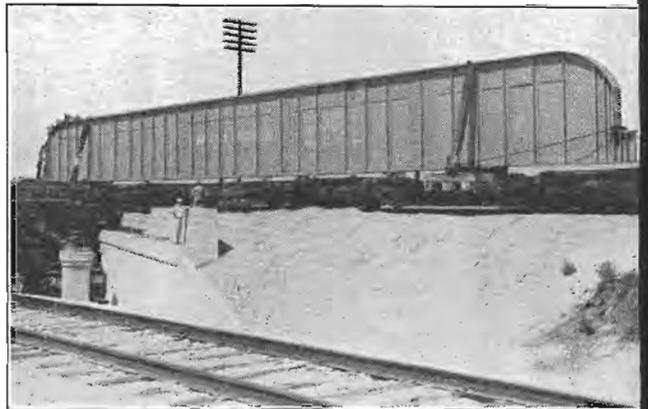
The grade separation project on the Waukegan Road, one of the most used highways in Northern Illinois, is being installed under the direction of the Division of Highways of the Illinois Department of Public Works and Buildings. The bridge girder was installed by the William J. Howard, Inc., Railroad Bridge Builders of Chicago.

Nice Harry

Mrs. Goldstein and Mrs. Finkelstein were leaning out the side windows of their respective apartments and chatting volubly.

"Ai, what you tink, Mrs. Goldstein?" cried Mrs. Finkelstein. "Mine son, Harry, a good boy, came out from jail today. He got four months off his sentence for good conduct. Ai, I'm so happy."

"See, Mrs. Finkelstein, ain't I always said you'd be proud of Harry some day?" replied Mrs. Goldstein.—Sun Dial.



The Largest Steel Girder

THE MILWAUKEE RAILROAD WOMEN'S CLUB

The General Governing Board takes pleasure in announcing the following chapters as winners of the membership prizes offered by it for paidup membership as of July 1, 1936, for the year 1936, in excess of the paidup membership on December 31, 1935, for the year 1935.

Chapters which qualified for the prize of \$15.00 each for increase in Total Membership—also the additional prize of \$5.00 offered for increase in Voting as well as Total Membership.

Chapter	Increase		Chapter	Increase	
	Voting	Total		Voting	Total
Aberdeen, S. D.	10	34	Marion, Ia.	7	9
Alberton, Mont.	1	11	Marmarth, N. D.	2	6
Austin, Minn.	2	11	Mason City, Ia.	22	10
Avery, Ida.	2	4	Milbank, S. D.	6	41
Beloit, Wis.	1	6	Miles City, Mont.	2	5
Bensenville, Ill.	21	47	Milwaukee, Wis.	1	69
Black Hills	8	19	Minneapolis, Minn.	25	60
Butte, Mont.	2	56	Montevideo, Minn.	12	42
Channing, Mich.	5	6	New Lisbon, Wis.	3	15
Chicago-Fullerton Ave.	18	22	Othello, Wash.	12	6
Council Bluffs, Ia.	1	6	Ottumwa, Ia.	35	137
Davenport, Ia.	7	24	Perry, Ia.	7	22
Deer Lodge, Mont.	20	33	St. Paul, Minn.	18	32
Des Moines, Ia.	3	6	Sanborn, Ia.	6	16
Dubuque, Ia.	12	7	Seattle, Wash.	4	36
Great Falls, Mont.	12	60	Sioux City, Ia.	1	4
Green Bay, Wis.	9	12	Sioux Falls, S. D.	1	7
Iron Mountain, Mich.	1	4	Spokane, Wash.	19	43
Janesville, Wis.	4	16	Tacoma, Wash.	2	5
Kansas City, Mo.	9	26	Terre Haute, Ind.	7	142
La Crosse, Wis.	33	102	Three Forks, Mont.	3	27
Lewistown, Mont.	47	109	Tomah, Wis.	4	51
Madison, S. D.	3	5	Wausau, Wis.	18	21
Malden, Wash.	3	21			

Chapters which qualified for the prize of \$15.00 for Increase in Total Membership—Harlowton, Mont.	Total increase		12
Number of Chapters in existence on July 1, 1936.			56
Number of Chapters which by July 1, 1936, had exceeded Year 1935 Membership.			48
Membership as of July 1, 1936.	Voting 5,424	Contributing 9,288	Total 14,712
Membership as of Dec. 31, 1935.	Voting 5,241	Contributing 8,922	Total 14,163
Increase on July 31 over year 1935.	Voting 183	Contributing 366	Total 549

Respectfully submitted,

GENERAL GOVERNING BOARD.

Aberdeen Chapter

Mrs. A. H. Adams, Historian

THE regular monthly meeting of the chapter was held in the club rooms, and the president, Mrs. Gillick, presided. The meeting opened with repeating the club motto and singing of "America the Beautiful."

Mrs. Gail Hansen, corresponding secretary, reported twenty-four cards sent.

Sunshine chairman Mrs. Martinson gave the following report: Good cheer with no expenditure to the club, \$10; thirty personal calls; thirty-five telephone calls; nineteen families reached during the month.

Membership chairman Mrs. Geer reported number of voting members, dues paid, forty-four; thirteen voting members taken in during the month; forty-four contributing members; ten taken in during the month, or a total of one hundred eleven contribution and voting members.

Mrs. B. M. Smith, ways and means chairman, gave the following report: Two card parties, \$54.50; advertising campaign, \$18.35; five-dollar bill contest, \$52.90; donations, \$2—a total of \$128.25.

Mrs. Gillick reports that our advertising campaign has brought us \$218.00 cash. She also announced that both Mrs. J. J. Culley and John Schweiso returned to the club the five-dollar bills they won.

Mrs. Connley was in charge of the program for the evening, and a number of dances were given by Ruth Mosacker and Audrey Bull.

Mrs. Gillick's report on the dance was that after all expenses were paid we cleared \$303.00. Mrs. Mike Sanders sold 118 tickets,

and for her splendid work she was given a pair of silk hose by the club.

It was voted that we send one girl to the Girl Scout camp for a week's period.

Meeting was adjourned after which lunch was served by Mrs. Frank Williams, Ton Tracey and Mrs. George White.

The May meeting opened with sixty members in attendance. Mrs. Gillick presided and the meeting opened by all members repeating the club motto, after which we sang "America the Beautiful."

Mrs. Gillick announced that the card party was postponed, but that it would be held in June.

Mrs. Gail Hansen, corresponding secretary, reported sending sixteen good cheer and sympathy cards.

Mrs. Martinson, sunshine chairman, reported sixty personal and thirty telephone calls. A total of ninety calls made. Twenty-nine messages of cheer and sympathy, and forty families reached during the month. Estimated value of donations of good cheer received and distributed by chapter, not requiring expenditure from club fund, \$10.00.

Mrs. Geer, membership chairman, gave the following report: 57 voting members; secured during the month, 45; total, 102; 54 contributing members; secured during the month, 60; total, 114; total of voting and contributing members at the end of April, 216.

Mrs. Gillick says our membership drive is coming along splendidly and we believe we will go over the 1,166 mark. We shall try to make it 1,200 this year.

Ways and means report given by Mrs. Gillick. In April, instead of clearing \$303.00

on our dance we cleared \$304.50; books, \$2.45; earned dollars, \$2.00, making a total of \$308.95.

Relief in the month of April: \$57.92 spent for groceries and coal; estimated value given with no expenditure by the club, \$50.00. Fifty personal and fifty telephone calls made. Fifteen families given aid during the month.

Program for the evening was in charge of Mrs. Feddern. First, little Winifred Stienlicht played two piano solos and then John Mitchell, violinist, rendered two numbers accompanied by Miss Bernice Remde. The program was enjoyed by all.

We have been giving to the boy and girl outstanding in music in Aberdeen High School each a check for \$5.00. It was voted that we give the \$5.00 checks through Miss Russell, music supervisor.

The City Federation was attended by three ladies. Mrs. Soike had charge of the program. They had a very lovely program and a good meeting.

Meeting was adjourned after which lunch was served by Mrs. Arnold, Mrs. Westerfield and Mrs. Gazelle.

Ottumwa Chapter

K. M. G.

THE meeting on Friday, June 12, was preceded by a luncheon honoring Mrs. W. C. Givens who, with her two sons, joined superintendent Givens in Marion on June 15 to establish their residence. In losing Mrs. Givens as a member of the Ottumwa Chapter we are losing one who has been most actively engaged in the work of the organization for ten years and who has gladly and willingly contributed her time and services to the good of the chapter. For several years she served as president and as chairman of various committees, at present being chairman of the welfare committee. Immediately following the luncheon the president, Mrs. J. H. Stewart, presented Mrs. Givens with a most attractive gold purse, with a few words expressing the gratitude and appreciation of all the members for her loyalty and support to the Ottumwa Chapter. The good wishes of all are extended to Mr. and Mrs. Givens and family. Mrs. Givens has been the honored guest at numerous social functions during the past two weeks and has been the recipient of many lovely gifts from friends.

Mrs. Stewart, who attended the biennial meeting in Chicago on May 8, accompanied by Mrs. H. Cogswell, reported having had a most interesting and enjoyable time, and felt quite proud of the reports of the activities and accomplishments of our chapter, which compared most favorably with other chapters. The local chapter had the highest increase in membership.

The annual picnic was held at Wildwood on June 14, which was attended by a large group of Milwaukee employees. Baseball was the main feature of entertainment during the afternoon hours. Ice cream, coffee and pop were furnished by the Milwaukee Women's Club. Picnic supper was served at 6 o'clock, which displayed the usual outlay of appetizing food one finds at a Milwaukee gathering. Mr. and Mrs. W. G. Bowen and daughter, Miss Virginia, were guests at the picnic, Mrs. Bowen and daughter having arrived in Ottumwa on June 13 where they will establish their residence at 617 North Court. We hope they will find Ottumwa a pleasant place in which to live and wish Mr. Bowen success as our new superintendent. Mrs. E. J. Kervin acted as chairman of the picnic committee.

Sioux City Chapter

Mabel Landon, Historian

BOARD members enjoyed a garden breakfast at the home of Mrs. Rose, assisted by Mrs. Eckert, on June 29. Regular business for the month was transacted and plans made for a division picnic at Riverside Park July 13, also a luncheon planned to be a feature of "Railroad Week."

They planned to open "Railroad Week" with a picnic Sunday, July 12, at Riverside Park for employes and their families in Sioux City and nearby territory.

Report of Paidup Membership for Year 1936, as of July 31, 1936, Compared With Paidup Membership for Year 1935, as of December 31, 1935.

Chapter	Voting Membership				Contributing Membership				Total Membership			
	July 31st 1936	Dec. 31st 1935	Incr. over 1935	Less than 1935	July 31st 1936	Dec. 31st 1935	Incr. over 1935	Less than 1935	July 31st 1936	Dec. 31st 1935	Incr. over 1935	Less than 1935
Gen. Gov. Bd.	3	...	3	...	3	...	3	...
Aberdeen	514	504	10	...	686	662	24	...	1,200	1,166	34	...
Alberton	33	32	1	...	71	61	10	...	104	93	11	...
Austin	114	112	2	...	164	155	9	...	278	267	11	...
Avery	37	35	2	...	79	77	2	...	116	112	4	...
Beloit	72	71	1	...	99	94	5	...	171	165	6	...
Bensenville	76	55	21	...	104	78	26	...	180	133	47	...
Black Hills	72	64	8	...	99	88	11	...	171	152	19	...
Butte	42	40	2	...	104	50	54	...	146	90	56	...
Channing	54	49	5	...	66	65	1	...	120	114	6	...
Chgo. Fullerton Ave.	376	358	18	...	650	646	4	...	1,026	1,004	22	...
Chgo. Union Station	174	229	...	55	353	565	...	212	527	794	...	267
Council Bluffs	50	49	1	...	85	80	5	...	135	129	6	...
Davenport	51	44	7	...	92	75	17	...	143	119	24	...
Deer Lodge	63	43	20	...	22	9	13	...	85	52	33	...
Des Moines	42	39	3	...	53	50	3	...	95	89	6	...
Dubuque	82	70	12	...	221	226	...	5	303	296	7	...
Great Falls	46	34	12	...	56	8	48	...	102	42	60	...
Green Bay	122	113	9	...	345	342	3	...	467	455	12	...
Harlowton	26	32	...	6	36	18	18	...	62	50	12	...
Iron Mountain	33	32	1	...	22	19	3	...	55	51	4	...
Janesville	123	119	4	...	88	76	12	...	211	195	16	...
Kansas City	67	58	9	...	127	110	17	...	194	168	26	...
La Crosse	83	50	33	...	129	60	69	...	212	110	102	...
Lewistown	92	45	47	...	121	59	62	...	213	104	109	...
Madison, S. D.	46	43	3	...	82	80	2	...	128	123	5	...
Madison, Wis.	55	92	...	37	62	47	15	...	117	139	...	22
Malden	61	58	3	...	58	40	18	...	119	98	21	...
Marion	107	100	7	...	150	148	2	...	257	248	9	...
Marmarth	29	27	2	...	22	18	4	...	51	45	6	...
Marquette	81	102	...	21	53	77	...	24	134	179	...	45
Mason City	115	93	22	...	252	264	...	12	367	357	10	...
Milbank	47	41	6	...	88	53	35	...	135	94	41	...
Miles City	200	198	2	...	223	220	3	...	423	418	5	...
Milwaukee	207	206	1	...	597	529	68	...	804	735	69	...
Minneapolis	130	105	25	...	472	437	35	...	602	542	60	...
Mitchell	27	39	...	12	67	157	...	90	94	196	...	102
Mobridge	77	104	...	27	145	141	4	...	222	245	...	23
Montevideo	84	72	12	...	177	147	30	...	261	219	42	...
Murdo (discontinued)	...	17	...	17	...	40	...	40	...	57	...	57
New Lisbon	44	41	3	...	25	13	12	...	69	54	15	...
Othello	58	46	12	...	129	135	...	6	187	181	6	...
Ottumwa	125	90	35	...	217	115	102	...	342	205	137	...
Perry	175	168	7	...	249	234	15	...	424	402	22	...
Portage	73	181	...	108	84	257	...	173	157	438	...	281
St. Maries	21	42	...	21	24	40	...	16	45	82	...	37
St. Paul	82	64	18	...	234	220	14	...	316	284	32	...
Sanborn	68	62	6	...	77	67	10	...	145	129	16	...
Savanna	95	59	36	...	74	195	...	121	169	254	...	85
Seattle	88	84	4	...	256	224	32	...	344	308	36	...
Sioux City	126	125	1	...	301	298	3	...	427	423	4	...
Sioux Falls	61	60	1	...	147	141	6	...	208	201	7	...
Spokane	81	62	19	...	40	16	24	...	121	78	43	...
Tacoma	128	126	2	...	246	243	3	...	374	369	5	...
Terre Haute	164	157	7	...	477	342	135	...	641	499	142	...
Three Forks	34	31	3	...	31	7	24	...	65	38	27	...
Tomah	184	150	4	...	261	214	47	...	445	394	51	...
Wausau	107	89	18	...	93	90	3	...	200	179	21	...

Total	5,424	5,241	487	304	9,288	8,922	1,065	699	14,712	14,163	1,468	919
Increase as of July 31, 1936, over December 31, 1935, Membership												
	Voting Members 183				Contributing Members 366				Total Membership 549			
Increase as of July 31, 1936, over July 31, 1935, Membership												
	Voting Members 613				Contributing Members 928				Total Membership 1,541			
Number of Chapters which by July 1, 1936, had exceeded 1935 membership	48											
Number of Chapters which by July 1, 1936, had not exceeded 1935 membership	8											

Chicago, Ill., August 12, 1936.

Since the above report was compiled Dubuque Chapter shows increase of one contributing member; Miles City, voting, 20 members; St. Maries, voting 5; contributing, 17. This gives us a grand total at the end of August, of 14,755 members, divided; 5,449, voting; 9,306, contributing.

Mrs. Art Nelson is chairman. Ice cream and beverages are to be furnished by the club.

Monday, July 13, is a feature of "Railroad Week." Members of the Sioux City Chapter will serve a luncheon in an air-cooled club car to 150 members of Sioux City's Lions and Rotarians. They also planned to make a luncheon trip to the railroad shops for inspection. Food to be served cafeteria style. Mrs. Embick, chairman. There were brief talks by railroad

officials. The special train left the station at 12:15 p. m.

Mrs. Doud, chairman of membership, and Mrs. Robson are hoping to go over the top in the membership drive.

Minneapolis Chapter

Mrs. G. F. Hancer, Historian

THE board meeting of this chapter was held at Miller's Cafeteria April 28, 1936, with eighteen members present.

After a lovely luncheon a trip to Chicago was discussed.

The chairman, Mrs. A. G. Neese, reported \$125.00 cleared on the dance and there was \$23.00 cleared on the rug contest.

The treasurer reported \$251.44 on hand. There was no further business and the meeting adjourned.

The regular monthly meeting of the chapter was held in the club rooms on May 4, 1936, with about ninety members present.

The hostesses were Mrs. Bagnell, Mrs. Neese, Mrs. Peterson and Mrs. Bentzen.

After a lovely hot-lunch supper cards were played at about seven tables and the following made reservations for the Chicago trip of May 7, 1936: Mrs. Grace, Mrs. Matzoll, Mrs. Hammer, Mrs. Donehower, Mrs. Magnell, Mrs. Neese and Mrs. Arnold.

Dubuque Chapter

Mrs. George Laskey, Historian

THE June meeting of our chapter was held on the 4th for the members and their families—and it was one of the largest get-togethers of the year.

At 6:30 a "pot luck" supper was served in the club rooms with seventy in attendance. We believe the men members who attended will come to every one of our "pot lucks," for they left the table with that well-fed expression that the ladies were glad to note. The junior girls served, and their ability in handling the beautifully decorated tables and serving us all makes us feel they are a great asset to our chapter.

The flowers, which were contributed by one of our Milwaukee men, Gus Schnee, were indeed a fine addition to our well-laden tables.

There were several of the older men members and some new women members who attended this meeting and they were given a hearty welcome.

Following the supper the following program was enjoyed: Club songs by the chapter, accompanied by Mrs. Elmer Thomas on the piano. She also contributed two very beautiful piano solos.

A memorial service and a silent tribute to the members who have passed on was given by Miss Lucille Millar.

The regular meeting, at which time the usual routine of business was carried out, also included a report by the president, Mrs. Henry Wiedner, of the Chicago meeting. The chapter was indeed proud to hear of the election of our president to the General Governing Board at that meeting. This will be the last meeting for the summer. Next meeting will be the first Thursday in September. A picnic will be held in August.

New Lisbon Chapter

Mrs. George Oakes, Historian

ON MAY 26 the twelfth regular meeting of the New Lisbon Chapter was called to order at the home of Mrs. Otto Gebhardt.

Twenty-two regular members were present to respond to the reading of the club motto.

We were honored by having not only one, but two guests with us for part of our meeting. They were Miss Lindskog, secretary general, and Mrs. Bannon, second vice-president of the Governing Board. They helped us a great deal by answering our questions, and each gave an interesting talk.

A general discussion in regard to establishing a flower bed on the railroad property at the New Lisbon depot was held. We decided to establish one immediately.

Thirty-five cents sunshine money was collected.

A delicious luncheon was served by Mesdames A. G. Shrake, P. Mortensen, L. Hansen, R. Bullis and O. Gebhardt after adjournment.

Terre Haute Chapter

Mrs. M. C. Paris, Historian

TERRE HAUTE CHAPTER held its regular monthly meeting jointly with the St. Bernice ladies, being their guests at the Legion Hall on Thursday, May 21.

Monthly reports were given from the chapter and also reports on the meeting held in Chicago May 9. Plans were presented to the club for its regular big summer picnic to be held at Miller's grove June 14. This is a division affair and parties expected from all points on the division, including Faithorn and Bedford.

We are having a very good response to the call for new and renewed members.

The ladies who attended the Chicago luncheon were: Mesdames Kemp, Patton, Sheetz, Taylor, Blackwell, Elliott, Wilson, Schwartz, McGinnis, Draper, Lamb, Colwell, Engman, Huffman, Russell, Faris and Miss Faris. All the ladies reported a very lovely time and are counting on attending the meeting next year.

Spokane Chapter

Mrs. W. H. Hunter, Historian

THE outstanding meeting of the year for Spokane Chapter, was in May when Mrs. F. W. Watkins was hostess. The members met at Union Station where autos were waiting to take all who came to the meeting place, the beautiful home of Mrs. Watkins in Country Homes Estates, seven miles out of Spokane.

As we arrived we were welcomed by our gracious hostess. The tables were laid under the shade trees, decorations were flowers from the Watkins gardens. A most delicious luncheon was served.

After luncheon the members assembled in the recreation room where the business meeting was held. Mrs. George Hill, president, presided and gave a report of the convention in Chicago. Mrs. Nathan Jones, program chairman, introduced Mrs. Mary Keller, who gave an interesting travelogue; little Miss Barbara Jean Harmon, granddaughter of Mr. and Mrs. P. L. Hays, recited "a piece."

In the dollar contest, Mrs. Collingswood was the winner. At the close of the afternoon the members reluctantly bade our hostess, whose hospitality was so greatly enjoyed, a hearty good-bye, with the hope that we may again have the delightful privilege of visiting her at her home.

A picnic in July was voted, to be held in Blackwell Park, Coeur d'Alene, Idaho.

Butte Chapter

Mrs. Holsey C. Johnson, Historian

THE club sponsored a delightful bridge evening in the spring—for members and friends, furnishing door prize and several lovely prizes for high scores, netting over \$17.00 proceeds.

After our president, Mrs. Henry Clemens, returned from Chicago in May, a meeting was held in June to listen to her very excellent report from the general governing board.

Regular meetings were discarded for the summer months, to be resumed Sept. 14th.

July 29th the club held a dinner at the Cottage Inn for members, with 30 in attendance, honoring Mrs. Charles Lovell, whose family were returning to Seattle.

A delicious dinner was served following an evening of cards. Mrs. Lovell was presented with a gift from the club which she accepted with gracious thanks. Prizes in rummy and bridge went to Mrs. Lovell and Mrs. Lena Wagner.

Honoring the women members of the Pioneers Club, which held its convention in Butte the 10th and 11th of August, the club gave a tea to the ladies at 1 a. m. Monday in the club rooms. The table was beautiful in garden flowers and tall tapers in pastel shades. Pouring were Mrs. N. H. Fuller of Lewistown and Mrs. T. F. Lawler, Butte. About 50 in attendance. The acting committee in charge were Mesdames L. K. Sorensen, Henry Clemens, president, D. G. Buerkle, C. G. Bleichner, H. Beers, W. T. O'Reilly, Leo Jensen and H. C. Johnson.

Sanborn Chapter

Amy Adams, Historian

SANBORN chapter met January 17 with our president, Mrs. Fred Riley, acting as hostess. The February meeting was omitted, due to severe weather.

Mrs. Dick Leemskind was hostess on March 20, Mrs. Bert Merriam April 17, and Mrs. Amos Peterson May 15. Members attending enjoyed a social evening playing bridge and "500" after the business meeting at each session.

At the May meeting our president, Mrs. Fred Riley, gave a very interesting report of the 12th annual meeting of the Mil-

waukee Railroad Women's Club in Chicago, May 8-9, which she had attended.

The good cheer committee reported \$9.80 expended since Jan. 1st. The relief committee has spent \$32.14 for coal.

Mrs. Dale Dick was hostess at the June meeting. The membership committee, consisting of Emma Julle, chairman, Mrs. Lloyd McDonald and Mrs. Ellis Miller, reported that they had secured enough paid up memberships to receive the \$20 bonus offered by the General Governing Board of the Railroad Club. In recognition of their successful efforts, the committee were given a rising vote of thanks. Sanborn Chapter recessed during the month of July and August.

Bensenville Chapter

Mrs. Wm. Wolf, Historian

THIS chapter held its regular meeting June 3rd. Reports were given by the various chairmen. Membership: 76 voting and 105 contributing. The librarian purchased 10 new books, giving a total of 923 books. The treasury reports \$80.88 in the bank.

Plans were made for a bake sale to be held June 13th and a club picnic to be held June 28th.

Miss Lindskog was our guest and her interesting talk was enjoyed by all. We hope to have her with us again in the near future.

After adjournment refreshments were served and cards played. Our next meeting will be held in September.

I. and D. Items

eca

AS WE GO to press, Ringling Brothers and Barnum & Bailey circus is showing at Mason City, and of course every kid in town was there. The big show arrived Mason City on a foreign line and is departing via the Milwaukee Road en route La Crosse, Wisc.

At the present time tie gang No. 2, under foreman Gust Carlson, is working west of Mitchell.

Rail distributing gang under foreman W. Williams has now completed work on the I. & D. Division and are now working on the Iowa Division.

Ballasting gang under foreman J. P. Whalen is at present working west of Spencer.

Messrs. A. C. Peterson and J. M. Oxley, train rules examiners, were in Mason City July 12th.

Division staff meeting was conducted by superintendent Ingraham at Spencer, Iowa, Tuesday, July 11th, with a good number in attendance.

Mrs. R. I. MacGregor and daughter Janet recently made a trip to Tacoma, Wash., to visit Mrs. MacGregor's mother. Mac and the boys left August 10th for Yankton, S. D., to spend a few days' vacation. Just in case, hope Mac took a fire extinguisher along. Mrs. MacGregor and Janet accompanied them home from Yankton.

Train dispatcher Francis J. McDonald and family spent part of his vacation at Postville, Iowa, with relatives.

Young Bob Sohn, from out Ruthven way, was recently admitted to the Mercy Hospital at Mason City for minor operation.

At this writing train dispatcher M. C. Corbett is on his vacation.

Mr. E. W. Webb, claim adjuster, was in Mason City during second week of August on business.

Miss Delphine Shovein, daughter of Joe Shovein, Mason City, spent some time with relatives at Duluth, Minn. Miss Shovein is a student nurse at the Mercy Hospital.

Mason City and vicinity, August 13th, received a most welcome two and one-half-inch rain.

Swap: Chevrolet 4-door, with Kari-Keen trunk, for a good garbage container, or what thave you? VPS, Mason City, Iowa.

Notice that Col. Pack is driving a new automobile.

Mrs. D. C. Bolton has returned home after being confined to the Park Hospital and is much improved at this writing.

SPECIAL COMMENDATION

Name and Division	Citation and Date	Cited by
J. E. Knodel, agent, Cooper, Ia.....	Went out along right-of-way after hours and put out grass fires. July	W. W. Whalen, ass't supt.
T. W. Reynolds, agent, Pickering, Ia.....	Train inspection: discovered shifted load, June 22nd..	W. J. Whalen, ass't supt.
J. L. Gregory, equipment maintainer, T. H. Div.	Found rails separated on bridge and flagged approaching train, July 20.....	C. E. Elliott, superintendent
O. W. Hollis, K. C. Division	Discovered defective equipment, July 5th.....	W. G. Bowen, superintendent
Zane Jenkins, train baggageman, I. & D. Div.	Seeing smoke and cinders coming from under train, July 14, signalled engineer. Found ash pan open...	W. F. Ingraham, superintendent
F. S. Cummings, brakeman, Iowa Division..	Discovered broken arch bar in train, August 3rd.....	W. C. Givens, superintendent

Our Business Getters

The following named have interested themselves in securing revenue business for the company and acknowledgment of their interest is hereby given:

C. A. Norwood, yard clerk, Tacoma, three one-way tickets, Tacoma to Chicago.
 Mrs. A. Essex, clerk, store department, Tacoma, three one-way tickets, Tacoma to Detroit, our line to Chicago.
 Alexander Gallwas, blacksmith helper, Tacoma, two one-way tickets, Tacoma to Glint, Mich., our line to Chicago.

L. A. Timberman, section foreman, Sheffield, Mont., one ticket, Cartersville to Minneapolis; one-way ticket, Minneapolis to Seattle, and ticket from Seattle to Cartersville. Mr. Timberman persuaded the passenger to use our line after she had decided on using a competing line.

F. J. Cowling, switchman, Tacoma, tip concerning prospective passenger, Tacoma to Sweden. Party will use our line to Chicago when he makes the trip.

E. P. Allen, signal supervisor, one round-

trip ticket, Tacoma to Chicago and return. C. A. Johnson, engineer, Coast Division, one round-trip ticket, Tacoma to Chicago, and return, using our line on return.

W. E. Hale, lumber agent, Tacoma, round-trip ticket, Tacoma to Milwaukee and return.

Mr. Beiborn, blacksmith, Tacoma Shops, three and one-half round-trip tickets, Tacoma to Duluth and return, our line both ways.

J. F. Pinson, engineering department, Seattle, one-way ticket, Seattle to Chicago.

Louis Beinborn, blacksmith, Tacoma Shops, one-way ticket, Tacoma to New York, our line to Chicago.

Mrs. A. C. Palmer, wife of switchman, Tacoma, round-trip ticket, Tacoma to Chicago and return, our line both ways.

P. L. Hays, chief dispatcher, Spokane, two round-trip tickets, one Spokane to Chicago, and one to St. Paul, our line going.

Earl Medley, car foreman, two and one-half tickets, Spokane to Chicago.

B. W. Ganz, clerk, dining car department, Tacoma, party of several who will use our line, Tacoma to Chicago, en route east.

Mrs. O. R. Peterson, Yakima, daughter of the late James Hanrahan, conductor, furnished tip securing sale of a ticket, Ellensburg to eastern points, our line to Chicago. Party had previously decided to go via a competing line.

W. E. Cummins, conductor, Coast Division, three one-way tickets, Spokane to Detroit and one round trip to Minneapolis.

Matt M. Faestel, brakeman, Coast Division, one round-trip ticket, Spokane to Tacoma and return.

F. H. Broaddus, conductor, K. C. Division, secured three carlots of cottonseed oil, from Texas points to Chicago and Janesville, our line from Kansas City.

L. E. Kirkendahl, engineer, Coast Division, one-way ticket, Tacoma to Peoria, Ill., our line to Chicago.

Peter Olinger, painter, Dubuque, one round-trip ticket, Dubuque to Omaha and return, en route to and from California points.

Ray McCumber, electrician, Tacoma Shops, two one-way tickets, Tacoma to Spokane.

George Brown, engineer, secured movement of party of fifty musicians, Elgin to Minneapolis.

Wm. Dolphin, ass't supt., S. & D. cars, Tacoma, two round-trip tickets, Tacoma to Wausau, and Tacoma to Chicago and return.

W. E. Hale, lumber agent, Tacoma, one round-trip ticket, Tacoma to Omaha.

What a Relief!

"William," called the young wife, "come here, quickly."

Thinking that some danger assailed her, William grasped a club and rushed up two flights of stairs to her assistance. He entered the room breathless and found her looking out the window.

"See," she said, "that's the kind of hat I want you to get me."

J. H. Schnaitman.....	Office of Auditor of Investm't & Joint Facility Accts.	Chicago
Evelyn Donahue	Telephone Operator, Local Freight House.....	St. Paul
Wesley Nehf	General Freight Dept.	Chicago
Ralph Shields	Police Department	Chicago
John Latkowski	Union Street	Chicago
A. H. Pieper.....	Statistical Department, Office of Aud. of Exp.....	Chicago
Mrs. Churchill	Ticket Auditor's Office.....	Chicago
A. L. Gavarra.....	Sleeping and Dining Car Department.....	Chicago
H. R. Beers.....	Engineering Dept.	Butte
R. P. Jorgensen.....	Steno.—Supt.'s Office	Butte
Mabel Price	Steno.—DF&PA's Office	Butte
Earl Medley	Car Foreman	Spokane
P. L. Hays	Chief Dispatcher	Spokane
W. W. Cutler.....	Agent	Spokane
G. O. Dunning.....	Signal Supervisor	Milwaukee
A. P. Rhemer.....	District Accountant's Office, Milwaukee Shops.....	Milwaukee
Miss Kennedy	Fullerton Avenue	Chicago
John Moloney	Ticket Auditor's Office.....	Chicago
Mary Elser	District Accountant's Office, Milwaukee Shops.....	Milwaukee
P. T. O'Neil.....	Master Mechanic	Spokane
C. M. McAuley.....	Conductor	Spokane
Mrs. Earl Christy.....	Wife—Train Baggage-man	Spokane
Mr. Foster	Chief Inspector, Divsn. Master Mech.'s Office, Deer Lodge, Mont.	St. Paul
Alex S. Franson.....	Car Inspector	St. Paul
J. F. Zander.....	Car Foreman	Wausau, Wis.
Claude Peterson	Chief Clerk, General Adjuster's Office.....	Chicago
Frank Voeltzke	Freight House Foreman.....	Wausau, Wis.
Harold Mathews	Clerk, Green Bay Freight Office.....	Green Bay
Roy Dougherty	Room 869, Union Station	Chicago
John H. Miller.....	LCL Tracing Department, Union Street.....	Chicago
O. H. Taylor.....	Room 270, Union Station	Chicago
George Harder	General Manager's Office.....	Chicago
J. A. Dolle.....	Traveling Auditor	Chicago
C. M. Gleson.....	Operator	Lemmon, S. D.
C. B. Hanover.....	Purchasing Department	Chicago
J. Goodenough	Office of Freight Claim Agent.....	Chicago
Frank Drew	Retired Chief Clerk to Supts.—Minn. Terminals.....	Minneapolis
W. H. Campbell.....	Local Freight Agent.....	Seattle
Fred Terrien	Trucker, Warehouse	Green Bay
Wm. McClean	Warehouse Foreman	Green Bay
Frank Warden	Baggageman	Green Bay
Glenn Jones	Switchman	Green Bay
Frank King	Engineer	Green Bay
J. W. Secker.....	Building Inspector, Rm. 809, Union Station.....	Chicago
Mr. Gannon	Assistant Comptroller's Office.....	Chicago
Scott Hamilton	Chief Clerk to Mr. T. W. Proctor, AFTM.....	Chicago
E. S. Campbell.....	Chief Clerk, Accounting Department.....	Chicago
W. H. Woodhouse.....	Baggageman	Mason City
Edgar Lemke	Office of Agent.....	Galewood, Ill.
H. Reeder	Car Inspector, Galewood, Yard No. 2.....	Galewood, Ill.

ON THE STEEL TRAIL

THE DIVISION NEWS-GATHERERS

Guy E. Sampson..... Bensenville, Ill.
 A. M. Dreyer..... Fullerton Avenue, Chicago
 Ruby M. Eckman..... Care Trainmaster, Perry, Iowa
 John T. Raymond..... Dispatcher, Marion, Iowa
 Miss E. L. Sacks..... Care Trainmaster, Dubuque, Iowa
 Miss C. M. Gohmann..... Care Superintendent, Ottumwa, Iowa
 Miss S. M. Clifford..... Care Asst. Superintendent, Kansas City
 Miss C. M. Browning..... Care Superintendent, Green Bay, Wis.
 Miss E. Stevens..... Care Superintendent, Savanna, Ill.
 Miss N. A. Hiddleson..... Care Mechanical Department, Minneapolis
 Mrs. O. M. Smythe..... Care Car Department, Minneapolis, Minn.
 Ira G. Wallace..... Clerk, Red Wing, Minn.
 W. J. Zahradka..... Care Superintendent, Aberdeen, S. D.
 A. T. Barndt..... Care Supt. Car. Dept., Milwaukee Shops

V. J. Williams..... Care Superintendent, Austin, Minn.
 Mrs. Lillian Atkinson..... Care Asst. Superintendent, Wausau, Wis.
 William Lagan..... Care General Agent, Sioux Falls, S. D.
 Harriet Shuster..... Care Refrigerator Department, Chicago
 Mrs. Dora M. Anderson..... Care Local Agent, Moberly, S. D.
 A. M. Maxeiner..... Local Agent, Lewistown, Montana
 Mrs. Edna Bintliff..... Care Dispatcher, Mitchell, S. D.
 Miss Ann Weber..... Care Agricultural Department, Chicago
 Mrs. Pearl R. Huff..... Care Superintendent, Miles City, Montana
 Mrs. Nora B. Decco..... Telegrapher, Three Forks, Montana
 Albert Roesch..... Care Superintendent, Tacoma
 R. R. Thiele..... Local Freight Office, Spokane
 K. D. Smith..... Operator, Portage, Wis.
 H. J. Montgomery..... Mechanical Dept., Milwaukee Shops

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

A. T. B.

IF it is your intention to drive to the northern part of the State here is some advice: get a can of pork and beans, or tomato soup, eat the contents, and put the empty can into your car. Due to the serious forest fires the fire marshalls are stopping all cars to see if they are equipped with ash receivers and a tin can in which to place burnt matches and cigarette "butts." Just too bad if you haven't got it; see Joe Haas for all details.

Notice to all you fishermen; no use going to State Line Lake to fish as Joe Haas, Harry Sojgren, and Harry Johnson were up there over the week end recently and I understand no fish have been caught since. No, they didn't catch all the fish but the fish got so much of the bait without being caught that they won't be hungry for the rest of the season.

F. H. Campbell has a brand new Packard and I understand he spent his vacation breaking it in, making daily trips between his house and the corner butcher shops.

E. H. Poenisch spent his vacation checking up on the contractor who is building his new home in order to see that the specifications were lived up to and every board that was put up had the correct number of nails.

Jack Bremser and family went to Niagara Falls. Second honeymoon, Jack?

Dick drove to South Dakota with his mother and sister, but why go to S. D. when there are other places to go to?

Bill, I understand, spent most of his time looking over all the used cars at the various show places but couldn't find a real bargain and will make the old car do for another season.

Carl took his family to Madison. How's the governor, Carl?

Edith spent part of her vacation at the Legion convention. This is becoming a regular yearly event with her as she meets many of her friends and makes many new ones each year.

If you want to see flowers, it's no longer necessary to go to a florist, just take a look at Lucille Deppe's desk each day. It seems she has a vase filled with a variety of flowers and she says they are come from her own garden. Well, it won't be long now and then, L. D., you can bring down snowballs.

Labor day, Oh Labor Day, with apologies to Gracie Allen, will have more about this next month.

West End—Trans-Missouri Division

P. R. H.

MESSRS. H. A. SCANDRETT, J. T. Gillick, C. H. Buford, George Haight, accompanied by superintendent P. H. Nee and master mechanic H. E. Riccius made an inspection trip over the Division July 24th and 25th.

Mr. and Mrs. O. M. Childers, of Helena, Mont., spent July 25th and 26th visiting

Mrs. Childers' parents, Mr. and Mrs. Earl Farr, of Miles City.

On July 22nd, a very pretty wedding was solemnized at Nashua, Ia., when Miss Helen A. Johnson of Adams, Minn., and Alfred F. Maile, of Miles City, were united in marriage at the "Little Brown Church in the Vale." Miss Johnson for the past several years has been principal of the Lincoln School, at Miles City, while Mr. Maile is connected with our Telegraph Department at Miles City. Congratulations and we wish you a long and happy married life.

Mrs. Harry McMahon, wife of our chief clerk at Miles City, has been spending the past two or three weeks visiting friends and relatives at Tacoma and Deer Lodge.

Traveling engineer, R. G. Webb, accompanied by Mrs. Webb, returned August 8th from a trip to Washington, D. C., where Mr. Webb was called as a witness for the company in the Stoker hearing which is being held there. They report a very enjoyable trip.

Claim adjuster, J. T. Sleavin and family have returned from a vacation trip spent on the Coast. They report a very enjoyable trip.

Adolph Carufel, clerk for trainmaster A. W. Herven at Miles City, together with Mrs. Carufel left August 8th for a vacation trip to California and other western points.

A daughter was born July 24th at the home of Mr. and Mrs. William Cain of Miles City. The young Miss has been named Sharon Lynn Cain. Mr. Cain is a locomotive engineer on the Trans-Missouri Division.

Arnold Running and son spent a few days the first week in August, fishing in 16 Mile canyon, and report a fine time, and brought back a good mess of trout.

Louis Seaman, stenographer in the Store Department at Miles City, with his wife and family returned home recently from a vacation trip to California and Seattle. They report a lovely trip.

Mrs. Ed. Haughawot and daughter, June, are leaving August 15th for Chicago, where Miss June expects to enter nurses' training.

Norman Anderson, trucker in freight depot at Miles City the latter part of July spent the week end fishing in 16 Mile Canyon, and came back with a good mess of trout.

Our sincerest sympathy is extended to Mr. and Mrs. Leo G. McDonald, of Miles City, in the loss of their beautiful little daughter, Tammar Jean, who passed away recently in the Holy Rosary Hospital at Miles City. Mr. McDonald is a fireman on the Trans-Missouri Division.

A. S. Haley, Store Department employe at Miles City, at this writing is confined in the Holy Rosary Hospital with an attack of asthma. Everyone hopes he will soon be out again.

Mrs. Amyleigh Essex returned during July to Miles City Store Department, where she worked for several years, until her transfer to Tacoma. It seems like old times to see her back again.

Kansas City Division

K. M. G.

N. C. MAYTUM, agent at Hayesville, died on July 16. He had suffered a heat stroke sometime previous while enroute to Ottumwa, from which he did not recover. His remains were taken to Polo, Missouri, funeral services held there; thence taken to Liberty for burial. Mr. Maytum entered the service on January 16, 1889. E. C. Koetting is acting agent at Hayesville.

The death of Mrs. Wm. Fry occurred on July 17 at the Ottumwa hospital. The funeral services were held on the following Sunday and burial in Oakview cemetery, Albia.

Chas. Erland, son of car repairer at West Yard, visited in Rock Island, Rockford and Chicago, Ills., for two weeks in July.

After spending three weeks in Chualar, Calif., Mrs. J. H. Stewart and daughters, Joanne and Susie, returned to Ottumwa on July 17; the following day they departed for a vacation of two weeks, accompanied by Mr. Stewart, which they spent in various Indiana cities.

Mr. and Mrs. W. C. Givens and family of Marion, Iowa, were week-end visitors in Ottumwa during July.

"Red" Cooper of the engineering department left for Chicago on July 18 to assume the duties of his new position in the office of Mr. W. H. Penfield, Union Station building. We wish him success and good luck in this new work. Harold Henson, formerly stenographer to the superintendent, has been assigned the position vacated by Mr. Cooper.

Chief Clerk J. W. Sowder, wife and daughter Norma, spent two weeks during July in Duluth, Minn. They reported a pleasant and enjoyable vacation, with the temperature much lower than in Iowa.

Miss Min Heck of St. Louis, Missouri, sister of Mrs. W. G. Bowen, is in Ottumwa for an indefinite period as a guest in the Bowen home. Virginia Bowen, daughter of superintendent, visited with friends in Savanna during July.

L. H. Rabun and family were in Princeton, Indiana, as guests in the home of Mr. Rabun's brother, who is roundhouse foreman on the Southern Railroad. Returning home they were accompanied by their son Thomas, who had spent several weeks in Princeton.

Special agent H. Harvey and wife journeyed to Lake, Mississippi, for a vacation during July, which is the old home of Mr. Harvey.

Due to a lack of space our comments on the elaborate railroad week celebration in Washington, Iowa, shall be brief. Signal Maintainer D. L. Carbaugh, acting agent W. W. Carson and section foreman H. Hamilton were committeemen for the Milwaukee and were assisted by Mrs. Edw. Grayson and Mrs. D. L. Carbaugh. The principal observance was a picnic supper in Sunset Park on Wednesday, followed by a program in the railroad park south of the Milwaukee depot, participated in by the Washington concert band. The speaker of

the evening was Tom Straw of Chicago; various musical numbers were presented, including vocal solos, accordion music, violin selections and tap dancing. Friday night's program consisted of a minstrel show by the J. W. Kerrigan family of Davenport, a few remarks by acting agent W. W. Carson, various other musical and dancing numbers, followed by a free dance in the waiting room of the Milwaukee depot. Two separate orchestras, composed of Milwaukee employes, furnished the music. Cool and refreshing drinks were served by the juvenile fiddlers on the well lighted station lawn. It is estimated there was in attendance on Wednesday evening about three thousand people and on Friday evening around four thousand.

The New Hub of the I. and D.

Wm. Lagan

AGENT J. E. Paulson of Ravinia is recovering from having his tonsils removed and is getting along nicely at this time.

Conductor Lou Windsor of Sioux City is planning an extended vacation in the East. He intends to visit New York, Philadelphia and Pittsburgh while away.

The many friends of H. F. Brown, former agent at Hawarden, Ia., will be glad to learn that he has almost recovered from an illness and is up and around again.

Agent C. F. Dunham of Wagner, S. D., is back at work after a month's vacation, which he spent at his cottage on the James River near Milltown, S. D.

Switchman Frederick F. Brown and family of Sioux Falls, S. D., spent a few days visiting at Sapp, N. D.

Operator K. V. Gray has been assigned to second trick at Elk Point permanently.

Secretary Grendler of the West End Agents Traffic Club reports a successful meeting which was held at Tripp, S. D., August 6th. Messrs. N. F. Ingraham, F. R. Doud and J. M. Murphy were visitors at the meeting.

Mrs. Wm. Schumacher, wife of Engineer Schumacher of Platte, S. D., has been quite ill lately, making it necessary for Mr. Schumacher to be at home. Engineer John McGrane has been relieving him on his run.

General Agent W. D. Griffiths, Sioux Falls, and Mrs. Griffiths will leave the latter part of August to attend the 38th annual national encampment of the United Spanish war veterans. The encampment will be held at Saratoga Springs, New York. After the convention Mr. and Mrs. Griffiths are planning a tour of the East and will visit New York, Washington, Montreal and several other places of interest.

Conductor W. B. Anderson of Sioux City recently picked up lineman A. E. Erickson and roadmaster Geo. Wean and was giving them a lift out to West Yard. En route Mr. Anderson and Mr. Erickson stopped to make a purchase in a store and left the car double parked with George to watch it. When they came out of the store the car had a traffic tag on it for double parking. Walt was much disappointed in George—not because he couldn't drive the car, but because he said he thought George Weans should be able to talk himself out of the tag. We wonder if George might have been handcuffed or something.

Twin City Terminals—Mechanical and Stores Department

N. A. H.

"BELIEVE it or not"—Reporter "Happy" Justad.

South Minneapolis roundhouse vacation news: Joe Fogel, boilerwasher, No. 1, returned from a month's vacation in Denver, Colorado. Joe tells us he may make a hurried trip west—WE WONDER WHY.

Jim Makres, boilerwasher No. 2, vacationed in Pittsburgh, Pa. The smelters surely gave Jim a fine sun tan.

Art Corse and Ole Thornes and lady friends visited the 10,000 lakes. Two and one-half pounds sunfish and one pound six ounces for perch—OH YEAH?

Benny Thill and family vacationed through Minnesota and Canada.

John Nordale and Mike McDermott vacationed in Northern Minnesota, but due to the forest fires, their vacations were cut short. No place like home, is there?

Walter Jones received his bonus and took his first vacation in 23 years. Traveled to Duluth and the South Shore Drive. Singed his mustache in the forest fires, plenty hot.

Bloomington farmers Red Garin, Bill Boche, Jay Minetor and Walter Savage want the boys to order early their hot peanuts, cornstarch and what-not because they live in the drought area.

Bill Boche is driving around in a new Cheve—his contented cow must be giving a lot of what it takes.

The boys wish a speedy recovery for Frank DeShane, Frank Devorak, Clarence Busterud and Jim Peters.

Roundhouse foreman Wayne Henderson and wife vacationed West, attending the Shriners Convention in Seattle.

Miss Agnes Robertson, clerk in roundhouse, took an extensive trip on her vacation.

West I. and D.

Edna Ann Hall

ENGR. and Mrs. Diehl of Rapid City took a motor car trip through Yellowstone park this past summer. As usual, Mr. Diehl carried his tool kit with him, even though he has a new Ford. His many years as an engineer make him believe in preparedness for any stoker trouble.

Florence Paullin spent a two weeks' vacation at Spokane, Washington, and reports a grand time.

R. I. Colvin, agent at Rapid City, took his Legion Drum and Bugle Corps to Yankton to the state convention. We have not heard as to whether any prizes were captured or not.

Operator Sullivan of Stamford has bid in the operator's job at Murdo.

Engr. Newbauer was called to North Dakota account the death of his sister. Our sincere sympathy is extended to Mr. Newbauer.

Mrs. Chapman, agent at Conata, spent some time in the east during the past summer.

Section Foreman Robertson of Caputa is back from Muscatine, Iowa, and feels as good as new after taking treatments there.

A number of West I&D folks plan to attend the Veterans Association get together in Chicago, September 10th and 11th.

Clarence Wangness spent a few days visiting relatives at Calmer, Iowa, this past month.

Mr. H. B. Peterson won the open municipal golf championship at Mitchell this season.

Mr. R. A. Burns, division freight and passenger agent, Aberdeen, spent a few hours at Mitchell recently.

Division staff meeting was held at Spencer, Iowa, this past month, with the West I&D well represented. All officers had dinner together at the Tagney Hotel, Spencer, prior to the meeting.



Traveling Engineer Jefferson Riding His "Special"

Pete Roller is working along the Black Hills Line for the past two weeks.

Mr. A. M. Glanders, chief carpenter, was a Mitchell visitor recently.

Bob Metcalf visited his old home in Paulina, Iowa, for a week end during August.

West Coast Notes

A. M. R.

SYMPATHY of many friends is being extended to car foreman W. G. Densmore and Mrs. Densmore in the death of their only child, Mrs. Helen Johnson, age 23 years, on July 21st, from injuries sustained in an automobile accident. Mrs. Johnson was born and raised in Tacoma and was a very beautiful young woman. Besides her parents she is survived by her husband, G. Roy Johnson, and a two-year-old daughter.

By an odd coincidence, the services of the driver of the car that ran into the one Mrs. Johnson was traveling in, were held at the same time; and both victims were buried in the same cemetery not over 50 feet apart.

The mother of Gertrude Alden, formerly of this office, but now in Seattle, passed away in California July 9th. Interment was in Spokane.

Roadmaster Herb Davis was stung by a yellowjacket on the ankle and compelled to take a day off. All O.K. again now and ready, but not willing, for more.

Miss Jane, the daughter of supt. and Mrs. F. E. Devlin, was united in marriage, June 20 in Tacoma, to Robt. N. Ketner, son of a leading contractor of this city. The wedding was held at the home of the bride's parents, and was attended by many out-of-town guests. They will make their future home in Tacoma. We all wish them the best of luck and happiness.

Guy Bell, time revisor, won the Meadow Brook nine par golf tournament last month, and that's going some, as Meadow Brook has some very good players.

C. J. Turner, of dist. accounts office here, is a Master Sergeant of the National Guard. During their recent encampment he was unfortunate enough to contract a serious case of congested lungs, and instead of being up and around with his duties, he put in all his time under an oxygen tent.

Is out again now, but the encampment is all over, and as there isn't any need for a Master Sergeant at the Tade Falts, C. J. will have to just wait until next year.

Geo. W. Blair, div. freight and passenger agent at Bellingham, passed away there on June 10, aged 74. He had over 50 years' service with the company.

Services were conducted in Bellingham with Mr. Pierpont, Mr. Gillich and many other officials present.

Mr. L. Wylie has been appointed trainmaster with headquarters in Tacoma, effective July 1st.

Trainmaster Cleveland is back on the job again and we are all glad of it.

Operator C. P. Miles was on the sick list for a few days, but is O. K. again and ready for the next move, which will be back to Chehalis, we presume.

John McShane, former general yardmaster at Tacoma, is at St. Joseph's Hospital, Tacoma, in a very serious condition.

The son of Chris Schmidt, of the Tacoma Shops, suffered a broken leg recently and will be confined for quite some time.

Good Old Dubuque Shops

Lucille Millar

WELL, here I am back on the job again; can't particularly say I'm enjoying the 107° of Iowa after the 70° of Washington and Oregon, but the motor trip out and the train trip back were fine while they lasted.

Three Forks can well be proud of Nora B. Decco—she's "tops" and I think she's swell and hope to be "comin' round the mountain" again next year to accept her nice invitation to see Yellowstone via Galatin.

Was sure glad to see our former district storekeeper J. C. MacDonald and have the pleasure of meeting his office force and to

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LET'S TALK

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*Exclusive licensee under U. S. Elinvar Patents No. 1,313,291 dated August 19, 1919, and No. 1,454,473 dated May 8, 1923.

60-hour Bunn Special

ILLINOIS

Elinvar Watches

see the beautiful city of Tacoma, being driven around it and taken to the hotel for lunch by Mrs. J. C. M.

Enjoyed fried chicken in the evening at the Delaney home in Tacoma and what I still can't figure out is how Esther learned to put such a meal together after pounding a typewriter empty ump years. And can her William ever be proud of the flowers adorning their pretty home—it was a short visit but a nice one.

Our Olympian for the return trip—was that ever the last word? It was! Being as how the Shriner convention had just let loose at Seattle, yours truly was assigned to an upper, but it was no hardship at all as the ventilation was great and did it ever make her proud to hear all the nice compliments about the courtesy, comfort, service, excellent food, finest scenery in the world, that echoed from all sides. I believe the entire dining car force should have special medals or decorations or something for they sure outshone themselves in every detail, handling the crowd and keeping the people happy.

On a trip of that kind we generally meet people we know back in our part of the country and sure enough there was Mr. and Mrs. James Bell riding along-side of me one morning, having returned from parts north and west.

Our old friend, Martin Baumhover, who used to be electrician "way back when" at Dubuque Shops, was seeing to the air conditioning and doing a good job of it. Everyone piled off at Moberge to see the Indians do their stuff and witness their fine regalia, which is one of the attractions our "Milwaukee" furnishes her Olympian guests, and was it ever good to get out of the 110° back into the cool of the train.

Al Voggenthaler and his good wife are spending their vacation out in Spokane, Portland and Eugene, Oregon, visiting the daughter at the latter place who was my charming companion motoring to the western country a few weeks ago.

Harry Kreamer "achooed" his way up to Minnesota the other day—don't know whether he calls it a vacation or a hide-out. Cheer up, Harry, it won't be long and you'll be digging the engines out of the snowdrifts again.

Our Charleski, I understand, went down to Savanna recently to rescue their baseball team at a big match with the CB&Q boys. But—as sometimes happens, Brother Abrahams came back without his colors flying; in fact, says he had the wrong shade trousers as red was the prevailing color. Cheer up, C. A., someone always has to lose, you know!

Locomotive engineer A. Wagner is all puffed up about having a brand new son-in-law. And, Tony, way out in Spokane, some of your shirt-tail relations told me to say hello to you and to tell you that "you can't take it with you when you die," soooo you better be getting out to see them real soon.

"Penny" Sprenglemeyer went fishing and just to be sure he'd have some of what

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CHICAGO

he went after, slipped a can of salmon into his lunch basket—now that's what you call foresight! (He was right, the fishin' was punk). But "Penny" contends if Jake Kleeman hadn't done so much ragging the fish would have done better by them. (Next time go alone—or take "Case" Ball—the fish would come right up to the top to listen to the stories he'd be telling you.)

Clarence Horsfall was right down sick for several days, but we're glad to see him back on the job again.

Justin Brandt took his annual vacation, and as usual about a month in advance studied the "Official Guide," carefully mapping out a scenic route from here to Klondike, Bermuda, Toronto and several other ports. "Red" left home Saturday and was back to work again Monday morning—just took a little run over to Harvey, Ill. (You had it coming to you, "Red"!)

Roy Schuster is letting his missus and junior take the vacation this year; they are out in Hollywood and I understand from very good authority that arrangements are being made for Roy to get into the movies (the person who reported this said you were going to double for Schnozzle Durant, but I claimed if anything it would be for Clark Gable, what say you, Roy?).

"How come?" "So what?" "Oh Yeah!" They rile me up and boil me over—(Won't some lexicographer please invent

Some new expressions to cover?)

Iowa (East) Division News

J. T. Raymond

MISS ALICE McGUIRE returned the latter part of July from a two weeks' vacation visiting with relatives in San Diego and other California points.

Mr. and Mrs. L. S. Dove and daughter Nadine of Marion spent part of August visiting at Pequot, Minn. They have a cottage near the Van Wormer place.

Mr. and Mrs. William Reep and Mr. G

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J. A. ROESCH, JR.
 President Steel Sales Corporation
E. A. RUSSELL
 Otis Elevator Company
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W. McElwain of Marion attended the Shrine reunion at Seattle in July.

Mr. and Mrs. H. L. Mellish visited Seattle and other western points the middle of July.

Operators Russell Tarr, F. W. Behrens and B. F. Ottaway manned the station at Browns temporarily for several days the latter part of July while the track was singled between Browns and Spragueville on account of bridge repairs.

Mrs. Ralph Seager of Marion went to Toronto, Canada, July 25th, to spend several weeks with relatives.

Mr. and Mrs. Ralph Seager and Mr. Seager's mother spent the middle of July visiting relatives at Chippewa Falls and Park Rapids.

Miss Mildred Boess and Mr. F. E. Sorg, both of Hawkeye, were married June 23rd at Galena, Ill. Our congratulations and best wishes. Mr. Sorg is acting agent at Arlington this summer.

Agent H. E. Ramsey of Arlington is at Marion relieving train dispatchers on vacation.

Mr. and Mrs. L. R. Boettcher of Marion spent several days in Cleveland, Ohio, visiting relatives.

Remember the reunion, Milwaukee Veteran Employes Assn., at Chicago September 8th and 11th.

This division handled four sections of the Ringling, Barnum and Bailey Circus from Davenport to Cedar Rapids Wednesday morning, August 12th. Trains went via Clinton and Green Island.

The writer regretted he could not be where he could shake hands with W.H.C.

Henry Kruse, custodian at Hale, attended the Shrine reunion at Seattle, Wash.

Conductor and Mrs. Phillip Shoup visited their daughter and her family in Philadelphia, arriving back at Marion August 5th.

Operator L. A. Huffman of Oxford Jct. was off several days the middle of July on account of having been overcome by the heat.

Agent Chas. Rowe and wife spent several weeks in July visiting relatives in Los Angeles and Tacoma. Also taking part in the Shrine reunion at Seattle.

Mr. and Mrs. W. E. Cooper and their daughter Catherine visited early in August at Chicago with friends, continuing their trip to Madison, S. D., visiting with Mr. Cooper's sister, Mrs. O. W. Hanson.

William White, 84, of Long Beach, Calif., died Tuesday, August 4th. He retired from the service of the Milwaukee account of illness September 6th, 1920. Mr. White was a member of the Milwaukee Veteran Employes' association, a Mason and a member of the Methodist Church. He had a wide acquaintance in his active days in the train service between Marion and Chicago. He once took a prize at the Milwaukee Veteran Employes Assn. reunion at Minneapolis for the member coming the longest distance for that occasion. His remains were brought to Marion where the funeral services were held and where the interment was made.

Chief dispatcher H. C. Van Wormer of Marion returned home July 31st after spending a month at the lake near Pequot, Minn. Mrs. Van Wormer remained for a longer stay.

Mr. and Mrs. L. J. Hewitt of Marion spent a week end at Spirit Lake, Iowa, and later visited the Franz family in Chicago.

Many friends on the Milwaukee Ry. will sympathize with Isaac Burgess of the B&B department in the loss of his wife who passed away August 8th after several weeks' illness at the home in Marion.

Received the Butte Daily Post today (Aug. 14th) with pictures of Newman H. Fuller, president, Puget Sound Pioneers, and some old cronies, on the front page, giving an interesting writeup of their reunion at Butte Monday, August 10th.

Northern District—Car Dept.

O. M. S.

FOREMAN TSCHOHL, St. Paul repair track, recently purchased a new dark blue Ford V-8 sedan and with Mrs. Tschohl, their son, Frank Jr., and wife, drove to Duluth, Two Harbors, Fort William and Port Arthur, also Winnipeg, and enjoyed a nice vacation.

Asst. foreman J. C. Weatherell and family were called to Milwaukee by the death of Mr. Weatherell's mother, who had been ill for some time. We offer our sympathy in their loss.

William Schmidt of St. Paul repair track is the owner of a new Ford V-8.

Mr. Peter Larson and family visited relatives at Frederic, Wis. Mr. and Mrs. Charles Hageman and sons Wilfred and Richard are visiting with relatives at Flint, Michigan.

Mr. and Mrs. Dennis Sullivan have gone to Fort Dodge, Iowa, to see relatives. Mr. and Mrs. Jacob Hentges are visiting at Winona; Mrs. Nick Wojtowicz, at Madison, Wis.; Mr. Bernard Ratwick and daughter, Evelyn, at Eau Claire, Wis.; Miss Clydal Harrington will visit relatives at Isabella, Mich.

Foremen Hollingsworth, Tweder and Laird have returned from their vacation and state the weather was cooler in Minneapolis than elsewhere. Chief Clerk Walter Johnson enjoyed his vacation at Lake Minnetonka. Einar Hauger visited at Selby, Mont., and Chicago. Grace Hammerot spent her vacation at Lake Wapagascot. Ella Siegler is visiting relatives and friends at Winona and Chicago. Foreman G. Larson is saving his vacation for September.

Just a few words about our ball team—The Hiawathas: 1st game—Hiawathas defeated Wells Memorial, 17 to 5, with home run by Morgan Allan, with bases full and a three-base hit by Makousky.

Second—Hiawathas defeated Jefferson Bus, 10 to 5. R. Makousky and C. Olson pitched nine-hit ball.

Third—Hiawathas defeated Wells Memorial 4 to 3. Two home runs by Bernie Maher and G. Sirany pitching five-hit ball and hitting a three-base hit.

Fourth—Hiawathas defeated Jefferson Bus, 4 to 1. R. Makousky pitched four-hit ball with home runs by B. Maher and G. Sirany.

Fifth game—Hiawathas defeated St. Louis Park, 28 to 7, four home runs—one triple and three doubles.

Sixth game—Hiawathas defeated Wells Memorial 15 to 7. Bob Carlson made two home runs. Coach Olson surprised himself and everyone else by making four hits out of five. Pitcher Al Tomlinson made a home run.

Seventh game—Hiawathas defeated St. Louis Park, 14 to 5, with home runs by Tomlinson and Kirkland.

The Hiawathas' only set-back was by Excelsior—playing in a 2 x 4 field, where the left fielder had to be a woodsman, the center fielder a deep sea diver and the right fielder a mountain climber, with C. Olson pitching into a 90-mile an hour gale.

We are sorry to report the death of William Foran, age 70, who passed away on August 11th. Mr. Foran formerly worked as carman at So. Minneapolis Shops, retiring on Milwaukee Employees Pension in 1931. Our sympathy is offered to surviving family.

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

Nora B. Decco

FIRST thing this month is a wedding and it's engineer Paul Busch of Bozeman and Miss Frances McFerran of that city August 13th after which event, accompanied by about 40 of their friends they celebrated with a dinner at Karsts Camp up the Gallatin Canyon. Mr. and Mrs. Busch will make their home in Bozeman where they are both well known, Mrs. Busch having been bookkeeper for the Montana Power office there for the past several years. Mr. Busch is the only son of the late A. J. and Mrs. Busch, and is employed by the Milwaukee there on the switch engine. May they have a long and happy life is the wish of the entire division.

Things seem to be moving pretty fast around here, almost too fast for us to keep up with. Lots of gravel hauling as they are laying new steel out of Butte Yard west, on this division, and graveling from the local pit, and what with a circus in town back of the depot and an airplane landing on the field in front and lightning striking the trolley wire overhead, well, we can't keep our mind on everything at the same time, we do what we can to see everything, tho.

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Endicott Bldg.

St. Paul, Minn.

Tomorrow may be too late

Conductor Harry Buyers says the lightning was nothing compared to what wrecked his house, something happened with the gas stove or at least that is what he thinks and his house is no more. They have moved over to Three Forks from Deer Lodge and expect to locate here in the near future where Mr. Buyers has taken a turn on the east end out of here.

Jimmy Campbell's brother and wife are here on a short visit from Illinois. They are at present camping up the Madison.

Condr. Hudson and wife have moved over to our city from Belgrade where they have lived the past few years. They expect to remain here as Mr. Hudson is working west out of here at present.

Condr. Clyde Mullins was called to Seattle early in July due to the serious illness of Mrs. Mullins there; we hear she is greatly improved and are all glad to know this and hope for her speedy recovery.

Condr. Fairhurst and wife with two of their sons have gone to visit Mr. Fairhurst's brother in Chicago. They expect to be gone several weeks.

Alvin Pitman, son of Agent Pitman of Ringling was agent at Gallatin Gateway a few weeks during July, later displaced by operator Ameick from Butte Yard second who had been in turn displaced by operator Robinson.

Condr. and Mrs. Steel have returned from a short trip where they took in Glacier Park among other places; now are in doubt as to which park they should go next summer.

Condr. and Mrs. Heier and Mrs. Heier's sister have made a trip to Yellowstone and after returnng home Mrs. Heier's sister went on east from here.

Fireman Eric Williams has gone back to the Northern Montana after looking us over for a few trips—seems he was assigned to something or other as soon as he left his home division and he went right back again; so did fireman Leveque.

Among new faces looking at us (and do we stare, now and then), long time since we saw some of them—are fireman Alverson, Switzer, and brakeman Robert Burns. Lots of brand new ones, too. Roadmaster Lee has put his son Elmer to work and what I mean he is working, too—they all are.

Section foreman McCauley from Three Forks section has taken Mrs. McCauley to Rochester, Minn., for treatment; she has been sick for some time and is about to lose the sight of an eye. We trust she will soon be back much improved.

Mr. R. E. Hibbard, a tall, good looking young man, who is chief clerk for vice president Pierpont of our railroad has returned to Chicago after a trip with his

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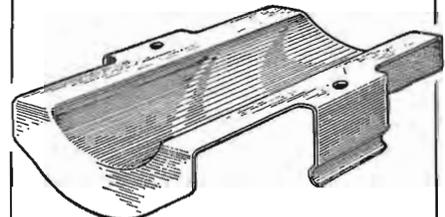
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C. M. St. P. & P. R. R. Co.

September 10th and 11th,
1936

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MR. L. J. BENSON
Room 826, Union Station
Chicago, Illinois

wife was twice as good looking, during which trip they went everywhere they could think of, including our circus park, old Yellowstone, and he claims he had the bears eating out of his hand by the time he left there; he is coming back next year, too, and bring a lot of his friends.

George Abbott, the best wire chief with the new switchboards that chief lineman Meade has installed in every nook and corner he can find room to install anything, made a flying trip over this way the hottest day in July and he has as his guest the best telegraph operator in the Western Union, so he said. No doubt. Best looking, anyway.

Mrs. John W. Ross and son, John, are visiting old friends here and around the division. Mrs. Ross has not been back here for some years and is a guest of the Coffin family. By the way, Bill is a passenger conductor most of the time nowadays, as regular passenger conductor John Rice has gone to Salt Lake to visit his son.

The Pioneers' Club met in Butte this year and many old faces were there; the Milwaukee Women's club was right on the job to entertain the ladies and Mrs. Henry Clemmons, their president, made a very charming hostess during the entire session. Monday afternoon 40 were entertained at tea and bridge at the Butte Country club, and the same evening 180 at dinner at the same place. Those at the Milwaukee club rooms kept open house and every one left with the pleasant memories of a good time had by all. Tim Lawlor was host for the big doings and he was some host, from all we hear.

Miss Dolores Vachreau, daughter of the yardmaster at Harlowton was a passenger enroute to Chicago last of July.

Many will regret to learn of the death in California of former cond. Charles Hurst during July. Mr. Hurst was for many years a Rocky Mountain division conductor and has many friends on this division. We offer the family our sincere sympathy.

Fireman Edward Brasch was called to Portland August 8th on account of the death of his mother there. She had been ill for some time and Mr. Brasch had been there to see her, only a short time ago. We extend to this family the sincere sympathy of the division in this great loss.

The death of James Crockett was omitted from the magazine in the July number through error and we regret to write of the passing of this old time engineer from our ranks. Mr. Crockett was a resident of this state for 30 years, and had been in the service of the Milwaukee road for over 25 years. He helped build the extension into Montana and was well known throughout this part of the state. He was an old Union Pacific engineer, running passenger on that line in Colorado when I lived there as a small child, and worked for other lines in the west before coming here. He leaves two daughters, a son and a step son besides his widow. We offer our sympathy to this family.

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H. and D. Notes

Walt

IT IS with regret we report the death of train dispatcher E. W. Lollis, who passed away at his home in Montevideo, Minn., on Monday, August 3rd. Funeral services were held in Minneapolis on August 6th under the auspices of Minnehaha Lodge No. 165, A. F. & A. M. He is survived by his wife and daughter Louise, both of Montevideo, and two brothers, B. E. of Duluth, Minn., and D. J. of Miami, Fla.

Roy A. Burns has been appointed division freight and passenger agent at Aberdeen to succeed the late O. F. Waller. Mr. Burns was previously employed as chief clerk in the General Northwestern Freight Agent's office and later as flour and grain agent at Minneapolis.

Conductor E. P. Harrington on Nos. 15 and 16 has given up the through runs in favor of local assignments. Conductor C. D. Bingham, who for the past several years has been working on Nos. 5 and 6, has taken the through run vacated by Mr. Harrington.

Conductor Jack Lally recently returned from a trip to the west coast, where he had been vacationing with his family. He reports a very enjoyable trip.

Mr. Wm. M. Ryan, superintendent of the Railway Express Agency in this territory, was a recent visitor at Aberdeen, calling at the division office while in the city.

The Sidney L. Smith Post of the American Legion at Aberdeen traveled to Yankton, S. D., on August 2nd to attend the state convention. Two coaches were added to train No. 115 to take care of the movement. The return trip was made on No. 116, August 5th.

A survey of the parking lot near the passenger station at Aberdeen shows that new cars continue to hold the interest of Milwaukee employees. Jimmy Madden, Max Hanson and Bill Kane are the proud owners of new cars.

L. J. Lowe and C. H. Anderson are the extra operators at Aberdeen during the stock movement from the Lines West. Mr. Lowe is working as side-table operator in the dispatcher's office and Mr. Anderson is working a trick at the yard office.

Paint inspector W. R. Helwig visited at Aberdeen between train connections on August 7th. We are always glad to see jovial Bill and listen to his stories of the west river country.

Train dispatcher Ayars is back on the

job again after spending an enjoyable vacation with his family on the West Coast.

Baseball fans around Ortonville organized an "On to Nicollet" Day, headed by Ed. Gowan, chairman, and Art Anderson, vice-chairman, and as a result a six-car special train was operated from Ortonville to Minneapolis and return on Aug. 7th. About three hundred fans made the trip to Nicollet Park and the Millers did their share to make the day complete by triumphing over the Louisville team by a score of 6 to 3.

As a souvenir of the trip each member of the Minneapolis Club was presented with a small piece of granite about eight inches square on which was engraved the player's name. Ortonville is noted for its fine granite quarries, and the presentation to each of the players on the team created much favorable comment.

An editorial in the "Ortonville Independent" by Mr. L. A. Kaercher, entitled "Clear Board"—Not all!—commenting on the trip to Minneapolis, compared the safety of train travel with that of automobiles. The editorial was prompted by his observation of the safe method in which trains are operated. To best illustrate the trend of his article, below is quoted an excerpt from Mr. Kaercher's writeup:

"Clear Board!" Not all—only when clear board. "Caution" when caution! By strict observance of their orders it is no wonder railroad men have earned for themselves the reputation—"Safest drivers in the world." And the railroad's the "safest mode of travel." As motorists, by but a partial observance of our orders, we can share with them their honored title.

Agent C. H. Bongard at Ortonville has returned to work after a month's vacation spent in Canada and on the Lake Shore Drive at Duluth. He was relieved by Jack Hartzell.

Amazing But True

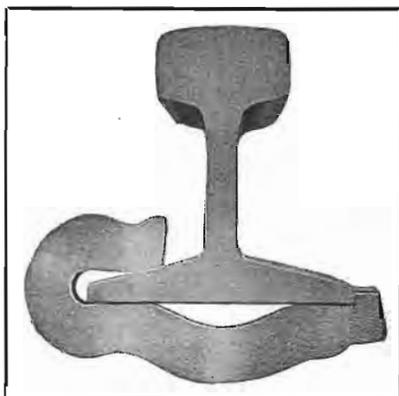
WITHIN the past twenty years the tractive effort, or the capacity to pull, of the average steam locomotive has increased 44 per cent.

Claims resulting from loss and damage to freight shipments paid by the railroads have been reduced from \$119,833,127 in 1920 to \$17,946,049 in 1935.

The railroads of this country bought 81,427,000 tons of bituminous coal in 1935, or 22 per cent of the total bituminous coal output.

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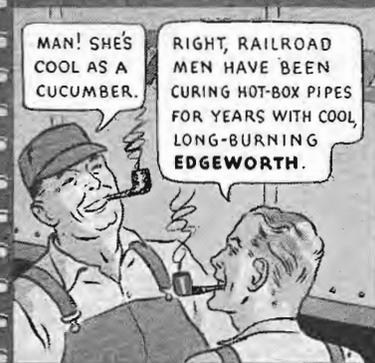
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Wisconsin Valley Division Notes

Lillian

MISS CHANDLER, winner of first place in a bathing beauty contest staged at Woodruff, will represent her community as "Miss Woodruff" when bathing beauties gather from various points of the north woods to take part in a contest in connection with "A Pageant of the North." The pageant, second annual production of the Woodruff community, will be given on August 14th, 15th and 16th.

Wausau visitors during the past few weeks are: Charles Schlom of the real estate department; G. C. Hiltel, division freight and passenger agent; J. J. Casey, freight and passenger agent, and E. A. Lalk, assistant general freight agent, Milwaukee.

Mr. Tom Dodge, formerly connected with the C. M. St. P. & P. R. R., now with the U. R. T. Co., called on Wausau friends recently. This was his first visit in Wausau since 1933.

The train dispatchers are having their vacation, Mr. J. H. Held and Mr. A. W. Warner having returned, also Mr. H. L. Vachreau. Mr. M. M. Harrington is enjoying his vacation with a trip through the western states. Mrs. Harrington is accompanying him. L. G. Fredrick is relief dispatcher during the absence of regular dispatchers.

Mr. John Kutella of Wausau caught a 37¾-pound muskellunge in Lake Wausau north of the Rib River bridge the evening of August 10th. It was on display at the Northland Sporting Goods Store and hundreds of persons viewed the 48-inch fish. The fish was landed within five minutes.

Mrs. Fannie Govan visited at the A. W. Warner home the past two weeks.

Mr. and Mrs. John Biringer have returned from an outing at Manson Lake.

Mr. and Mrs. A. T. Van Orman and children, Suzanne and Charles, Indio, Calif., arrived recently for a visit with Mrs. Van Orman's mother, Mrs. John Melvin. Mrs.

BOLTS
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RIVETS
and
LOCK NUTS

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3403 W. 47th St. Chicago, Illinois

Van Orman will be remembered as Edna Larson, who was employed in the freight department at Wausau before her marriage.

Out Where the West Begins—
East End of the Trans-Missouri
Division

D. H. A.

HAVING returned from a grand vacation spent in New York City and Bermuda, I hope to be able to cope with the trials and tribulations of a cashier and freight clerk for another year.

Many changes have taken place since my last writeup, business being so good in all branches that it was necessary to put on additional help everywhere. First they put on a set of dispatchers here on July 12th, with our genial W. P. Moran as chief. Harold Winship of Miles City, formerly a Moberidge resident, is working first trick. Walter A. Horn of Malden, Washington, is working second trick, he is also a former Moberidge boy; Neil Grogan of Miles City and Lewistown, who worked here during the rush last year, is working third trick; Dave J. Haggerty of Kalispell, Montana, is back working on the swing job or traveling train dispatcher, working three days at Miles City and three days at Moberidge. Mr. Mosher's work was so heavy with the stock movements that it was necessary for him to have a helper, so Mrs. Hazel Dennis, formerly Hazel McMillion, of Lemmon, is the sidetable operator, and Mr. Winship says she is sure a big help to him.

They have also put on three shifts at the local roundhouse, giving work to several men, and all extra train and engine crews have been called back and are working steady during the rush. With the crops all gone for another year, due to the drought and heat, it makes it necessary to ship all the cattle out of the country for grazing in greener pastures. Last Friday night, July 31, was the banner night for stock shipping, 500 cars passing through here from Montana and the Dakotas, 291 of these cars being loaded on our division. Mr. Mosher reports that 2,409 cars of stock were loaded on our division during July this year. This is the largest stock loading for one month that we have any record of, with the exception of September, 1934, when we loaded 2,531 cars. But that was due to government buying. Our passenger business is also very heavy—numbers 15 and 16 running in two or three sections with many special trains.

Agent Williams has added duties now, being supervisor of the group of Sioux Indians who dance for the entertainment of the passengers on the Olympians each day. When he gets them fully trained and the tourist season is over, he may take them to New York City for an audition with Major Bowes. They are camped in tents, right across from the freight house, and we see little "cupids" running around every day, much to the amusement of the freight house force.

Death and sadness has again invaded our midst with the passing of one of our finest young men, Kenneth E. Clark, 24-year-old son of Conductor and Mrs. Leonard W. Clark, who passed on of tuberculosis, at Custer, S. D., on Friday, July 24th, after an illness of three weeks. Kenneth was born in Mobridge and spent most of his life here. He was a graduate of the Mobridge High School and an outstanding athlete, as well as a favorite among all his schoolmates and friends. He worked for the Mobridge Grocery Company and later was employed in the water department of the Milwaukee Railway, having just recently returned to his old position with the grocery company. He leaves to mourn his loss, his parents, a sister and three brothers. Masonic and Christian Science services were held at the Masonic Temple on Sunday, July 26th, the remains being laid to rest in Greenwood Cemetery. Sincere sympathy is extended to the bereaved family.

James Caldwell, Jr., has finished his beauty course at the Brady Rogers School of Minneapolis and is now established in business with his mother, Mrs. J. L. Caldwell. James specializes in personality finger waves and is doing a rushing business. We wish him lots of luck.

Engineer and Mrs. Sam Hobbs of Miles City were guests at the Frank Schneider home a couple of days last week.

Mr. and Mrs. Emil Johnson and son Dick have returned from a motor trip through Minnesota and Wisconsin, visiting relatives at Lake Benton, Minn., Chippewa Falls, Wis., and Minneapolis, Minn. They report an enjoyable trip.

A force of painters from Marshall, Minn., have been here painting and redecorating the depot, freighthouse and roundhouse, and it surely is a decided improvement. Everything in the freight office has been painted and varnished, and we are so proud of it. We invite you all to come and call on us now.

Mrs. Bess Bunker is spending her vacation in Seattle. She was accompanied by her mother, Mrs. W. H. Payne; her sister, Mrs. P. C. Morrison, and three children, Pat, Jane and Marjorie.

Miss Bertha Fuller of Iowa City is visiting at the home of her parents, Mr. and Mrs. W. C. Fuller.

Miss Madelon Bailey of Ann Arbor, Mich., is home on a visit. She is taking her mother, Mrs. Steve Bailey, to Rochester for treatment.

Mrs. Harry Fritz is spending some time with relatives at Lancaster, Wis.

Mrs. W. P. O'Hern of Wakpala relieved Ding Childers as agent at Walker for a few days and later relieved Mrs. Cornell as agent at Selfridge, N. D.

Mr. and Mrs. Leo Swanton spent their vacation fishing at Leaf Lake, Minn. They were accompanied by Mr. and Mrs. Andy Reis of Eureka.

Mr. and Mrs. Herb Halvorson and daughter, Mrs. Barney Skaaden and husband, spent a week vacationing in Northern Minnesota.

Mr. and Mrs. Wm. Vanderly, of Los Molinas, Cal., spent a few days here with their son Lloyd. They stopped here on their return trip from Cleveland, Ohio, where Mr. Vanderly went as a delegate to the Townsend convention.

Mr. E. E. Miller, who has been a patient at the Mobridge Hospital for some time, is now much improved and returned to his home a week ago. Mrs. Helen Brown and son Billy of Richmond, Indiana, is here on a visit with her parents, Mr. and Mrs. E. E. Miller.

Miss Mary Mosher, who is taking nurses' training at Johns Hopkins Hospital, Baltimore, spent her vacation here with her parents, Mr. and Mrs. H. A. Mosher.

Dr. G. Sarchet enjoyed a fine vacation, taking a boat trip to Alaska, and on his return trip chartered a plane at Seattle and made the trip from Seattle to Mobridge in one day.

Due to the rush two third trick operators have been put on. Mr. J. R. Rearden at McIntosh, and Warren Childers at Hettinger.

Drafts from the Drafting Room

"Monty"

RUTH PRITCHARD, Ray Petrie, E. A. Kuntz, were the lucky ones this past month to go on their vacations. All reported a very good time and looked fit as a fiddle for another year's work.

Fritz Buettner reported back to work after being away vacationing at Horse Head Lake for the past month. Said he had a wonderful time, fishing, swimming, quaffing beer, lounging, and taking a needed rest. His looks showed that he made good use of this period of relaxation and he couldn't wait to get back to work. On August 1st he put in a full day's work in half a day, so full of pep was he. It was good to see you go on your vacation, Fritz, but it is better seeing you back again.

Hal Chandler (HWC), our great big boiler man, is the latest to have the opportunity of going on his vacation. Three guesses where? Denver, of course. Hope you have a very enjoyable trip, Halsy. You ought to be able to get in quite a bit of bowling practice. How is that new delivery of yours working out? We sure expect big things of you on the drives this year. I may even find a place for you on my team. (HWC—Big Boiler Man—Big Bowler Man.)

Art Schultz and E. A. Kuntz have bettered their horseshoe game a trifle. They won four games last month. When Art's "Ringer" shoe gets going and Kuntz's pointer shoes start clicking, I'll bet they'll be hard to beat. Keep practicing, fellows, for when you reach the peak, then you will get a challenge.

Royce L. Juell delights in making week end trips to Chicago. There must be some attraction there to take our Royce away from Milwaukee so often.

If Hooks Erdman keeps on following these county fireman picnics all through the nearby counties, he will be putting on a bigger front than he has been showing in the past. He will be a real "Roly Poly."

W. P. Williams returned from Chicago and didn't have time to go home and change his duds. So he reported, at the office all slicked out in his Sunday's best. He stopped work momentarily while the boys all sat and gaped in amazement. He sure does look like a Royce Juell or Beau Brummel when he is fully decked out.

They say Elmer Reinke (G.M.) is going to become a musician. He hasn't decided which instrument he will play, but he's

LUMBER PILING—TIES

and

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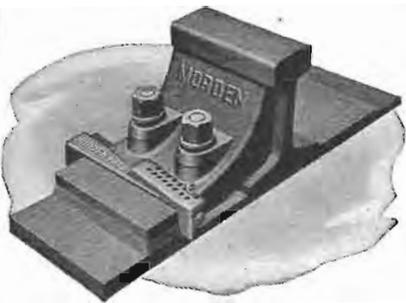
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Jeremiah Rosar of S. C. D. office is a habitual skat kibitzer during noon hour. He hasn't learned much about the game yet, but give him time. He's only been watching about three months.

Iowa Middle and West Division

Ruby Eckman

MISS PHYLLIS ELDER, daughter of train dispatcher A. G. Elder of the Sioux City office, found that being away from home on her birthday wasn't such a bad thing. Phyllis was spending her vacation in Perry with her grandmother, so when her 16th birthday anniversary came, a party was planned in her honor.

Mrs. Wm. Helms, daughter of brakeman Oscar Woolson, was instantly killed July 24th when a gun which her husband was removing from the car was accidentally discharged. The folks had gone to the river for an outing and Mr. Helms was taking the gun from the car before his family got off, when he dropped it on the running board of the car. It was discharged and the full charge of shot struck his wife in the face, killing her instantly.

Engineer Amos Monthie, who has been making his home in Marion for many years moved to Perry the middle of August. Amos has been working on the middle division for a long time so decided to move to Perry so that he could be home.

Operator A. P. Hopkinson, who has been working first trick at Madrid for a long time, bid in a temporary job at Cedar Rapids and transferred there in August. M. C. McGrew of the Des Moines division extra list took the job at Madrid temporarily. Howard Lee, another Des Moines division man, worked at Madrid on second trick while Claude Conklin took a vacation trip to the Minnesota lakes.

Machinist Elmer Swanson's daughter Elizabeth was five hundred and seventy dollars richer in August when her name was drawn at the local movie theater.

O. M. Case, who had worked for the Milwaukee for fifty years passed away at his home in Adel the middle of July. Mr. Case had held the Adel agency for seventeen years, having previously worked at other stations on the Des Moines division. He laid off in the spring on account of his health and never improved enough to resume work. Masonic funeral services were given for him as he had been a Mason for fifty years. Mr. Paul Calhoun has been working as relief agent at Adel since Mr. Case first laid off.

Cashier Hugh Jones and family spent their vacation with Hugh's parents in Seattle in August.

Switchman Willard Silver deserted the ranks of the Perry bachelors and on August 3rd was married to Miss Edna Adams, a trained nurse whose home was at Jamaica. The young people took a short trip to Northern Iowa and on their return home tendered an old fashioned charivari, which included a ride through the bride's home town on a wheel barrow. Mr. and Mrs. Silver will make their home in Perry.

Lt. Charles Murphy, whose father was engineer Billie Murphy, for many years in engine service on the Iowa division, has been named as the officer in charge of the U. S. Naval recruiting station in Kansas City. Lt. Murphy has been stationed on the west coast for some time and this is the first time he has been close to home since he entered the Naval Academy at Annapolis.

Engineer and Mrs. Fred Peterson have another grandchild, a daughter having been born to Mr. and Mrs. J. A. Picken of Fairfield, Iowa. The baby has been named Joyce Ellen. Mrs. Picken was the former Esther Peterson, for whom many railroad folks will always have a kindly feeling for the vallant work she did at Atkins some years ago when some Milwaukee railroad men were injured in an accident. Esther who was a trained nurse, was a passenger on number 8 en route to Chicago and gave first aid to the injured before doctors could be summoned.

Assistant superintendent W. J. Whalen and family went to the Lakes in Minnesota

started letting his hair grow so he will look like one if he can't be one.

While Ruth Pritchard was vacationing Horace Gether from the S. M. P. office came over daily to lend a helping hand.

L. L. Lentz has decided that a year of riding cabs, street cars, walking and getting lifts was enough, so he out and buys himself a Ford coupe. Nothing but the best, says he. Pretty soon you may even hear of him buying a midget racing car. Yes, he's still sold on those midget babies.

Harold Odegarde is rapidly climbing to the front in the Skat standings. He now ranks fourth. Not bad for a beginner, eh, Ode? (By the way, there are only four men playing in this noon hour forum.)

Bill Lee and Will Williams came to work the other day carrying gold bags over their shoulders. They went out after 4:30 p. m. Bill Lee had a 32. He quit after the 4th hole. Williams took a 10 on the first hole and had to quit on the second hole because he lost his only ball. Better luck next time, boys. Anyway, you looked good carrying the clubs.

Rain? Just this much at this time of the year that rain is news. After a long siege of hot and dry weather, rain fell August 9, 1936.

It seems that TMC. is showing signs of weakening and before the year is up might be sporting a car. You never can tell, though.

Harvey Necher reports to all bowlers! A special meeting will be held on August 24th to get things lined up for the coming season. "Back-up" Schultz, Round House Harvey, Southpaw Jaeger, New Delivery Chandler, Tubby Bill Schroeder, Roly Poly Hooks Erdman, and "Justrite" Monty—reserve the date, "boyses"!

Einar Nelson reports at 7 daily, full of wim, wigor and vitality. He's a quiet fellow, but he sure has lots of "Einargy."

V. L. Green was in the spotlight quite a few times this past month. The Beaver Tail was put together and Green was on hand day and night. His garage burned and Igge's car was gone, and then came the folding steps. And he is only a little fellow. Oh, yes, he also took gas the other day.

Sylvan Lester has been very quiet of late. What's the matter, Les? Getting old?

to spend their vacation and his son Billie turned out to be the champion fisherman of the crowd. The fact that W. J. W. had the job of wiggling the worms and minnows on the fish hooks for his son and daughter might have made a difference but Billie hauled in more fish than both his father and sister and doesn't hesitate to twit them about it when the subject is mentioned.

Engineer Henry Nichols left Perry the fore part of August for a month's visit with relatives and friends in his old home in Vermont. Len Hulburt is holding the way freight run between Perry and Ferguson during Henry's absence.

Janette Kressen, daughter of round house foreman A. J. Kressen of Perry, had the misfortune to have her arm broken in an auto accident in July. The car in which Janette was riding went off a grade when the driver was blinded by bright lights of an approaching car.

News of the death of E. W. Lollis was learned with regret by employes on the Iowa Division.

Engineer M. Conners had the misfortune to have the garage at his home in Perry destroyed by fire the fore part of August. The fire occurred during the night and was of unknown origin.

The big news around the middle of July was Perry's part in the celebration for Railroad Week. A big show with a minstrel troupe and a lot of singing and dancing, followed by a pavement dance, afforded entertainment for about three thousand people. All the railroad employes in Perry co-operated in the plan to make Railroad Week a big success.

Agent W. D. Magee and wife were in Monticello the latter part of July to attend the funeral services of D. P. Young, a brother-in-law of Mrs. Magee. Mr. Young worked for the Milwaukee for a number of years, having been roadmaster's clerk and freight house clerk until his health forced him to retire.

J. A. Holmes, who worked for many years in train service on the Milwaukee on the Iowa Division, passed away at his home in Perry, July 12th. Mr. Holmes was 85 years of age and had retired from railroad work a number of years ago.

Conductor William Rehbock received the congratulations of his friends on the middle and western divisions after his return to work following a lay-off during which time he was married. Conductor Rehbock married the widow of his brother Fred, who was a yardmaster for the Milwaukee in Tacoma and who passed away about a year ago.

Mrs. Joseph Searles, daughter-in-law of Conductor Dan Searles passed away at a sanitarium in Ottumwa the middle of July. Funeral services and burial took place in Perry.

I. and S. M. Division

H. J. S.

WE WERE sorry to hear that August Anderson, section foreman, and wife, Sherburn, Minn., were injured in an automobile accident about seven miles west of Jackson, Minn., latter part of July, when three automobiles collided. They were confined to the hospital for a few days.

Herman's daughter Jean left August 12th to spend a few days at the A. J. Reinehr home in Savanna.

Violet had a narrow escape the night of July 23rd. While returning from Ottumwa with her brother-in-law, mother and sister, a tire blew out and overturned the car in the ditch. They were bruised and shaken up but not seriously injured.

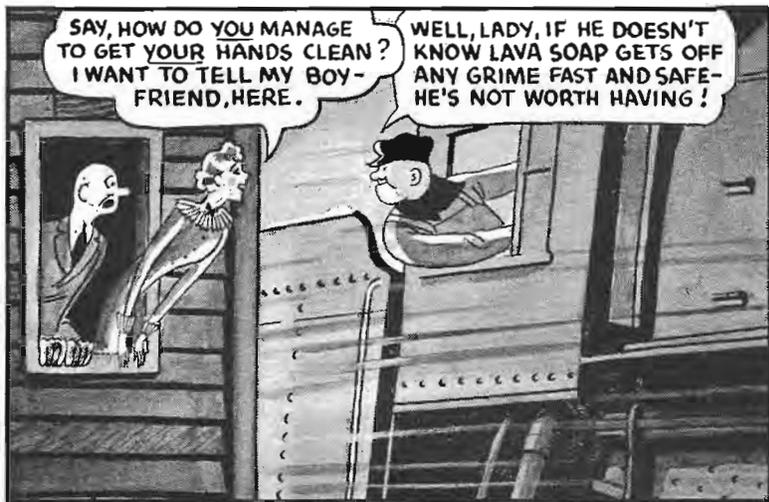
L. H. Okre of Albert Lea, who has been relieving on clerical jobs at Lakefield and Mankato, has been assigned the helper's job at Lanesboro.

Leo Widmer bld in the clerk's job at Decorah and H. A. Lick has taken the transit clerk's job at Faribault.

Arthur Peterson, section laborer, Albert Lea, left for Marquette the latter part of July to take charge of the mowing machine on the I. & D. Division.

General foreman H. J. Keck was on va-

JOE AND ALVIN . . . buy Lava



WHEN your hands are smudged with ground-in grime that won't come off don't blame it on the work you do: Blame it, instead, on the soap you use. Then change to Lava Soap . . . the one sure, safe way to get

extra-dirty hands clean. Yes, Lava's pumice-lather gets the stubbornest dirt in less than a minute. Its soothing oils are good for the skin. Saves money 'cause it lasts so long. Get 2 or 3 cakes of Lava today.

LAVA SOAP GETS THE DIRT . . . PROTECTS THE SKIN



A Procter & Gamble Product

cation July 27th to August 10th, visiting in Dubuque and the northern part of Minnesota. How was the fishing, Harry?

Chief dispatcher F. M. Valentine is vacationing August 2nd to 16th and spent some time in Milwaukee visiting his brother.

M. D. "Dock" Hoff and wife, of the Austin freight office, left August 13th for Cleveland and points east.

Frank Falkingham of the Austin round-house office, left the 10th of August for a vacation in the Black Hills. Don't forget to bring us a gold nugget, Frank. Babe Nicholson is relieving Frank.

Train dispatcher Si Johnson was on vacation the last two weeks in July, visiting in La Crosse.

Others on the line who have been away on vacations, etc., are:

V. E. West, agent, Egan, S. D., off August 8th to 11th.

H. J. Bennett, agent, Fedora, S. D., off July 21st to 27th.

H. M. Holden, operator, Fairmont, off July 15th to 30th.

R. T. Murphy, operator, Farmington, off July 20th to 25th.

H. S. Hoff, agent, Lanesboro, off July 21st to August 3rd.

W. C. Hickey, agent, Rosemont, off July 20th to 23rd.

J. T. Moe, agent, Ridgeway, Ia., off since July 15th, account sickness.

A. F. Malek, agent, Vienna, S. D., off July 18th to 27th.

A. G. Lehmann, agent, Welcome, Mich., off August 3rd to 13th.

B. E. Woolworth, agent, Waldorf, Minn., off August 11th for few days.

N. C. Putnam, agent, Lyle, Minn., leaves August 17th for few weeks.

S. Rowe, operator, Northfield, Minn., leaves August 15th for few weeks.

Those who were unable to see "Paris at Dawn" during carnival week should get in touch with "Tang" and find out just what they missed; understand he liked it so well he stayed for the second performance.

Arnold Hoffman is sporting a new Chev. and Bill Hemann is rightly proud of his new Lafayette. Happy motoring, boys.

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1st to win Seal of Approval American Institute of Laundering



BRUTAL TESTS PROVE COMFORT, LONG WEAR

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Guarantee on every pair—"If you do not find Lee Overalls the longest wearing you've ever worn, you can have a new pair free or your money back."

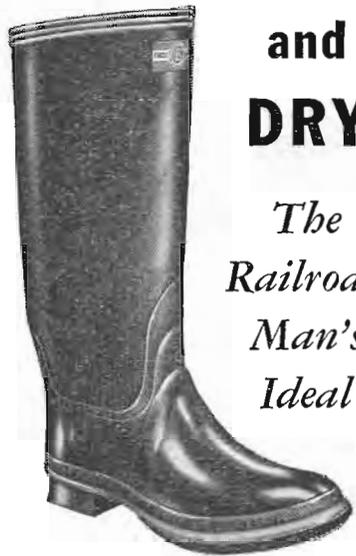
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Man's
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The railroad man wants soles that will not slip. Whatever the type he likes best, it must be durable under the extreme demand of railroad service. It should be lightweight and comfortable.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



"U.S." PATROL

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



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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.

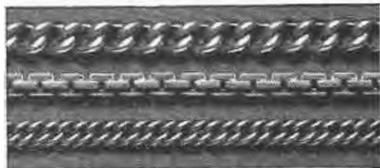
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Chains**

Top chain, O. S. C. Y., \$9
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SIMMONS
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You will be surprised how little Simmons Chains cost, especially if you have been wearing a solid gold chain where you often have to replace links. Railroad men everywhere find Simmons Chains money savers, satisfaction givers — and their good looks attract the eye, whether you wear them week-days or with Sunday dress. At your jewelers.

R. F. SIMMONS COMPANY
Attleboro, Mass.

La Crosse River Division—First District

Scoop

YOU have all heard of the power of the human voice. Sam Hunter now has a rival. It all happened in Portage yards one day when relief yardmaster Ludwig was up by the coal shed and an extra appeared at Portage Jct. The operator, unable to make Ludwig hear, asked conductor Bob Ramsay to holler at him and tell him an extra was coming. The result was that Frankie Kingsland, used as he is to Indian war whoops at Wisconsin Dells, jumped clean out of his chair and Ludwig jumped out of the way, evidently thinking the Hiawatha was upon him.

We regret to report the passing of engineer John S. Dunn, who died in Portage in July after a lingering illness. He had been retired for some time because of ill health. He was one of the oldest engineers on this division and was a great worker for the betterment of conditions in his home town and on the railroad. He leaves a multitude of friends and his family to mourn his passing.

Oldtimers will remember the old West tower at the west end of Portage yard and the rather slight built but husky day tower man who let them in and out of the yards. Frank Slater, "Brocky" to everybody who knew him, passed away in July and was buried in Portage. Formerly a conductor on this division and for many years a tower man, his last work was performed in Milwaukee terminals as a bridge tender. His passing marks the decline of the old "arm-strong" interlocking detector bar plants, which have been replaced by electrical units which throw switches by remote control.

Assistant chief train dispatcher J. C. Brown is on the sick list. We hope to see him back on the job soon.

Mr. T. J. Scott has been appointed storekeeper at Portage with headquarters in the roundhouse.

This dry weather has caused several severe fires, which has made plenty of work for the section forces to subdue. Just recently a fire was battled between McCoy and Sparta on a four-mile front.

The condition of agent J. P. Gibson, New Lisbon, remains about the same since he was taken sick several weeks ago.

Operator Art Bernie, Tomah, is also still on the sick list.

We hope for their early recovery.

Operator Robertson is relieving Brock on third trick at Muskego yard while he takes a short vacation.

Yardmaster H. G. McMahon is back on the job after his vacation.

I didn't mean to slight the River division conductors when I spoke of "good-looking"

conductors in the last writeup. There are some heartbreakers up there, too. Ask Carl Taylor is you don't believe it.

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

R. R. T.

WE REGRET to hear that conductor "Jim" Hunter of the Pend d'Oreille run is still confined to his home by the illness which disabled him a month ago or more. The patrons all up and down the valley miss his genial presence and we hope that he may soon be restored to health. In the meantime conductor Cummings is filling his place.

Mrs. Kelly, wife of conductor Dan Kelly, was taken seriously ill a few days ago and Dan had to be relieved on arriving at Spokane in order to hurry to his home. We hope that the illness may prove to be only temporary and offer our best wishes for her recovery. In the meanwhile conductor Charlie Little has been in charge of Nos. 63 and 64 between St. Marie's and Spokane.

William Smith, the popular roundhouse foreman at Spokane, has just begun his vacation at this writing. So far he has not undertaken any vacation trips, but we hear that he intends to go to Soap Lake to see whether the famous waters there may prove efficacious for his old enemy, rheumatism. In the meanwhile night roundhouse foreman Sam James is on duty days and Don Rossis looking after the job nights.

Due to increased business, Ray Falck has been appointed for the time being as assistant trainmaster for Spokane and vicinity and is putting in long hours running Spokane yard. The yard work has increased so much that extra yard crews have to be worked almost daily. If diligent application counts for anything, Ray will certainly make good.

Chief train dispatcher P. L. Hays of Spokane is at present on a vacation and has gone to Soap Lake to try the curative waters of that famous resort. We hope he may return much improved, his long spell of sickness last winter and spring having run him down considerably. Fred Beal is acting in his place in the meanwhile, while operator Maddox in turn is relieving him.

Engineer C. A. Clark has returned from the Central States with the new car which he bought there and has gone to work on the tramp logger on the Elk River line out of St. Marie's. He reports that the patent back-seat-driver controller which he had installed on his car works to perfection and when its merits become known

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Official Watch
Inspectors for



The MILWAUKEE ROAD

Consult them when considering the purchase of Watches or Jewelry

he expects a great demand from it from harassed husbands.

Fred Hoover of the Spokane switching force and Mrs. Hoover has just returned from a two weeks' vacation trip to California, spent mostly at San Francisco and at the beach resorts near Los Angeles. They enjoyed the outing greatly, but Fred enjoys getting back to work again.

F. J. Kretschmer has been appointed storekeeper at Spokane, a new position made necessary by greatly increased business on the rip tracks. He has been with Mr. McDonald's office at Tacoma.

Engineers Louis Dulik and Charlie Mitchell were off on a protracted fishing excursion at Diamond Lake and report satisfactory results, although from all accounts the mosquitoes were biting even better than the fish. Engineer J. R. Moffett was on Nos. 63 and 64 during Dulik's absence.

Speaking of fishing, Al Neis of the Spokane switching force has a very promising fisherman in the family. Not only ago the Neis family with a party of friends were on a picnic at one of the neighboring lakes. The men of the party of course tried their hands at fishing, but with such indifferent success that they quit in disgust. Al's little son Raymond undertook to show his elders how to do it and in a short time not only caught a basketful of fish but capped his performance by hooking one which was much too powerful for him to land. When his daddy came to his assistance and the fish was landed by their joint efforts it was found to be a five-pound bass.

Conductor Fred Wilder of Nos. 7 and 8, between Spokane and Butte, is off for three weeks at this writing. He will attend the Pioneer Club convention at Butte and then go to a number of eastern points. In the meanwhile George Louiselle is showing them what a really handsome conductor looks like on that run.

Operator H. R. Moorhead is at present relieving Mr. Fred Swayze, agent at Calder, who is away on a brief vacation. For that matter, a number of other agents and operators want to get away on a vacation, but have to wait their turn, and all the extra men are at work and some new ones have been engaged. For instance, a new operator, Mr. Caudle, is relieving Carl Thompson at Spirit Lake, who is on the sick list.

However, whether others get away or not, Fred Hart, agent at Metaline Falls, will be off on the 17th of August to attend the Cole Brothers' circus at Spokane, for he hasn't missed a circus within any reasonable distance for the last fifty years or thereabouts. (There are many of us who feel the same way about it but have not always been so lucky.) We hope that Mr. Hart will enjoy the clowning to the

fullest and will enjoy renewing acquaintance with the elephants.

As soon as "Bill" Smith, roundhouse foreman at Spokane, returns from his vacation, Sam Jones, night roundhouse foreman, expects to go on his vacation in turn. He expects to visit his famous fish hatchery near Olympia and to visit friends at South Tacoma, his old home. Some day we hope to persuade him to utilize a vacation to begin writing a book on his reminiscences of his service "in the Queen's navee."

Engineer John Berg is at present on the second trick switch engine at Spokane and Frank Demonnin is firing on the same. Mr. Demonnin during slacker times had been holding a job as doorkeeper at the Davenport Hotel, but was very glad to exchange the gorgeous uniform of a doorkeeper for the overalls of a fireman again.

Mr. Buchholz, who is serving a special term of apprenticeship in the office of superintendent of motive power Anderson at Milwaukee, was a recent guest at Spokane on a vacation trip. He enjoyed an opportunity to ride with the engineer on the Pend d'Oreille motor car in order to see the magnificent scenery up that way.

Twin City Terminals

J. T. H.

MISS RUTH LINDGREN of the Police Department at Minneapolis spent her vacation at Lake Vermillion in northern Minnesota and says that she had a wonderful time.

Bill O'Neill, lieutenant of police, has gone Hollywood and is enjoying a vacation among the movie stars.

Walter Hagen, formerly of the Accounting Department at Minneapolis and the superintendent's office, is the new time-keeper for the Track Department at Minneapolis, succeeding Walter Anderson, who is now working in the superintendent's office.

Mr. Samuel J. Salter, revising clerk at the Minneapolis freight house, who had been employed at that station since 1898, passed away at Minneapolis the morning of August 12th.

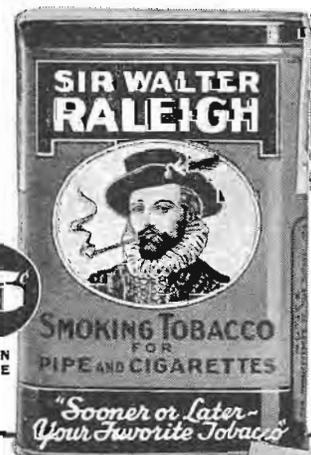
On August 13th the Milwaukee completed a "grand slam" so far as handling delegates from Minnesota to the various political conventions is concerned. We handled between the Twin Cities and Chicago the Minnesota delegates to the Republican convention at Cleveland, one faction of the Democrats for the Philadelphia convention and August 13 ran a special train on the Hiawatha's schedule for the National Union for Social Justice delegates and followers. We also had a special train through the Twin Cities from the Lines West with delegates for the Townsend

PIPE GAVE THE BUCK FEVER!



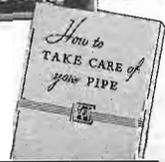
BOYS, we see no sport in gassing deer with a gooey old pipe filled with garlicy tobacco. But we see a lot of pleasure in a well-kept briar packed with a gentle, fragrant blend like Sir Walter Raleigh. We've put a lifetime into mixing this rare combination of well-aged Kentucky Burleys that wouldn't nip a baby's tongue or a doe's nose. Sir Walter's got a delightful aroma all its own. Buck up and join the happy herd of Sir Walter Raleigh smokers. You'll have the world eating out of your hand! (Full tin, with heavy gold-foil wrap for freshness, at the unbelievably low price of 15¢.)

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15¢ UNION MADE

FREE booklet tells how to make your old pipe taste better, sweeter; how to break in a new pipe. Write for copy today. Brown & Williamson Tobacco Corporation, Louisville, Kentucky. Dept. K-69



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FOR SALE—Large dairy farm 1/2 mile from Athelstane, Wis., which has church and 2-room school. Large barn, silo, 2-car garage and other buildings. Some machinery included. Large trout stream running through land. For further information, write, 15 Withworth Ave., Iron Mountain, Michigan, Oscar L. Flom.

FOR SALE—\$10.00 takes my Model T. Ford Sedan—in first class condition. Upholstery and all accessories in fine shape. Must be seen to be appreciated. Write or call on Harry J. Booth, 2454 Southport Ave., Chicago, Ill.

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 and Country Club. New Gull, Point State Park. Reasonable Rent. Directly opposite Boat House, The Cove, Miller's Bay, C. E. Smith, Lock Box 102, Sanborn, Iowa.

FOR SALE—Four Lots Nos. 359-360-445-448 in Midland Heights Addition, Mason City, Iowa. Good Location. Close to School, Stores, etc. Also Small House, acre of land, shade trees, paved street, 3 blocks from Milw. Depot. For further information, write Lock Box 7, Sanborn, Iowa.

FOR SALE—A desirable summer resort lot 37 1/2 x 138 located on Duck Lake, Ingleside, Ill. reasonable. Geo. T. La-Roy, Box 187, Roselle, Ill.

FOR SALE CHEAP—2-Flat brick and frame house, 5 and 6 rooms, close to Lincoln Park, Chicago. Streets and alleys paved, no assessments. Good investment. 12 per cent on your money. Write for further information to R. W. Graves, Room 848, Chicago Union Depot.

FOR SALE—One modern 5-room bungalow with garage. Lot 60 by 150. One modern 4-room house with garage. Lot 60 by 150. Inquire of Eugene S. Fledler, 226 Center St., Bensenville, Ill., Box 294.

FOR SALE—A nice little home of six rooms, about 60 miles from Sioux City, Ia. Located on a lot and a half of ground, with fruit trees and a fine cellar. All clear and very low taxes. Will accept \$600.00 cash. J. S. Spurr, L. B. 506, Sanborn, Ia.

FOR RENT—Furnished room for 1 or 2 girls with or without home cooked meals. Good transportation and pleasant surroundings. 2350 Cullom Ave., Phone Irving 1346. Lauretta Nolan, formerly in office of Auditor of Expenditure.

FOR SALE—Lake lot on Crescent Lake. 100-foot lake front by 200 feet deep. An ideal lot for a summer cottage. Good fishing. Write for further information. A. W. Warner, 709C Franklin Street, Wausau, Wis.

FOR SALE—Modern 6-room Bungalow with bath. 30 min. from Chl. Loop. In village of 2000. Excellent schools. Both Protestant and Catholic Churches. Write Alfred Elchelman, Bensenville, Ill.

FOR SALE—9-room modern house on 8th Ave. S. E., Minneapolis, Minn. Reasonable. Write for further information to Mrs. Wm. Frommes, 417 8th Ave. S. E., Minneapolis, Minn.

Spend your vacation at the beautiful pine wooded Ranch Lake Resort. Excellent fishing and swimming. Cottages for rent with boats, linen, ice and fuel. Room and board if desired. Rates are reasonable. C. M. & St. P. is 1 1/2 miles from resort and is closest railroad. For further information write Ranch Lake Resort, Pound, Wis., or Henry Reader, 2436 N. Lockwood Ave., Chicago, Ill.

ATTENTION!—NOW—More than ever Advertisers are seeking concentrated markets. The Milwaukee Magazine opens the door to a great railroad market. It's good business to talk to the railroad people through their own publication. If you know of a prospective advertiser who wants more business from Milwaukee Road employees tell him about this magazine and write to the Assistant Editor of the Milwaukee Magazine at 252 Union Station Bldg., Chicago, giving the name and address of the prospect. You will be doing both the advertiser and the Magazine a favor.

convention a month or so ago, and that just about covers the field.

Lyle W. Scoville, formerly commercial agent at Minneapolis, well known and liked by the shipping public and his fellow railroad employees, passed away at Minneapolis on July 24th after a lingering illness. Interment took place at Minneapolis on July 27th.

Mr. L. P. Beaudette, agent at Mendota, who is 81 years of age, has taken a leave of absence due to illness. Mr. Beaudette was born at Mendota, Minn., and had been in the service of the Milwaukee Railroad for 61 years, and all but eighteen months of it, which were spent as operator at Minnehaha, were spent right at Mendota.



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Instead of Merely Stupefying them



DIFFERENT . . . in a class by itself, because Pulvex also prevents reinfestation for days! Non-irritating. Harmless to pets. Ideal for cats. Backed by 93 years' experience. Sold on money-back guarantee. At drug and pet stores, 50 cents.

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**PULVEX
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Thirty

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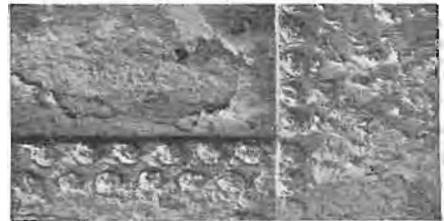
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CHICAGO

READY-as America goes forward!

IT IS certainly no news that America has been passing through a depression.

The railroads, like every other business in the land, have had their problems, and plenty of them.

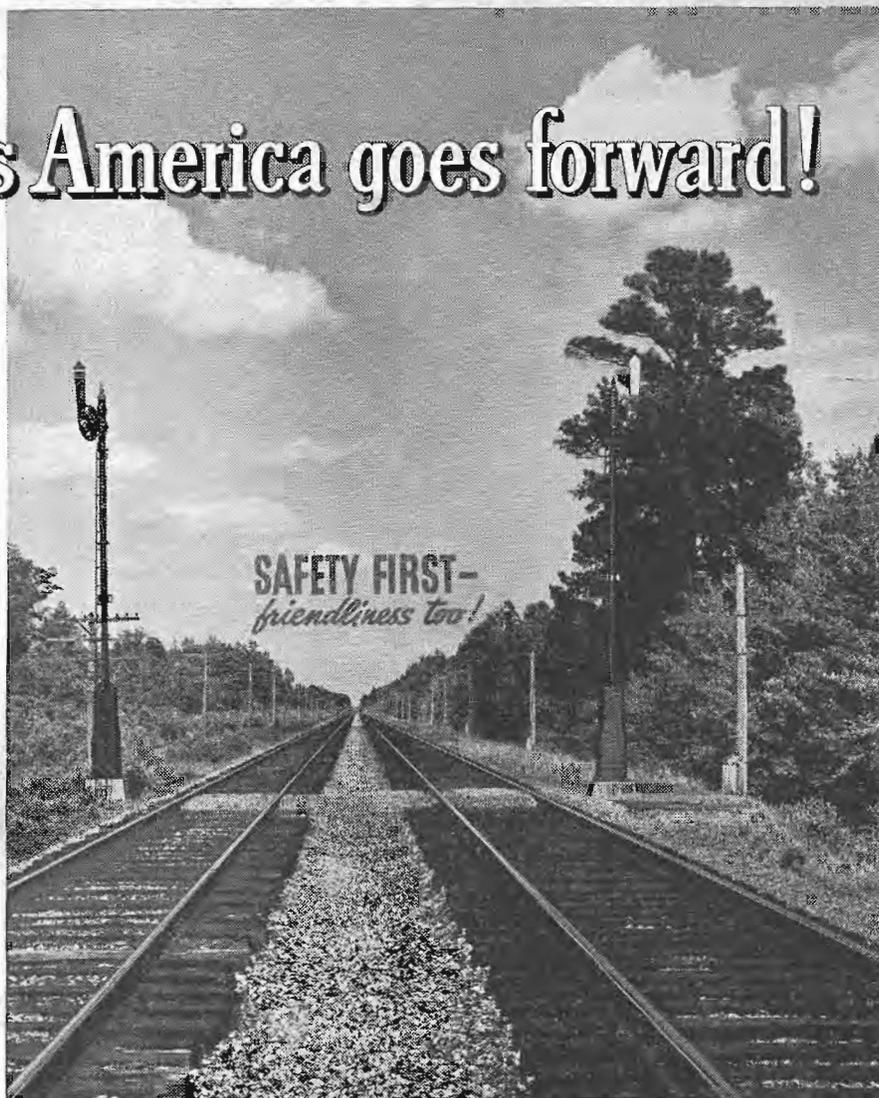
And like every other enterprising American business, the railroads have faced those problems with honesty and patience, with resourcefulness, *most of all with determination to go ahead.*

A vast range and variety of betterments in railroad practice and equipment is the result—such betterments as air-conditioning, for example, which makes a railroad passenger car today the cleanest, quietest, most comfortable way to travel.

Conspicuous also is the notable step-up in passenger schedules, to a point where many limited trains now *average* mile-a-minute speed. And freight transport also has been speeded up—an average of 43%.

But the real story of railroad enterprise is scarcely told by these figures, for it is a story of *speed with safety* unmatched by any other transportation in the world!

In its details it is, perhaps, an undramatic story



—of light rails replaced by heavier ones—of roadbeds improved—of brakes and couplings bettered—of locomotives increased in power—of courageous investment matched by constant thrift in order that service might be maintained and even improved in the face of reduced revenues.

The big fact, however, stands clear: the American railroads today are *ready* as America goes ahead—ready to provide that indispensable reliability combined with adequate means and men to move tremendous tonnage, which a recovering nation demands.

ASSOCIATION OF AMERICAN RAILROADS

HEADQUARTERS: Transportation Building, Washington, D. C.