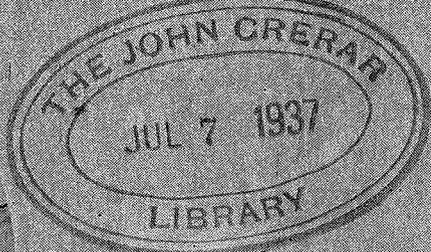


The
**MILWAUKEE
MAGAZINE**

JULY, 1937



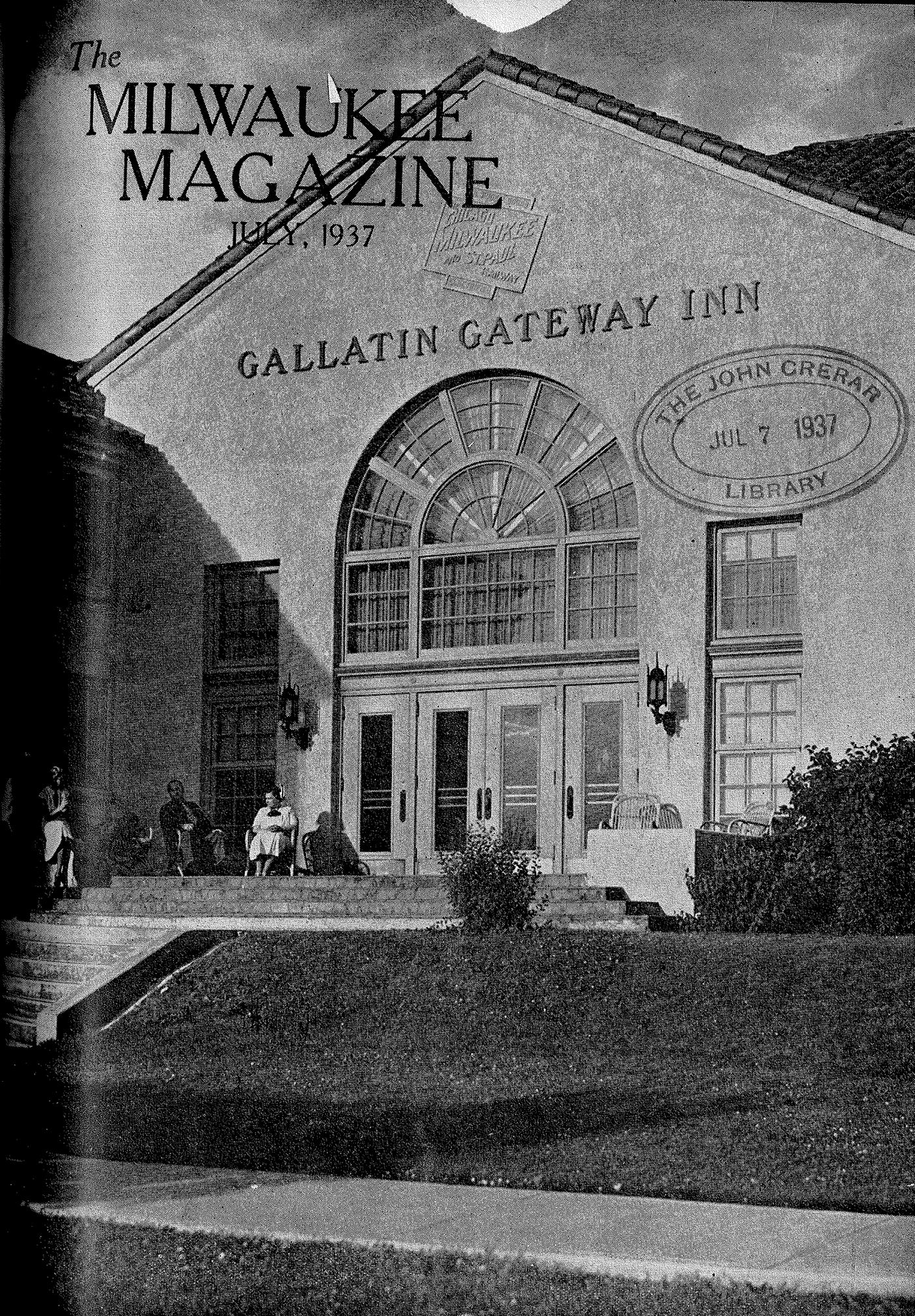
GALLATIN GATEWAY INN



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 Crown Hill, 5th Vein, Ind.
 Jackson Hill, 5th Vein, Ind.
 Siepman, 6th Vein, Ind.
 Minnehaha, 6th Vein, Ind.
 Little Betty, 4th Vein, Ind.
 Patoka, Pike County, Ind.
 Monarch Brazil Block
 Dorthel, Fulton Co., Ill.
 Springfield, Illinois
 Delta, Southern Illinois
 Northern Illinois
 Republic West Kentucky

FUELS of REAL MERIT

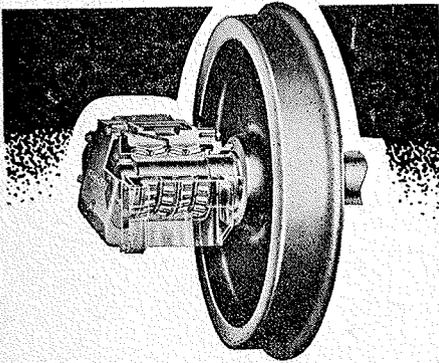


Lehigh Valley Anthracite
 Crichton Greenbriar Smokeless
 East Gulf Pocahontas
 Millburn Smokeless
 Burnwell Dorothy
 Kentucky Blue Bell
 Kentucky Walnut
 Little Joe, E. Ky.
 Hard Burly, E. Ky.
 Sunday Creek Hocking
 Quickfire Domestic Coke
 Terre Haute Foundry Coke
 Shell Petroleum Carbon

REPUBLIC COAL & COKE CO.

General Offices: 8 S. Michigan Avenue, Chicago

Branch Offices: Minneapolis, Indianapolis, Peoria, Detroit, Milwaukee
 Docks: Milwaukee and Superior, Wis.



ALWAYS AHEAD

American railroads lead the world in speed, comfort, convenience, safety and dependability. Modern developments—including the increasing use of TIMKEN Tapered Roller Bearings in cars, locomotives and streamlined trains—are constantly putting them further and further ahead.

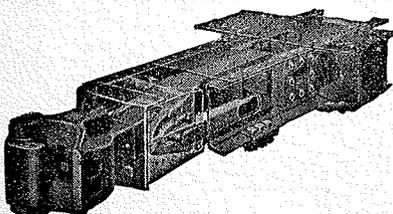
Nowhere else is it possible to get such fast, restful travel at so moderate a cost per mile.

THE TIMKEN ROLLER BEARING COMPANY, CANTON, OHIO

TIMKEN

RAILWAY ROLLER BEARINGS

"BUCKEYE" YOKE and Draft Attachments



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

THE BUCKEYE STEEL CASTINGS COMPANY - Columbus, Ohio

New York - Chicago - Louisville - St. Paul

THE FAIR
 RAIL ANTI-CREEPER
 Simple—Effective

FAIR

CHICAGO THE P. & M. CO. NEW YORK

OUR cars are heavily insulated and maintained in a high state of repair. Carriers can depend on this equipment to protect them against claims due to lading damage by heat or cold.

UNION REFRIGERATOR TRANSIT LINES
 Milwaukee, Wisconsin

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Cahontas
smokeless
Dorothy
Blue Bell
Walnut
E. Ky.
E. Ky.
Hocking
Coke
dry Coke
Carbon
CO.
Milwaukee

Vacation Days

Rest and Play at Gallatin Gateway Inn

WHERE to go, what to do and how to get the utmost of recreation, rest and whatever else may be the ideal vacation, on the money one has to spend on the outing.

We all want to do "something different," and likewise we want comfort as well as enjoyment. Let's go out to Montana, into the heart of the Rocky Mountains, throw away the cares of the day and relax in the brisk, bracing air of the high altitudes where the "Shining Mountains" lift their jagged peaks into the skyline; and the valleys that lie between are ribboned with beautiful rivers, sparkling rivulets, bounding brooks and placid lakes; where riding, driving, fishing, sight-seeing and all the other attractions of life in the outdoors may be a part of the daily program with return at night to the quiet hospitality, the ease and luxury of "Montana's finest hotel"—Gallatin Gateway Inn.

Life at The Inn is just what one wishes to make it, quiet and restful or full of action, with something doing every day, drives, rides, fishing, visits to historic spots, out-door sports, etc., or it may be just rest and relaxation, sitting idly on the broad veranda of The Inn watching "the purple peaks remote" as they seem to swim and float in the sun-drenched mountain air.

The Inn nestles in a smiling valley at the foot of the Gallatin Mountains, just where the broad highway starts on its upward way through the magnificent canyon of the west Gallatin River—the Gallatin Gateway route to Yellowstone Park.

Leaving the Olympian train at Three Forks in the early morning, buses are waiting and the drive to The Inn lies through the broad and fertile Gallatin Valley, granary of the world. Deep green verdure, the bright river, dashing little brooks and the gleam of quiet waters as they silently find their way through irrigation canals to the broad fields; and all rimmed, enclosed as it were, by the lofty Gallatin mountains.

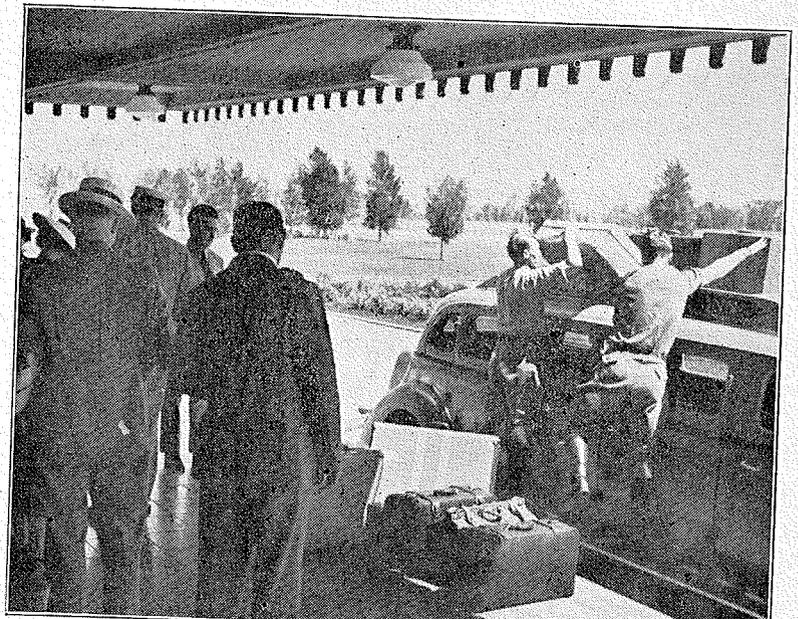
The highway is superb, the drive exhilarating, until with a flourish as near to the grand scale of the old-time four-horse stages as gas engines and mechanics can achieve, the drive leads in front of The Inn. There's bustle and action then, with the arriving buses and the crowds of travelers

headed for the Park tour. Guests remaining at The Inn are quickly taken care of and one can settle down in the elegance of perfect hotel accommodations, your "room with bath" quite as if you were not a thousand or two miles from the comforts of home. Your room looks out into the lovely hotel gardens, and away to the grand Spanish Peaks ten thousand feet high—the twin spires that keep guard over that lovely valley.

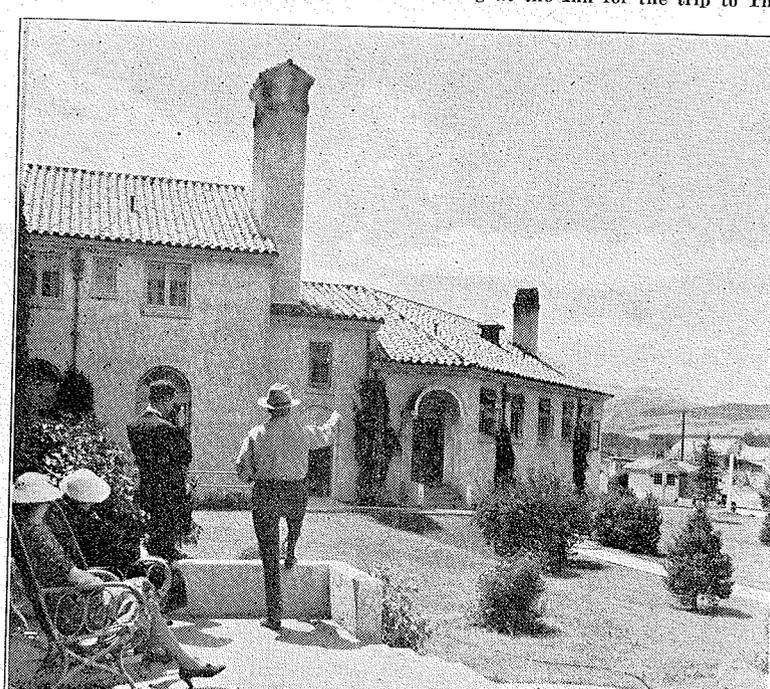
You need not have a thought for the day, beyond just enjoyment of the surrounding picture, or if one must begin at once going places, mine host, Dan

Young, will arrange a drive into the mountain scenery, send you off with a fishing party if you like, or take you over perhaps to the Country Club for golf. Then the evenings, nothing more beautiful could be imagined, sunset glow and gathering twilight—snowy peaks wrapping themselves in the garments of the night and slipping away into the darkness. A perfect dinner, perfectly served, then an hour or two of peace and quiet before a glowing backlog in the hotel lounge, a game of Bridge perhaps before "good night" and dreamless sleep.

Your week is your own to arrange as your fancy dictates, with everything at hand for its accomplishment. Here is a drive over a grand mountain boulevard right into the heart of those "Shining Mountains" toward which those ear-



Loading at the Inn for the trip to Three Forks.



Looking away to the Spanish Peaks.

liest travelers of record, the Lewis and Clarke Expedition, paddled their light boats and fixed their eyes as the goal and end, perhaps, of their long days of lonely travel. Up and up, the road rises through historic Alder Gulch to Virginia City—the place and all around it, the scene of wild happenings back in 1863 following the discovery by a lone prospector, of gold, in Alder Gulch. Gold was being hunted in all the surrounding mountains and when the news leaked out about the find in Alder Gulch the stampede was on. Good, bad and indifferent were on their way, and Virginia City's story of robbers' roosts, road agents, stage coach robberies and



Special Parties Go by Train from Three Forks to Gallatin Gateway.

shootings — with the hanging, of the county sheriff, finally, as the leader of the bandit gang, is a thrilling page of local history. In those days, the route up the Gulch was a long and perilous one, with straining horses and fearful stage drivers, passengers armed to the teeth, and all that. Now you speed along smoothly into the old town which for many years lay quiet and almost forgotten, after a general cleaning up at the hands of the noted Vigilante committee which caught the robbers and hanged the sheriff. Some of the old buildings still stand, and you can gaze on the log structure which was celebrated as "robbers' roost," the old burying ground where the road-agents found their final resting place. One of the old-time buildings is now maintained as a museum of relics of Montana's gold-rush days.

There are signs of awakening life, too, in the Gulch, for gold is again

being mined, with a new and powerful dredge said to be the largest in the world.

Another day you may join a "pack train" and go into the heart of the mountains a-fishing, camping for a night on the shores of a lonely little lake ten thousand feet above sea-level. Still another day, you may elect to visit some of the many dude ranches situated in the nearby valleys. You are always sure of a warm welcome if you stop for a call at any one of them.

There are so many places to go, so many new things to see and to do, that the time is scarcely long enough to get them all in, and at the same time to do justice to the genial hospitality of Gallatin Gateway Inn.

When it's over and you are homeward bound, you'll agree it has been a perfect occasion and one sure to be repeated when vacation days are here again.

A New Vocafilm

FOLLOWING is the announcement of a new vocafilm entitled "Friendliness, Too," which should be of interest to all rail employes.

"Friendliness Too" was produced as one of the steps in the general public relations campaign being conducted by the railroads of the country, and is intended especially to exhibit examples of the proper methods to be employed by railroad people in courteously and tactfully serving our customers. It lays stress on the fact that behind all of the miles of track on the American railroads, behind all of the hard, mechanical phases of American railroading, and behind the many complex operations of the railroad, are people—a million men and women who run the railroads, and the picture brings forcefully to mind the importance of courtesy, tact, and friendliness in the business of railroading.

Department heads are urged to exert a special effort to have all of the employes of their departments see this picture.

Dates of showing at the various places will be announced.



Left to Right: J. J. Osile, G.A.P.D., St. Paul; L. W. Kelly, C.P.A., Omaha; H. C. Monge, C.T.A., St. Paul; F. C. Foug, C.T.A., Kansas City.

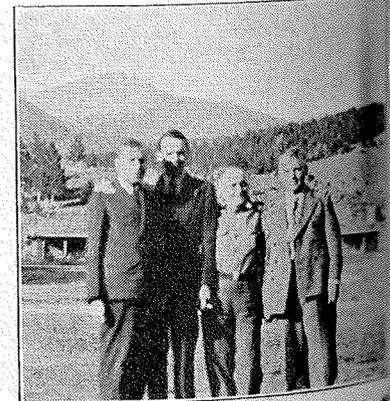
Passenger Traffic Representatives on Tour

IN ACCORDANCE with a plan of the passenger traffic department to acquaint passenger and ticket representatives with the travel attractions of The Milwaukee Road by means of personal visit and inspection, groups of ticket and passenger men have this season been visiting points of interest in Montana, taking in Gallatin Gateway, The Inn, dude ranches, Yellowstone Park and the joys of travel on The Milwaukee Road's splendid air-conditioned trains. Those from eastern and southern points rode THE HIAWATHA to the Twin Cities, where they were entertained by their brother passenger and ticket men of St. Paul and Minneapolis; then proceeding on The Olympian to Gallatin Gateway Inn, where they were given over to the ministrations of Dan Young, who gave each party a full three days of thrills, not omitting The



Left to Right: W. S. Critchfield, T.P.A., Philadelphia; R. E. Brazda, T.A., New York; L. B. Wrenchard, C.P.C., Detroit; W. D. Goss, C.P.A., Boston.

Park, dude ranches, Virginia City, fishing in the wonderful trout streams nearby to The Inn and a lot more.



Left to Right: H. C. Halverson, T.P.A., St. Louis; T. G. Austin, C.P.A., Milwaukee; E. J. Wellinghoff, T.F. & P.A., Cincinnati; M. Olson, C.P.A., Chicago.

Representatives from eastern offices, Twin Cities, from the south and southwest have already made the "sightseeing tours," and more will follow.

He Wanted to Be an Employe Lines by "Bill Nye" on Turning Over a Pass

Fifty years ago this year, the Inter State Commerce Act came into being and the Commission created by the Act at once turned its attention toward the "reforms" intended by the law.

One of the provisions, of course, was the general prohibition against giving free transportation promiscuously—afflicting among others, newspaper men, correspondents, "free-lancers," etc.; and long and loud was the lamentation occasioned thereby.

Mr. F. S. Patterson, president of the Milwaukee Road Boosters Club, Chicago, has been a collector of "Bill Nye" ana, and in recognition of the I. C. C. half century mark, he sends to the magazine a bit of amusing correspondence between the noted humorist and the general passenger agents of The Milwaukee and the C. R. I. & P. Railways.

Nye was widely known for his humorous writings on any and all subjects, he had been editor of a local newspaper in northern Wisconsin and had enjoyed the privileges given the press by railroads in the way of free transportation. Following with some preliminary "humor" are two of his letters and the replies:

"Some newspaper men claim that they feel a great deal freer if they pay their fare. That is true, no doubt, but too much freedom does not agree with me. It makes me lawless. I sometimes think that a little wholesome restriction is the best thing in the world for me. That is the reason I never murmur at the conditions on the back of an annual pass. Of course they restrict me from bringing suit against the railroad in case of death, but I don't mind that. In case of my death it is my intention to lay aside the cares and details of business and try to secure a change of scene and complete rest. People who think that after my demise I shall have nothing better to do than hang around the musty, tobacco-spattered corridors of a court room and wait for a verdict of damages against a courteous railroad company do not thoroughly understand my true nature.

But the Inter-State bill does not shut out the employe! Acting upon this slight suggestion of hope, I wrote a short time ago, to Mr. St. John, the genial and whole-souled general passenger agent of the Chicago, Rock Island & Pacific Railroad as follows:

Asheville, N. C., Feb. 10, 1887.
E. St. John,
G. P. A., C. R. I. & P. Ry., Chicago.
Dear Sir—Do you desire an employe on your charming road? I do not know what it is to be an employe, for I was never in that condition, but I want to be one now.

Of course I am ignorant of the duties of an employe but I have always been a warm friend of your



Bill Nye—by Himself.
road and rejoice in its success.

How are your folks?

Yours truly,

Col. Bill Nye.

Day before yesterday I received the following note from General St. John, printed on a purple typewriter:

Chicago, Feb. 13th, 1887

Col. Bill Nye, Asheville, N. C.

Sir—My folks are quite well.

Yours truly,

E. St. John.

I also wrote to General A. V. H. Carpenter of the Milwaukee Road at the same time, for we had corresponded some, back and forth in the happy past. I wrote in about the following terms:

Asheville, N. C., Feb. 10th, 1887.

A. V. H. Carpenter, G. P. A.,

C. M. & St. P. Ry.,

Milwaukee, Wis.

Dear Sir—How are you fixed for employes this spring? I feel like

going something of that kind and could give you some good endorsements from prominent people both at home and abroad.

What does an employe have to do? If I can help your justly celebrated road any here in the south do not hesitate about mentioning it.

I am still quite lame in my left leg, which was broken in the cyclone and cannot walk without great pain.

Yours with kindest regards,

Bill Nye.

I have just received the following reply from Mr. Carpenter:

Milwaukee, Wis., Feb. 14th, 1887.

Bill Nye, Esq., Asheville, N. C.

Dear Sir—You are too late. As I write this letter there is a string of men extending from my office door clear down to the Soldiers' Home. All of them want to be employes. The crowd embraces the Senate, House of Representatives of the Wisconsin Legislature, State officials, judges, journalists, jurors, justices of the peace, orphans, overseers of highways, fish commissioners, pugilists, widows of pugilists, unidentified orphans of pugilists, etc., etc., and they are all just about as well qualified to be employes as you are.

I suppose you would poultice a hot box with pounded ice, and so would they.

I am sorry to hear about your lame leg. The surgeon of our road says perhaps you do not use it enough.

Yours for the thorough enforcement of law,

A. V. H. Carpenter.

I shall write to some more roads in a few weeks. It seems to me there ought to be work for a man who is able and willing to be an employe."

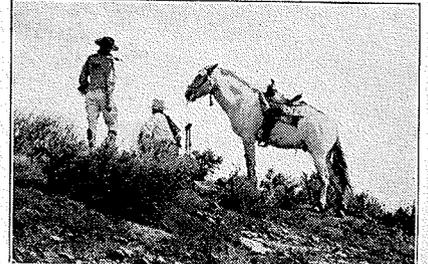
The Montana Cattle Growers Convention Held at Bozeman in May

EVERY room in Gallatin Gateway Inn was occupied during the time of the Montana Stock Growers 53rd three day annual convention held at Bozeman in May. Nearly 800 attended the dinner, dances and entertainment which were held at The Inn and were the "high lights" of the meeting.

As the guests assembled for the dinner, they were entertained by the Montana State college band. Dinner was served buffet style with Montana beef the *piece de resistance*. Vaudeville numbers by Montana State students were presented on a stage erected in the "lounge." Dancing was in the Spanish Lounge. The convention was attended by a large number of Milwaukee Road representatives whose headquarters are in Montana, Aberdeen, S. D., Sioux City, Seattle and Chicago.

The business meetings, held in Bozeman were attended by rangers and

ranchers, modern versions of the cowhands, barons and cowboys of the old west. They ride the ranges and they know their stock. Branding fires, roundups and bronchos are still a part of their trade. But they went to Bozeman in May, not as gun-toting, silk kerchief fiction figures, but as shrewd, hard-headed modern business men to



In the Land of the Cayuse and the Ten Gallon Hat.

efficiently discuss the problems they have to face.

Grazing, range rights, financing, marketing, shipping, pricing, prices, breeding are on the three-day program. Mr. B. J. Metlen of Armstead, Association president, who has spent most of his life on one of the biggest stock ranches in Montana, in his annual message called upon stockmen of this state to apply the courage which first won the vast ranges in solving the problems of today, to keep the ranges and to keep them profitably. In tribute to pioneers of the range, one of the features was the famous ox-team brought from Dillon by Jane Mansfield. Conrad Warren of Deer Lodge was there with his four-horse registered Belgian team and sorority girls competed in the sheep shearing contest.

A Strange Reunion

At the Stockgrowers Convention, "there was one meeting," wrote Lon Cook who was the Milwaukee Road's Seattle representative at the meeting, "that made gruff cattlemen suddenly dash big hands across range-wrinkled eyes. Old men and young, range riders and range rulers, men who are builders of the great stock industry of this state, when a shaggy, limping, and old dog whining outside, was let in by N. A. Meyer, superintendent of transportation of the Milwaukee Road. They watched the dog as he went from man to man, sniffing, searching—

Finally he made a dive through the crowd and leaped upon an old cattleman. The cattleman looked like he couldn't believe his eyes. Then he went down on his knees right there on the floor of the lobby. He threw his arms



"Where Never Is Heard a Discouraging Word."

around the dog and tears ran down his cheeks, as the old dog licked his hands and face and wriggled tighter into his arms.

Men stood around there watching; and the old cattleman looked up with



Otto McEwen reunited with his old dog.

a grin that wrung their hearts. Four years ago he had lost this dog, lost the best friend he had ever had, the friend who had stayed beside him through long hard years and lonely weeks, sharing his meals, sharing his hardships, sharing his joys, his sole companion when the bitter weary blizzards bit down, and the summer winds swirled hot dust into aching throats; and then one day the dog was gone, in all the bleak miles there was no trace of him, and the cattleman grieved, for the dog was half of his life. The old cattleman got to his feet, the dog hugging his heels, watching his face.

"We got to find something to fix his feet. He has gone a long way over hard roads," he said. The stockman turned, their talk grew gentle. Someone said he had seen the old dog weeks before way over in Eastern Montana, and wasn't it strange he found the way across the mountains, and how did he know his lost master might come to this meeting of the Montana Stockmen's Association. All shook their heads in understanding of that bond existing between a cattleman and his dog.

I want to commend particularly the Pullman porter on Train No 22, Car 11 of that date. When he found that I was extremely tired he very kindly suggested that I lie down in the drawing room until I felt like having my dinner. When I returned from dinner he had made up my berth but had also given me Lower 5 in place of Lower 10 which he had previously had to sell me. I had mentioned that I was anxious to get the 9:30 a. m. plane out of Chicago but was troubled because we didn't arrive at Union Station until 8:30. His suggestion was that I leave the train at Western avenue, which I did, but he carried my bags through the sleeper, through the day coach which made a minimum of trouble for me. I was at the airport at 8:45 a. m. and of course flew on the 9:30 plane for Washington.

I want also to mention the dining car service between Mason City and Canton, that is, its excellence in the way of food and service.

As you will notice, I am part of a travel organization and I believe you will understand appreciation of service that was rendered me in this instance.

Cordially yours,

Signed: Martha Litz,
Manager, Mayflower Hotel.

The Woman's Symphony Orchestra
Chicago, Ill.

Mrs. Geo. B. Haynes.
Dear Mr. Haynes:

My Board of Directors has asked me to write you concerning the trip made by the orchestra of eighty-two members to Minneapolis on one of your special trains last Saturday.

Our personnel director reported to me that they were all delighted with the accommodations and the treatment they received, and that Mr. Klomp, who handled the train, was one hundred per cent in his thoughtfulness and attention to every detail. We all appreciate it very much and are assured we shall think of the Chicago, Milwaukee, St. Paul & Pacific when we contemplate trips in the future.

Very sincerely yours,
Signed:

Claire Page,
Business Manager.

(Continued on page 11)

As Some of Our Passengers Have Seen Us

A LATE issue of Railway Age carried an article written by Clarke A. Richards entitled "See Yourself as Your Passenger Sees You," which has been widely copied and circulated among rail employes in the hope that if any or all of the damaging criticism was applicable to any of the employes on those railroads, such employes might see the light and chart a new course.

While it is probable that like Kipling's "Enlisted Men in Barracks," all railroad employes 'don't grow into plaster saints,' yet it is undeniable that on the Milwaukee Road there does exist a real "Milwaukee Spirit," which has become famous everywhere among travelers because it tends to promote pleasant journeying and bring patrons

back "to those places where they have been well treated."

The basis of true courtesy is kindly feeling, tolerance, patience and a sense of humor; and when these attributes are present during the day's work, the result is sure to be agreeable all around.

Following are some letters taken at random from the files in evidence of satisfactory service rendered and appreciation of such service:

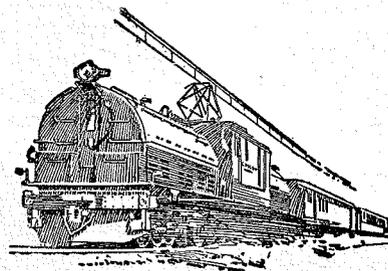
Ask Mr. Foster Travel Service
The Mayflower Hotel,
Washington, D. C.

Mr. Geo. B. Haynes,

Dear Mr. Haynes:

Recently I traveled to Chicago on your line from Emery, South Dakota, where I had been called because of the sudden death of my father.

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



COURTESY

Most patrons of a railroad expect to receive only that service for which they have paid, but when we extend to them a hospitality that indicates we are really glad that they are traveling over our railroad the patron very quickly grasps the idea that he is being furnished more service than he actually paid for, in fact is being treated as a guest, and that is really the relationship that should exist between the passenger train employe and the passenger.

Our hospitality should commence when the passenger boards the train. We should meet and greet him with a smile, assist with the passenger's hand baggage, giving special attention to elderly people or mothers traveling with small children, making it easier and safer getting on or off our train and make the passengers feel comfortable while riding on our train.

The railroad company has furnished the very finest equipment with all of the modern conveniences that can be built for the comfort of the passenger, but unless conveniences are intelligently operated they do not materially add to the comfort of the passengers, and it is the duty of the trainmen to see that the heating and air conditioning devices are properly regulated, in short, the passenger should be treated in the same manner as you would treat a friend in your home.

The passenger train employes should always be on the alert to answer questions, point out places of interest along the line, and furnish the passenger any information that he may desire in a courteous, intelligent manner, indicating that the employe is anxious and glad to please the passenger.

Submitted by William Manion, Passenger Trainman on Hiawatha Train, LaCrosse and River Division.

J. D. Guitch
Chief Operating Officer



THE MILWAUKEE MAGAZINE

UNION STATION BUILDING, CHICAGO

Vol. XXV

JULY, 1937

No. 4

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

CARPENTER KENDALL, *Editor*

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

Single Copies, 10 Cents Each—Outside Circulation, \$1 Per Year

U. S. Postage on This Magazine Is Three Cents

Appointments

Appointment of Ray Webb of Seattle as general adjuster for the Milwaukee Road with headquarters in Chicago, effective May 15, was announced by C. S. Jefferson, general solicitor.

Mr. Webb's appointment was occasioned by the death in April of Geo. F. Baker, who was general adjuster for the eastern divisions of the Milwaukee Road. Since 1924 Mr. Webb has been general adjuster for the road's western lines. He now has jurisdiction over the entire system, maintaining headquarters in the Chicago Union Station.

A native of Iowa, Mr. Webb entered the service of the railroad at Missoula, (Mont.) May 1, 1911, as district adjuster.

As general adjuster he has charge of personal injury, fire and stock claim settlements.

Effective June 1st Claude A. Peterson is appointed assistant general adjuster of the Milwaukee Road with headquarters in Chicago and A. W. Bigham as assistant general adjuster at Seattle (Wash.) was announced today by Ray Webb, general adjuster for the railroad.

Mr. Peterson entered the employ of the railroad in the claim department at Minneapolis in 1918. Later he was district adjuster at Aberdeen, S. D. For the past 15 years he has been district adjuster here (Chgo.).

Mr. Bigham has been district adjuster at Seattle since 1929. Previously he was district adjuster at Miles City, Montana.

The Half Century Mark

Fifty years of continuous service in the employ of the Milwaukee Road was marked May 2, by James D. Thurber, assistant stationmaster and depot passenger agent for this company in Milwaukee. Mr. Thurber, who was born in Clyde, Wis., May 19, 1864, began railroad work as a passenger brakeman on the Mineral Point division and later served as a train baggageman. In December, 1895, he became night passenger agent at the Union Station in Milwaukee.

Fred Fuller Nye

Fred Fuller Nye, diversion clerk in the Traffic Department, Seattle, died on June 16th, at the age of 65 years. Mr. Nye had many friends in railway circles and was well liked by all who knew him. His passing is much regretted.

Eight



Releasing the pigeons.



Mr. Scandrett giving the gun.

The New Chippewa Train Beats Homing Pigeons

HOMING pigeons and a high speed passenger train raced from the Chicago Union Station to Green Bay as part of the program that launched the Milwaukee Road's new speed train, the Chippewa, on its first flight to Green Bay and Iron Mountain.

Mr. H. A. Scandrett fired the starting

gun. Miss Lorraine Ingalls, Chicago Jubilee Queen, attired in the apparel in vogue in 1837, released the pigeons as engineer E. J. Schultz opened the throttle on the brightly hued speed lined locomotive, and the race was on. The train arrived in Green Bay 1 hour 22 minutes before the first pigeon reached its home loft.

The Pettengill Bill

IN A RECENT editorial comment the Peoria Journal-Transcript urges the enactment of the Pettengill bill, declaring it to be in the interest of the Central West. The railroad suffers from the long and short haul clause of the commerce law as does no other form of transport. Under this clause it is cheaper to ship from the Atlantic seaboard to the West, through the Panama Canal, than it is to ship from Chicago to the West Coast. Because of this rate the railroads have lost millions of tons of freight that could not be taken from them in any other way. The elimination of this section of the law is not unfair to any other form of transport. The advantage the boat lines enjoy by reason of this clause is an unnatural one that could only be maintained by arbitrary action, such as the present interpretation of the law and to which the boat lines have no inherent or just right. The American thing to do is to repeal the Fourth Section entirely and give every form of transport an opportunity to bid for transcontinental traffic. The Journal-Transcript urges all the people of the Mississippi Valley States to get behind the Pettengill bill and urge mid-west senators to support it.

It would appear that the taxpayers of the country should have something to say with regard to the use of the public highways by motor trucks. The motor trucks are being used for the purpose of making the highways hard-surfaced and who pay taxes for that purpose, certainly did not do so in order to make competition with the railroads for commercial traffic possible. Their idea was evidently to promote better highway facilities for private vehicles. They evidently feel that commercial transport using these highways should not only pay adequate rates for that privilege but should aid in a large way, in maintaining the roads. The chaos exists in the transportation world is not at all surprising and there is every reason to believe that it will continue so long as such injustice continues.

"CHEAP" WATER TRANSPORT COSTLY TO TAXPAYERS

Only Way to Low Cost Transportation Is to Have Each Agency Pay Its Way and Do the Work for Which It Is Best Fitted

ESTABLISHMENT of "cheap" waterway transportation through public subsidy not only increases the burden of the taxpayer but also adds to the true cost of hauling the nation's commerce, in the opinion of C. J. Corliss, Manager, Public Section, Association of American Railroads. Speaking before the Ohio Valley Transportation Advisory Board recently at Columbus, Mr. Corliss said:

"Vast expenditures of public funds are made on additional transportation facilities, especially on the inland waterways, on the ground that they are necessary for 'cheap transportation.' Where such expenditures actually create cheap transportation they might be justified—although even then there is a serious question of the propriety of taking the money of all of us to benefit those few who are able to use such facilities.

Canal Upkeep Costs \$6,000 a Mile

For construction cost alone, counting everything whatever for interest on the huge investment, the taxpayers of New York have put up, just since the year 1903, more than \$335,000 per mile on the state barge canal, more than three times the investment in the average mile of railroad in the United States, including a proportionate share of the cost of locomotives and cars, and in addition they are today spending nearly \$6,000 per mile per year on canal maintenance and operation. All for the benefit of a few shippers who use the waterways.

On such an improved natural waterway as the Ohio River the taxpayers of the United States have spent about \$140,000 per mile in construction cost alone, and they are spending more than \$3,500 per mile per year for maintenance and operation. On the Missouri River between St. Louis and Kansas City the construction cost is nearly \$100,000 per mile, and the maintenance cost nearly \$3,500 per mile per year.

One result of this sort of expenditure of the public funds is to divert freight from the self-supporting tax-paying railroads. The Mississippi Valley Committee of the Natural Resources Board, a government body on which no railroad man sat, found that the government subsidy to the freight moving on the Ohio River was much more than half the average revenue per ton-mile received by the railroads which served the same territory.

Rarely are these subsidized agencies

able to haul freight as cheaply as the railroads, all costs considered, but they are able to take freight away from the railroads because so large a part of their total cost of operation is borne by the unwitting taxpayer. An immediate tendency of such diversions of tonnage is to increase the unit cost of hauling the lessened volume of business on the essential railroads. The real effect, therefore, of the effort to create so-called cheap transportation through public subsidy is not only to increase the burdens of the taxpayer but also to add to the total true cost of hauling this nation's commerce.

All-Year, Dependable Service

"The way to genuinely cheap transportation is the simple, sensible way of letting each form of transport pay its own way, meet its own costs of doing business, and so, naturally, do the work it is best fitted to do. In such a picture of truly economical transportation the railroads have an essential part. They would not do all the business, because they are not best fitted for every sort of hauling; but without their all-year, dependable, economical service much of the interior of the United States would no longer offer possibilities for the development of agriculture or business on the modern scale.

"Railroads have problems, of course, but they are not a chronic and perpetual 'problem.' They need equal opportunity, equal treatment, without having to bear the burden of such regulation as arbitrarily handicaps them in their competition for business, or as adds to the cost of their operations while adding nothing to their service, their safety, or the revenues with which to meet added costs. Given those elemental things—equality of treatment and opportunity—our railroads are confident of their ability to continue to improve their facilities and to furnish to the shippers of this continent dependable, all-year, all-round service at the lowest real cost."

herd, come back to their trainers, where kind treatment and good feed makes them desert the land they call 'The American Hunting Grounds.'"

This has been proven by Mr. DuRand over a period of eight years. Even when released ten miles from home among wild game, the elk and buffalo prove the above statement by beating the cowboys home, "and are they glad to see us upon their arrival. We reward them by feeding them shell corn."

The buffalo react in the same manner, except while being trained. They are tough, stubborn, salty citizens, if not handled properly, and nothing escapes their little black eyes despite the shaggy overhanging wool brows. The buffalo are exceedingly intelligent, learn quickly and do not forget.

The elk barn is a windbreak behind the shed, open to the sky, lodge poles between for stalls with feed boxes but no mangers. They sleep in snow and wake up with snow on their backs and never take cold. When feeding them they mind very well, and move over without being told to so we can step into their stalls to feed hay and oats. When running loose around, and feeding time comes, seldom do they fail to go into their right stalls. The amount of oats and hay it takes to feed one horse will keep three elk in good condition, and all three elk will pack lots more than one horse. They are easier to keep in flesh than horses and one-third the trouble and care.

"We never whip an elk when he does wrong; if you poke him or strike him or use loud language, he is so high strung that he at once gets in a fighting mood and you can do nothing with him until he quiets down.

"Another thing, elk herds enjoy mascots; this year it was Susan, a little antelope, who ran with them constantly, and particularly liked Jacki, a young bull elk. Susan was a prominent member of all elk pack train expeditions.

"One day we went hunting in the mountains, taking one pack elk. Of course Susan tagged merrily along, tripping on thread-like legs. We loaded the pack-elk with a deer we killed and turned him loose to go home. When we arrived, we could not find our pack elk, so thinking he would return soon, we went to the Bungalow to get ready for dinner. The Bungalow doors are always open, and to our surprise, there

(Continued on page 11)

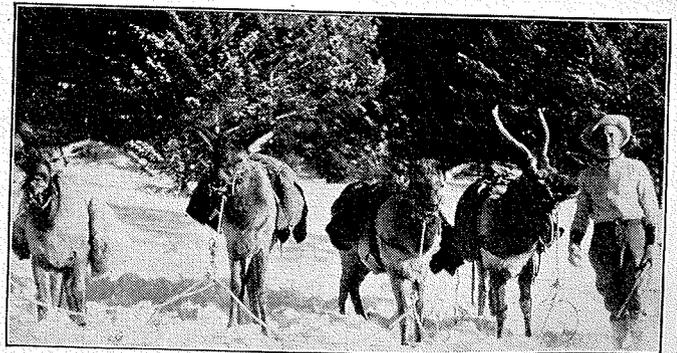
An Elk Pack Outfit

AT MARTINDALE, Montana, the "BIG ELK RANCH" maintains the first and only thus far known trained buffalo and trained elk pack outfit in North America. These animals have been born, raised and trained for the purpose by C. E. DuRand, owner of the ranch. The trained elk and buffalo are also being broken for riding and driving, and are to be shown at the New York World's Fair in 1939.

While training them, much has been learned of their peculiarities and habits. They react quite differently from wild horses. Thus far their usefulness for pack purposes has been found to be better than that of horses. They are quicker, more sure-footed, will climb higher logs, climb steeper trails, and tire less when traveling through the snow, no matter how deep. Another trait is their dislike of noise and loud talking, and rough treatment of any kind. They respond to kindness in a most unusual manner, appreciating

affection, and try to respond by coming up to nose one under the arm, and they love to be hugged and petted by humans. They are also quick to resent unfairness and mistreatment, being chary of strangers until the strangers' goodness is shown.

"You cannot pet a dog and then pet an elk," says Mr. DuRand. "The scent puts him in fear, and if you turn the trained elk out with the wild herd, they will all fight him until the dog scent wears off. Wild Elk are scared to death of the Elk Pack outfit. Without just treatment they are vicious in reaction, even until death. If properly trained they leave the wild



An Elk Pack hunting outfit.

The Agricultural and Colonization Department

FLOOD IRRIGATION Johnson Project Near Winnett, Montana

ABOUT 30 per cent of Montana's farm families reside on irrigated land. Several types of irrigating systems are used, one of which is known as "Flood Irrigation."

On this page there is a picture of the Johnson Flood Irrigation Project located about eight miles east of Winnett. This project irrigates about 43 acres and was constructed by the Soil Conservation Service as a demonstration.

The irrigation is accomplished by a series of dikes and a supply canal that leads from a higher drainage basin. The dikes simply distribute the water delivered by the supply canal as is shown in the picture.

It is estimated that this project made possible the storage of about 12 inches of water in the flooded soil in the spring of 1937. The land was sown to alfalfa and has every appearance of making a good crop.

Flood irrigation conserves run off flood water by distributing it over wide areas giving the irrigated lands opportunity to absorb and thus store the surplus run off water. Tests showed that two flood irrigations on the Johnson farm penetrated the soil to a depth of three feet.

Many similar irrigation projects have been and are being built throughout Montana and other northwestern states.

EVIDENCES OF INCREASED PRODUCTION

From Many Points Over the System

ASPARAGUS grown in the vicinity of Fairmont, Minnesota, was processed for the first time this spring in a local canning plant.

Reports from growers and shippers at and near Hollandale, Minnesota, state that crop production in that territory is at this writing the best in seven years. The area is well known for the production of potatoes, onions, cabbage, carrots and other truck crops.

Elevator managers in many sections of Iowa are anxious to have opportunity to attend soyabean grading and marketing schools. Such schools will likely be arranged for in a number of towns served by our road in areas of greatest soy bean production.

Lamb feeding in Northwestern Iowa has been increased during the past few years until at present it is one of the

major fall and winter activities of farmers in that section of the state. Generally the farmers buy feeder lambs grown on the northwest ranges, fatten them to the desired weight and depth of flesh and then ship them to market. The business has been so successful that this early in the season an increased number of farmers are making all necessary arrangements to purchase and fatten lambs.

Among many interesting features of the Northwestern Iowa Lamb feeding business is the keen rivalry that has developed between the feeders in exhibiting pens of their fattened lambs at fat lamb shows. These shows emphasize the best practices as well as demonstrate the value of care and management.

One of the larger seed companies reports having contracted for the production of about 5,000 acres of seed peas to be produced on irrigated lands, nearly all in areas served by our Road in Montana.

A special field man has been employed by the Great Falls, Montana, Chamber of Commerce to secure contract acreages of sugar beets, in that area, for the 1938 crop year.

The Rural Resettlement Project manager on the Sun River Irrigation Project, Fairfield, Montana, advises that 47 new farmers came to the resettlement project this spring.

The fieldman for the U. & I. Sugar Company believes there will be 70 to 80 carloads of sugar beets grown near Fairfield, Montana, this season. He bases his estimate on the acreage sown and average production covering several years.

Competent observers estimate that the apple and pear crop in the Priest Rapids Valley, Washington, will be much larger and have much better quality this year than has been the case for several years past.

In 1936 the Kittitas Valley, Washing-

ton, produced about 1,800 carloads of potatoes. This year the acreage has been increased and a large number of farmers have used liberal applications of commercial fertilizers, so that should there be normal growing conditions between now and harvest, shipments this fall should exceed those made in 1936 by a considerable number of carloads.

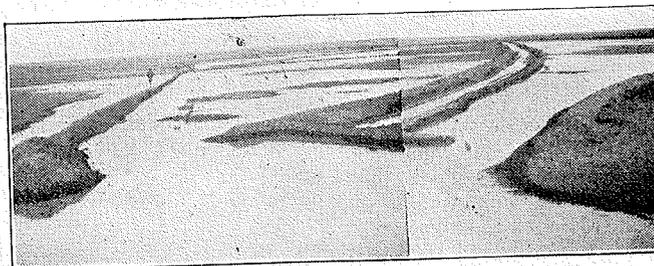
Land clearing on the Olympic Peninsula, adjacent to our road, has been greatly increased this year. Contractors are doing the job, using a diesel powered bulldozer to shove the stumps out. This type of mechanical land clearing is meeting with considerable success.

Here is one for our eastern readers—it is a fact. J. H. Sanford near Port Angeles produced 13,700 pounds of field dried alfalfa hay from one acre in one cutting. The hay was actually weighed and the report comes from disinterested observers who do not sell land. We wonder what the acre might do on a real good year.

Experiments are being conducted on the Olympic Peninsula in Washington to determine whether Austrian winter pea seed can be successfully grown to supply a steady demand for the seed in the southeastern states where these peas are grown for a winter cover crop and a soil building crop.

Weeds are one of the farmers' most persistent problems. Day County, South Dakota, farmers intend to battle the weed problem in an organized well directed way. They have organized a countywide weed control committee and are planning to effectively eliminate the serious noxious weeds in the county by well directed township control programs. Their plans and program of procedure will attract wide attention for the weed problem is a serious one in all farmed areas.

Farmers and businessmen in the Faith area of South Dakota are actively studying ways and means by which they may be able to organize the first conservation district in the state under the recently enacted enabling legislation. These men are anxious to try and solve some of the land use problems of the Milwaukee area and soil conservation as well as proper usage of range grasses. They are cooperatively studying the problems and the proper organization have on their solution



Johnson Flood Irrigation Project near Winnett, Montana, showing distribution of spring flood waters.

Some Passenger Viewpoints
(Continued from page 6)

E. C. Olson Co.
Home of Kuppenheimer-Kensington
Good Clothes
Sioux Falls, S. D.

Mr. George B. Haynes.
Dear Mr. Haynes:
At various times in the past when we have had occasion to use the facilities offered by the Milwaukee Road we have never failed to note the consideration which has always been extended to us. Recently my father, who is ill, came back from California. Naturally, a trip under these circumstances would be unpleasant, so I especially appreciate the courteous and efficient manner in which the employees of your Road, and particularly your local agent, Mr. Lloyd West, carefully made all of the necessary arrangements for him.
I wish to express my sincere appreciation of the high standards, and the excellent service your company maintains in all its branches.

Sincerely yours,
E. C. Olson Company,
By Lyle W. Olson.

International Harvester Company
Chicago, Ill.

Mr. G. H. Rowley, Asst. Supt.
Chicago, Ill.

Dear Sir:
Am writing you because I thought you would be interested in knowing about, and also to express my appreciation of, the courtesy shown me by one of your trainmen whose name I found to be Mr. F. M. Hutchinson.

Yesterday I left my portfolio on your suburban train No. 50. The contents were of considerable importance to me and it was very necessary that I have access to them at the earliest possible moment.

Mr. Hutchinson spent just about an hour of his own time, when he was supposed to be off duty, telephoning to various yards and departments and not only located the brief case but arranged to have it delivered to the Lost and Found Department at the Union Station; so that I was able to use same yesterday which, as I mentioned before, happened to be to the writer quite important.

This, I realize, is more service and courtesy than one who is careless enough to leave anything on the train is entitled to expect or in most cases is fortunate enough to receive. And I just feel that an expression of appreciation is due, hence this letter. In the final analysis, the spirit of service and the desire for the customer's good will generally starts from the top in an organization and works down through the ranks of the personnel.

Yours sincerely,
A. R. Morse.

Office of Superintendent of Schools
Spink County
Redfield, S. D.

D. H. Ayars, Agent,
Chicago and Milwaukee Railway,
Redfield, S. D.

My Dear Mr. Ayars:
You know I always "Go Milwaukee" on my trips, not only because it is the easiest way to get out of Redfield, but because it offers such superior service all over its lines.

I have just returned from Philadelphia and New York, and want to thank you for making such a perfect trip. Everything worked out nicely and there wasn't a hitch on the entire journey.

And particularly I want to tell you how much my mother and I enjoyed traveling on the Milwaukee. The Hiawatha is so lovely, I wonder if there is a single thing that could be added for comfort.

However, I still claim the Olympian is my pet train. I enjoy the roominess and complete equipment of the observation car, the good food, the cheerful service and the niceties that women love, such as the cup of coffee before you order breakfast and the delicious afternoon tea!

I have always traveled just as much as I could afford, and I have never found a line that gave me such comfort, luxury and splendid service as the Milwaukee.
Sincerely yours,
Miss Castle Crain.

Northwestern Bell Telephone Company
Omaha, Nebr.

Mr. H. E. Pierpont.
Dear Sir:

One day this year I had occasion to travel from Aberdeen, S. D., to Fargo, N. D., via Minneapolis. I rode on your train, the Olympian, which is scheduled to arrive at the Minneapolis station five minutes before leaving time of the Northern Pacific train for Fargo at the Great Northern station.

I explained to the train conductor, Mr. W. H. Wells, my desire to make connections with the Fargo train and he not only wired ahead to inform the Northern Pacific, but arranged my reservation, had a taxicab waiting at the Minneapolis station, and had me conducted to it with my luggage. In the meantime, the station master's representative had given me my car and berth number so that I was able to continue my journey without loss of time or inconvenience.

When more service is received than is bargained for, I believe it should be recognized and am writing to congratulate you upon the courtesy and thoughtfulness of your trainmen.

Yours truly,
(Signed) E. M. Towner.

The Medical Society of the State of
Pennsylvania

Mr. C. M. Park, General Agent,
C. M. St. P. & P. R. R.,
Cleveland, Ohio.

Dear Mr. Park:
I have just returned from a trip to St. Paul, Minn., and I wish to tell you of the pleasure I had on the marvelous train Hiawatha.

I do not think I have ever enjoyed a train ride as much as I did this one. The equipment is marvelous; the riding qualities are superb and the courtesy of the crew is noticeable.

I hope I shall have occasion to repeat my experience.

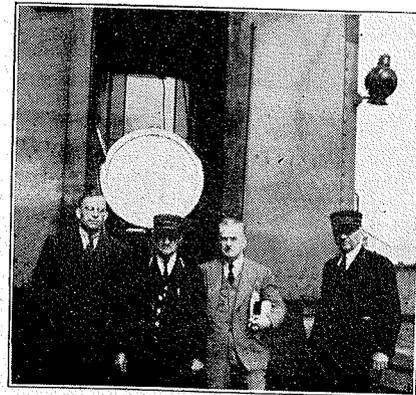
Very truly yours,
Maxwell Lick, President,
Medical Society, State of Pennsylvania.

"Credit Where Credit Is Due"—An Eastern
Patron Adds His Voice to The Hiawatha Hymns of Praise
Hotel Statler, Detroit, Mich.

To the President,
Chicago, Milwaukee & St. Paul R. R.,
Chicago.

My Dear Sir:
It is, in my opinion, a social obligation and a duty to give credit where it is due.

I have recently been using your Road. The train which brought me from St. Paul to Milwaukee amazed and delighted me. It is called, I believe, the "Hiawatha." I was using a round-trip ticket with stop-over privileges. Your train carried me 410



Mr. Hakes, Mr. Rink and train crew, Sac City special.

miles in 390 minutes at a cost to me of a fraction less than two cents a mile!

Of course, these days we are all used to speed. But your marvelous train ran so swiftly and silently that one could converse with no louder voice than one uses in his own home. The luxury and comfort of the train was remarkable. I thought you might like to know that I have used trains—famous and infamous—in many parts of the world, including what perhaps is the world's longest continuous run, namely: from Vladivostok to Flushing, Holland.

Your train afforded me more pleasure than any train I have ever used. Had I paid \$10 a mile instead of 2 cents, I could not have been shown more courtesy and consideration than was shown me by all members of your train staff. I am happy to pay this grateful tribute.

Sincerely yours,
Alfred Biggs,
R. C. A. Building,
Rockefeller Center, N. Y.

Elk Pack Outfit

(Continued from page 9)

in the living room stood one large elk, back pack and all, chewing industriously at some of our mail lying on the table. When dinner was ready and his pack removed, he went right ahead of us into the dining room, to help himself just like one of us. The others do it too, and even with our big bedding and camp outfits on their backs will finally work themselves through the bungalow doors. It's a common thing when the sun shines through the big bungalow windows to find the elk asleep in the sun on the dance floor, and they don't care to be disturbed, thank you!

"They are great partners, and always want to go fifty-fifty with you. The old saying 'What's yours is mine, and what's mine is yours' is their motto. When we are training the elk and putting them through some hard work, often they have slipped away to the Bungalow, dining room or cook house, because they know where kind treatment has never failed. When left alone on the ranch, we find them asleep on the boys' beds.

"Despite the above, I would rather break two buffalo than one elk. The buffalo will charge and try to dislodge a horseback rider, but the elk stands on his hind feet when in anger, and paws you right off your saddle horse, and right then it's goodbye, cowboy, horse, range and elk! 'Get a new wrangler, Boss!'"

Big Elk Ranch recently shipped from Martinsdale to a Michigan private wild game sanctuary, an eight hundred pound elk; the Big Elk has more orders for elk than can be filled at the present time. Mr. DuRand has also purchased two young antelope, soon to be delivered.

Sac City, Iowa, Business Men's Special

On June 6th, 120 business men of Sac City and farmers of surrounding country enjoyed the annual Sac City Evening School tour to Minneapolis. The party went by special train under the care of station agent T. D. Hakes of Sac City and T. F. & P. A. Rink of Des Moines.



SAID TO BE HUMOROUS



The Boss Is Under Everything

"Hadh't you better go tell your boss?" inquired the motorist of the farmer's boy who stood looking at the load of hay upset in the lane.
"He knows," replied the boy.
"Knows? How can he know?"
"Cause he's under the hay."

Should Take It Easy

Father: "Son, this thrashing I'm going to give you will hurt me more than it does you."
Son: "Well, dad, don't be too hard on yourself. You haven't been feeling so well lately."

A Future Diplomat

The teacher had explained the cruelties of Nero, and believed he had made an impression. He asked the class: "Now, boys, what do you think of Nero? Do you think he was a good man?"
No one answered. The teacher singled out Tommy.
"Well," returned the boy after a long pause, "he never done nothin' to me."

Inferiority Complex

"It's no use," said the director to his colleagues, "I'll have to get a new typist."
"Pity," said his colleague. "Miss Jones always seemed a nice, obliging sort of girl."
"Oh, she's all that. But she will keep interrupting me when I'm dictating to ask how to spell words."
"That certainly is a great waste of time."
"I don't object to that," explained the director, "but it looks so bad to have to keep saying I don't know."

Not a Perfect Specimen

Dressed in the latest and most approved motorcycling costume, with goggles all complete, the motorcyclist gaily toot-tooted his way towards the London zoo. Suddenly he slackened, dismounted and said to an old man:
"I say, my fellow, am I right for the zoo?"
The old man gasped at so strange a sight, and thought it must be some new animal.
"You may be all right if they have a spare cage," he said, when he could find his tongue, "but you ha' stood a far better chance if you'd got a tail."

The health-giving qualities of spinach have been questioned but no one can deny it certainly gives a person a lot of grit.

Cause for Thanks

"Every bone in my body aches."
"Thank you stars you're not a herring."

Got Off Easy

A pullman porter was thrown from his car when the train was derailed and flew 10 feet through the air before he hit head first up against a concrete post.
He lay in a daze rubbing his head, when the conductor came running up.
"Great Scot, man," cried the conductor, "aren't you killed?"
"No," said the porter, getting to his

feet; "that concrete post musta broke ma fall."

Quite Likely

Percival—Daddy, do they raise political plums from seeds?
Daddy (who never had one)—No, young man. Political plums are more often the result of a bit of clever grafting.

Mental Calculation

Mathematics Professor—If there are 48 states in the Union, and super-heated steam equals the distance from Bombay to Paris, what is my age?
Frosh—Forty-four sir.
Professor—Correct, and how did you prove it?
Frosh—Well, I have a brother who is 22, and he is only half nuts.

Plenty in the Warehouse

Clerk—No, Madam, we haven't had any for a long time.
Manager (overhearing)—Oh, yes, we have it, madam; I will send to the warehouse immediately and have some brought in for you. (Aside to the clerk): "Never refuse anything; send out for it."
As the lady went out laughing, the manager turned to the clerk.
Clerk—She said: "We haven't had any rain lately."

Didn't Know One from the Other

The long lean backwoodsman came to the sawmill for a job and the foreman put him to work feeding the whirling circular saw. A few minutes later the foreman came back to find the man gazing dumbly at the bleeding stump of where a finger had once been.
"My heavens," shouted the foreman, "what did you do?"
"I dunno," said the new man, "I just stuck my finger up to the saw like this—my gosh, there goes another one."

One Up for Scotland

In the dressing room of the train the Scot had been boring everyone with tales of the great deeds he had done.
"Well, now," said an Englishman at last, "suppose you can tell us something you can't do, and, by jove, I'll undertake to do it myself."
"Thank ye," replied the Scot. "I canna pay ma railroad fare."

An Appetizing Meal

"Waiter," said the cold-eyed diner, "there's hair in the honey, the ice-cream, and the apple-sauce."
"Really, sir! I can't understand about the applesauce. The honey got it from the comb, I presume, sir. And, yes, we used shaved ice for the ice cream. But the applesauce is very strange, sir. The farmer gave me his word that they were Baldwins."

Quite Likely

Mrs. Newlywed—Dinner is ready, dear, and the cook has made us a nice big mess of fish.
Mr. Newlywed—Of all things.

A Costly Address

The president of the local gas company was making a stirring address.
"Think of the good the gas company has done," he cried. "If I were permitted a pun, I should say, 'Honor the Light Brigade.'"
And a customer immediately shouted, "Oh, what a charge they made."

Obedying the Doctor

Housewife: "Look here, my man, why do you always come to my house to beg?"
Tramp: "Doctor's orders."
Housewife: "Doctor's orders?"
Tramp: "Yes'm. He told me, when I found the food that agreed with me to continue it."

A Racy Question

A couple of members of an ancient race were disputing over the dates of two typically Jewish occasions. At last said one: "Here comes old Solomons. He'll tell us if anybody can."
So one of them approached the venerable Hebrew, whose long, white beard gave him such a patriarchal, as well as erudite, air.
"Sorry to stop you, Mr. Solomons, but me and my friend have had a dispute. Which was first: Yom Kippur or Rosh Hashana?"
The old man spread out his hands in semi-alphabet.
"Ow can I tell you, my boys?" he asked. "I gave up racin' years ago."

What's Your Nuisance Value?

Method of scoring: For each question which you answer positively "Yes," count 10 points against yourself. For each one you answer positively "No" enter a zero. If your answer is not a positive affirmation or denial, scale your grade accordingly; for example, "sometimes" should probably be scored as 5, "seldom" as 1, "frequently" as 8.
1. Do you begin almost every sentence with the pronoun "I"??
2. Are you a loose thinker?
3. Is your mind closed?
4. Do you accept criticism as you would a green persimmon?
5. Are you an interrupter?
6. Are you an overseller?
7. Have you an uncontrolled imagination?
8. Are you a detail hater?
9. Have you ever wished the best would drop dead?
10. Have any of your subordinates ever wished you would drop dead?

Couldn't Get Everything

At the end of the second week of the holiday, Jones found himself rather short of ready money.
Furtively he walked into a local pawnshop carrying a portable radio set, and asked for a loan of \$10.
The pawnbroker shook his head.
"This is disgraceful," protested Jones. "Why, this is a really up-to-date set, can get Europe and Australia and South Africa on it."
"That may be," replied the pawnbroker quietly. "But you can't get \$10 on it."

THE MILWAUKEE RAILROAD WOMEN'S CLUB

The District Meeting Minneapolis, May 13th

TWELVE Chapters, represented by their presidents or authorized representatives, answered to the roll call at the district meeting in Minneapolis on May 13th, as follows: Aberdeen, Mrs. B. M. Smith, yours and means chairman; Austin, Mrs. G. L. Haseltine, president; La Crosse, Mrs. J. T. Burns, president; Madison, S. D., Mrs. A. D. Smith, president; Marmarth, Mrs. Harry Wood, president; Mason City, Mrs. R. E. Sizer, president; Milbank, Mrs. Bert Nixon, president; Minneapolis, Mrs. D. T. Bagnell, president; Miles City, Mrs. S. E. Moss, president; Moberge, Mrs. Lee Swanton, president; Montevideo, Mrs. F. E. Wilcox, president; St. Paul, Mrs. F. M. Washburn, president.

There were also the following members of the General Executive Committee: Mrs. Kendall, president general; Mrs. Holbrook, general director, Minneapolis; Mrs. Wiedner, general director, Dubuque; Miss Lindskog, secretary general; Mrs. Dolan, recording secretary general; Mrs. Ryan, general constitution chairman, Janesville, Wis. Mrs. J. Brosard, Bensenville, Ill., chapter, and Miss Grace Doyle, Union Station chapter, Chicago, were guest presidents.

The chapters were well represented by their membership, so that the large room at the Nicollet Hotel, where the meeting was held, was comfortably filled when Mrs. Kendall called the meeting to order. After the greeting of welcome from the president, reports were heard.

In the absence of Mrs. Sparrow, treasurer general, Miss Lindskog reported the balance in the general governing board treasury.

Miss Lindskog's report was then heard. She first read letters received from the executive officers of the railroad congratulating the club on the fine showing for the year 1936 and the large membership, it being the largest in the history of the club.

She reported the paid membership as of that date, showing that we had more than reached the half-way mark, with less than half the year passed, a very encouraging outlook. Eleven chapters had, at that time already exceeded their total membership of last year.

Miss Lindskog also explained the operation of the "candy machines" for the benefit of the General Board fund, at a number of the railroad terminals, and the excellent income derived by the Board from that source.

Substantial balances in most of the local chapter treasuries were noticed; but chapters were urged to continue their efforts toward raising money, as such efforts and the associations arising from contacts of this kind were necessary to keep up and stimulate interest in the club work.

It was noted with pleasure that there had not been so much call for relief work during the preceding year, but the members were advised to use every effort to find all cases needing our help, and to keep in touch with the superintendents and supervisory officers in order to be sure that no needy case should be overlooked.

Mrs. Kendall suggested that now that there was less relief work to claim our attention, the work begun by the Lydia T. Byram Scholarship Fund might be resumed. "Of course," Mrs. Kendall said, "we cannot at this time, or perhaps, ever undertake to send a student through college, provide funds for thorough artistic training, etc., but we could at least help an ambitious boy or girl toward a training that would fit him or her for a more

complete career or life work; we could buy books, furnish clothing for children so they could attend school who might not otherwise, be able to keep on; and in many ways, be of help and use to aspiring juniors."

Mrs. Holbrook, who was general chairman of arrangements for the Minneapolis meeting made several announcements about arrangements for the day. Mrs. Bagnell, president of Minneapolis Chapter, on behalf of Minneapolis and St. Paul Chapters, extended an invitation to all present to attend a reception and tea in the Minneapolis club rooms, after a drive about the Twin Cities in the afternoon.

Reports of presidents followed, which are given here in part, only. Aberdeen Chapter, as always, had a full report, showing many activities and much mutual benefit work accomplished during the year. With a substantial sum in their treasury, this chapter contemplates furnishing a room in the local chapter, in the name of the Milwaukee Road Women's Club. \$495.25 was spent in relief work since January 1st, 1937; a sum of money was given to the Red Cross floor relief, a donation given to Milwaukee Road baseball team; and at that date, their total membership was 624.

Austin chapter reported less relief work than in previous years but they had collected and given away considerable clothing, rugs and bedding; had donated a sum to the Red Cross flood relief, and had used all possible effort to take care of the railroad needy who were not eligible for other relief. Austin Chapter is very active socially, and reported a very gratifying interest in the monthly meetings, which were largely attended. The total membership at that time, was 221.

La Crosse chapter reported assisting one of the veteran employes for several years and a few other cases to which they had contributed regularly; made a donation to the Red Cross flood relief. Their annual holiday party is in the form of a pound party and the donations thus brought in are used in the holiday baskets which the chapter sends out. Their reported total membership was 228, an increase over 1936, of sixteen.

Madison, S. D., likewise reported little relief work found necessary because of more work, but much good cheer had been dispensed. One item of interest from this chapter was that during a siege of sickness during the winter, when nurses were scarce, some of the members had volunteered for nursing, taking care of patients, nights.

Marmarth, always active socially, told of their ways and means methods, their welfare work, etc. This chapter donated a sum of money to the local hospital to furnish a room in the name of the chapter. Also had two outstanding cases of welfare work, one a woman losing her eyesight; another, a tubercular case that was given assistance. This chapter maintains a library from which all residents of the town are privileged to take books, there being no other public library there.

Mrs. Sizer reported a wonderful spirit of cooperation in the membership of Mason City chapter, in demonstration of which she said twelve members had accompanied her to the district meeting, including two past presidents. They have a fine balance in their treasury. While there has been little call for relief and mutual benefit, much good cheer work had been accomplished. Total membership as of date, was 364.

Mrs. Nixon's report of Milbank chapter disclosed not much relief work. There had been considerable sickness during the past winter and all cases had been carefully noted, good cheer and help rendered. A donation had been made to a children's clinic in Milbank, as many of the children going through the clinic were from Milwaukee Road families. A good balance in the treasury was shown, while their social activities always met with good cooperation from the members.

Miles City reported not much welfare work, as Mrs. Moss said she was happy to say most of their men were now employed. One case of note was given of an old employe who had been in hospital for some time, and was now waiting for his retirement. The chapter took care of his hospital bill, while the good cheer committee always looked after him and visited him often. Some other cases were cited, showing that despite the apparent lack of need for relief work, this chapter was always alert to find and render all possible assistance. Twice a month, the good cheer committee call upon three old people, formerly railroad employes, who are now at the County Farm, taking them delicacies and magazines. Total membership as of date, 343.

Mrs. Bagnell reported Minneapolis chapter membership as of date, total 460, but said they expected to have up to 700 by the close of the membership drive. Not much welfare work, but always render aid whenever there is a call. They keep in close touch with the department heads so as to be sure not to miss any needy cases. Their monthly meetings are always successful and popular, holding in the evening with a hot dinner preceding the meeting and attended by the contributing as well as voting members. They hold two dances each year, which are so popular that they are always urged to give them oftener. A fine spirit of cooperation pervades the organization.

Moberge also reported little welfare work because of more employment. Had been looking after two families quite regularly, supplying milk and groceries. Fine co-operation in the good cheer work. Meetings well attended. They have a bank night, in which only paid up members may participate. The chapter joins at Christmas time, with the local commercial club in sponsoring the holiday activities, the railroad company furnishing a large tree for the center of Main Street. The commercial club furnishes the candy for the children. The chapter gives a Christmas party for the members in the club house, which is largely attended. Membership, 145. Balance in treasury, \$227.48.

Montevideo reported one outstanding welfare case taken care of, and fifteen families reached through good cheer. They sponsor a pot luck supper to which all railroad families in the city are invited, once a year. Membership total, 87. Balance in treasury, \$266.04. Their Christmas party included Santa Claus riding into town on the train, boarding The Olympian at Milbank and going through the train with greetings for all on board. A nice way of giving publicity to the club and for the railroad as well. They also cooperate with the chamber of commerce and civic organizations in promoting holiday cheer.

Mrs. Washburn reported for St. Paul chapter a paid up total membership of 351, compared with 317 last year.

St. Paul is a young chapter and is very active as well as enthusiastic in its work. The contributing membership cooperates splendidly, and each year, the chapter holds a birthday party, at which it honors the men who have done so much to assist them.

Besides their regular monthly meetings they have given one dance the past year, and they also contest for one article at each meeting.

The two visiting presidents were introduced and spoke briefly.

At the conclusion of the business session, luncheon was served in the grand ballroom of the hotel at 1:30 P. M., with an attendance of 131. Representations from

chapters as follows: Aberdeen, 4; Austin, 31; LaCrosse, 10; Madison, S. D., 4; Mar-
marth, 2; Mason City, 12; Milbank, 1;
Miles City, 4; Mohrbridge, 1; Montevideo, 8;
Minneapolis and St. Paul, 49. Chapters
bot in the district—Bensenville, 5; Chicago-
Union Station, 2; Deer Lodge, Mont., 1;
Madison, Wisc., 1; Mitchell, S. D., 3; New
Lisbon, 2; Portage, 3.

By courtesy of Minneapolis chapter, Miss
Betty Lou Neese favored the company
with two accordion solos.

The Minneapolis Chamber of Commerce
had a young woman stationed in the hotel
all day, registering every member who at-
tended and furnishing each one with a
small identification badge.

Following the luncheon, out of town
guests were taken on a sight-seeing trip
around the Twin Cities, the cars being
driven by men employes of the railroad.
At termination of the drive, they were
taken to the clubrooms of Minneapolis
Chapter for tea and cake.

Editor's note: It will be understood that
the reports of chapter presidents have been
given in the above in a sketchy manner,
because of lack of space. All members are
urged to read the secretary's reports of all
district meetings, giving in detail much of
the work that has been carried during the
past year.

The reports of the two final district meet-
ings, the one in Chicago on May 19th and
in Tacoma June 3rd will follow in the next
issue of The Magazine.

Aberdeen Chapter

G. M. H.

SPRING is so heartwarming, so refresh-
ing and so thrilling in its vital alive-
ness that we Aberdeenians have quite for-
gotten the long, hard struggle during the
past cold winter and are fairly bubbling
with a new ambition to carry on.

Our Aberdeen Chapter is especially alive,
planning new achievements and seeking
new heights of success.

Already our treasury holds a real nest
egg of \$1,349.87. Such substantial sums as
\$108, the net profit from the quilt sale in
February, \$26 from the benefit bridge held
during the same month, and \$311.25 cleared
at the annual Easter Monday dance in
March have helped to swell our coffers.

However, we're not through yet, for the
ways and means committee have reserved
June 3 as the date for another bridge
party to be held in the evening at the club-
house.

Our slogan is a good one and always
holds true—"To win is to work and to
work is to win."

Our expenditures for relief work since
January 1 amount to \$478.75, which proves
that we are ever mindful of those about
us and of the purpose for which we are
banded together.

The Aberdeen Milwaukee baseball team
has received 100 per cent support from
our chapter. We are happy to say that
we've donated \$100 to its organization,
while the longest, the loudest and the
strongest bleacher support has been at-
tributed to our women.

At the present writing plans are under
consideration for the furnishing and main-
taining of a Milwaukee room at St. Luke's
hospital in our city. This room is to be
let out to Milwaukee members at a mini-
mum cost. It is truly a worthy project
and in time will prove its own merit.

At the May meeting we were pleased
to have our president, Mrs. H. M. Gillick,
back with us again. Her recent sojourn
at Excelsior Springs, Mo., has been very
beneficial to her health. She reported that
Mr. Gillick also enjoyed the week's rest
and returned to his duties as superin-
tendent with renewed vigor.

Mrs. Ray Sizer of Mason City, Iowa,
former Aberdeenian and active club mem-
ber, was welcomed by her former fellow
club members at this same meeting. She
gave a short talk relating to her own
chapter, of which she is now president.

The chapter members were pleased to
hear the report of the convention which
was held in Minneapolis on May 13, as

given by our delegate, Mrs. B. M. Smith.
She assured us that we are the largest
and strongest organization on the entire
system, but volunteered the information
that if we wished to keep this record we'll
have to work, as there were close runners-
up for this year.

The sunshine committee, of which Mrs.
Gail Hansen is chairman, is indeed a busy
one! Such monthly reports as 150 per-
sonal calls and 100 telephone calls, be-
sides from 25 to 30 messages sent by mail,
would undoubtedly keep any committee
busy.

The membership committee has the drive
for membership well under way. When
asked to give an estimate of their goal
number they merely answer, "100 per
cent." So we take it for granted they're
out to win.

It is with deep sorrow that we mention
the passing of two of our members, Mrs.
George Foster and Mrs. W. W. Wester-
field. Their friendliness and compani-
onship will be greatly missed by all who
knew them. To the grief-stricken relatives
we extend our sincere sympathy, sharing
with them the loss of these loved ones.

Kansas City Chapter

Mrs. Roy Larson, Historian

THE regular meeting was held May 6th,
president Mrs. Woodward presiding.

Welfare chairman Mrs. Morrison was not
present, but sent a report indicating \$10.56
spent for milk and groceries for one fam-
ily.

Membership chairman reported voting
members of 45 and contributing 89, to-
tal, 154.

Sunshine chairman reported 150 tel-
ephone calls and 20 personal calls made
and two sympathy cards sent.

Mrs. Woodward read a copy of letter
from Miss Lindskog, written to the Cham-
ber of Commerce of Kansas City thank-
ing them for the courtesies extended to us
May 22nd on the occasion of the district
meeting. She also read letters from the
presidents of Perry, Fullerton Avenue and
Ottumwa chapters regarding the meeting.

Two benefit card parties were held in
May. The first one at the home of Mrs.
Paul Affeld, May 17th, and the other one
at the home of Mrs. Woodworth, May 24th,
both of which were well attended. The
hospitality of both these gracious ladies
was much enjoyed and appreciated.

Sunday, June 6th, was the date set for
the annual picnic for all employes, spon-
sored by the club. However, the weather
at that time was not ideal for picnics,
therefore the attendance was rather small,
but those of us who did attend managed to
keep warm and enjoyed the afternoon, es-
pecially the basket supper. As usual, the
club furnished the ice cream and coffee.
The picnic ends the activities of Kansas
City Chapter for the summer, except the
welfare work, which will be carried on.

Ottumwa Chapter

K. M. G.

THERE was plenty of laughter and fun
caused by the merrymakers one always
finds among a group of women on a trip
out of town for a day. The thirty mem-
bers of Ottumwa Chapter, who went to
Kansas City to attend the district meet-
ing on April 21, had not one idle moment
from the time they entered the sleeper at
9:30 p. m., set out at Sherman Street Sta-
tion for their private use until they de-
trained from No. 26 the following night.
All are very appreciative of the hospitality
shown them by the Kansas City ladies and
the sight-seeing tour following the lunch-
eon was greatly enjoyed by everyone—it
was certainly a safely-conducted tour with
the police escorts and all traffic favoring
the long line of automobiles and stopping
at the sound of the police siren. The ever-
pleasant and kind porter, Joe McCann, has
the thanks of all the ladies for his good
service and courteous treatment. The Ot-
tumwa members wish to express their
thanks to Superintendent Bowen for se-
curing the special car, as the comfort and

privileges it afforded added much to the
pleasure of the trip.

Because of the cooperation of the Ot-
tumwa Milwaukee employes the mem-
ber-ship drive was a success and Ottumwa's
report at the district meeting was a splen-
did one. We were all very proud of our
president, Mrs. J. H. Stewart.

The last dance of the season, given in
the K. of C. Hall on May 1, was very
well attended. The president, Mrs. Ste-
wart, as usual worked untiringly and felt
very happy because of the success of the
various dances throughout the season, due
to the cooperation of the Milwaukee Rail-
road officials and employes. Cards were
played by those who did not wish to dance
and a prize of a deck of Milwaukee playing
cards was awarded to the holder of the
highest score at each table. If it is the
wish of the majority in the fall the dances
will be resumed.

June is the month for the annual picnic
and it is hoped it will be the usual suc-
cess.

Bensenville Chapter

Ruth Hilliker, Historian

THE April meeting of Bensenville Chap-
ter was held in the afternoon of April 15th
with our president, Mrs. Brossard, presid-
ing. There was a very good attendance.
Reports of the various committee chair-
men were read and approved.

It was decided to hold the May meeting
in the evening.

After refreshments the afternoon was
spent in playing cards.

On the evening of May 5 this chapter
held its regular meeting. Seventy-five
members were in attendance. A program
consisting of home talent numbers was
greatly enjoyed by everyone present. Re-
freshments were served after the program.

Our annual birthday party was held at
the clubhouse Wednesday evening, May 23.
Cards and bunco were played. The com-
mittee had arranged a delicious luncheon
which brought a pleasant ending to a social
evening.

Sixteen of our members represented the
Bensenville Chapter at the district meet-
ing held at the Knickerbocker hotel in
Chicago on May 19.

Davenport Chapter

Mrs. E. A. Johnson, Historian

AT our last meeting, May 10, we had a
pot-luck supper. About 50 were pres-
ent. Later cards were played, everyone
having a good time.

The president and visiting members of
Davenport Chapter wish to extend a vote
of thanks to the Kansas City Chapter and
the governing board for their part in mak-
ing the day at the district meeting such
an enjoyable one. Your writer feels that
she missed out on quite an event, having
been on the sick list at the time.

At our recent bake sale at one of our
stores we cleared \$13.50.

Our president, Mrs. Paul Salzer, opened
her home for a card party the 24th of
May. Bridge and 500 were played. We
cleared \$9.50. Refreshments were served at
the card tables. All reported a good time.

The next event will be our picnic the
27th of June.

Terre Haute Chapter

Mrs. M. C. Faris, Historian

REGULAR meeting of Terre Haute Chap-
ter was held at the clubhouse and Ma-
jor Whalen and family, the new superin-
tendent of the Terre Haute Division, and
new members of the division were guests.
The business meeting was held following
the supper and about fifty were in at-
tendance.

The annual Jiggs supper was held at the
K. of P. Temple in April.

A number of the ladies are planning to
attend the district meeting in Chicago
Our last meeting was held at St. Bern-
ard on May 13th.

A farewell party was given the Eng-
mann family, who have been transferred

Savanna, and a lovely table was presented them.
Up to date about one hundred and twenty-five dollars has been spent for relief this year and we are taking care of all calls for relief that are coming in.
Our membership is rapidly increasing and we hope to have a good report for the meeting in Chicago.

Tomah Chapter

Mrs. Hugh Johnson, Historian

THE May meeting was called to order by Mrs. M. Hovey, vice president, because of the absence of our president.

Reports were heard. The treasury showed a balance of \$219.10, ways and means receipts were \$19.91; quilt sale, \$8.27; penny march, \$1.08; expenditures for relief, \$27.09. The voting membership 140; contributing \$5.59 was spent for good cheer; personal calls, 24; telephone calls, 18.

The June meeting was held with our president, Mrs. Fred Kohl, presiding. Reports of all chairmen were received.

Arrangements were made for our annual picnic to be held June 20th. A fish pond and games and special games for the children; a ball game for the men and the usual good time for the ladies, with plenty of ice cream and good things to eat for all. This being the last meeting until September, a special lunch was served and a very good program enjoyed.

Council Bluffs Chapter

Mrs. Roy Wicheal, Historian

COUNCIL Bluffs Chapter was invited to attend a picture pertaining to railroad and its progress, sponsored by the men. It was held in the coach in the coach yard and preceding the film showing the local Milwaukee male quartet rendered a few vocal selections. The picture was highly educational as well as interesting and was enjoyed by all. The regular January meeting followed at the Milwaukee clubrooms.

January and February recorded an unusual amount of illness which was perhaps a condition existing generally. All received the necessary care, but very little relief work was needed.

The new officers were installed at the January meeting and have taken on their duties graciously and given the club of their best.

A pot luck supper was given on January 26th, with a large attendance, everyone spending an enjoyable evening and eager for another one in the near future.

At the February meeting it was voted to make a donation to the Red Cross food relief fund. An afternoon card party was also planned.

The March meeting was preceded by a pot luck luncheon, a favorite mode of entertainment with this chapter. An Easter party for the children was also an event in March.

Our local chapter has a charming method of honoring the little new arrivals among our mothers. An afternoon party is held at the home of the mother, the chapter furnishing the lunch and presenting the baby with a gift. One such party was held in April at the home of Mrs. R. Wicheal, Jr. and baby.

At the April meeting it was voted to send our president to the district meeting at Kansas City on April 22nd. At the same meeting announcement was made that Ted Schmidt, coach yard foreman, had signed up his men 100 per cent as contributing members—43 in all. We extend to Mr. Schmidt our sincere thanks and fervently hope that all other departments may do as well.

The chapter is planning a dancing and card party as a sort of celebration and money-maker in one. Admittance to be charged and refreshments served free. A large crowd is expected.

A "new arrival" party was held at the home of Mrs. Lawrence Underwood on May 13th. Cards were played, lunch of cake and coffee enjoyed and the "honor guest" presented with a pair of rompers. The May meeting marked the last to be

held this season. Cards were played and prizes awarded.

Fullerton Ave. Chapter

Ruth L. Nixon, Historian

THE regular meeting of the Fullerton Ave. Chapter was held in the club rooms, Tuesday, May 11. Supper was served to 154 members.

Our president, Mrs. A. J. Frandsen, opened the meeting with a very interesting account of the district meeting held in Kansas City, April 22. Ten members accompanied Mrs. Frandsen to Kansas City.

An invitation was extended to all members to attend the district meeting to be held in Chicago at the Knickerbocker hotel, May 19.

The meeting was turned over to Mrs. Carl Barclay, our program chairman, who presented Mrs. Estelle Johnson, well-known writer, lecturer and teacher of better English, Personality and Charm. Mrs. Johnson's subject was "Personality and Charm." Need we add that, so well versed in a subject so entirely interesting to women, Mrs. Johnson was received with so much enthusiasm and deep interest the remainder of the evening was spent organizing a class under the tutelage of this splendid teacher? The classes met every Wednesday at 5:30 o'clock.

May 18 a novel and unusual evening was spent touring Chicago's Chinatown. A trip through the "Little Orient" and a typical Chinese dinner was served to 140 members. We were also well represented by some of our contributing members who were very interested in the Chinese method of accounting.

Our librarian, Miss Elsie Dreher, has just completed a new list of all the books in the library, listing them under the various classes: Fiction, non-fiction, western, etc. Each month the best sellers are purchased by Miss Dreher and extra copies of the more popular books can be had without delay. The books can be had for 5 cents a week or fraction thereof over a period of three weeks. The library is self-supporting and depends entirely upon its readers. An invitation is extended to all new and old members to visit the library on library days and become acquainted with one of the finest activities the club has to offer.

Mitchell Chapter

Mrs. Fred J. Wilson, Historian

MITCHELL chapter met in the club rooms for regular meeting, April 18. All business was dispensed with because our husbands and contributing members were our guests.

A very enjoyable evening was spent with about sixty people present.

Mrs. C. E. Reidt gave an interesting talk on "The Little Things in Life." Numbers were drawn for the quilt, Mrs. Maier holding lucky one. From this \$47.00 was realized for our treasury.

Mrs. Fred Thomas, whose name was drawn for the attendance prize, was absent so the money went back into the treasury. The remainder of the evening was spent playing cards at sixteen tables. The high prize for contract went to Miss Ellen Conry, low prize to Mrs. Jack Sundquist. Mrs. Pierson received high for auction; Mrs. Bertha Paulin received low. For five hundred, Mr. Helander won high; Mr. Olie Anderson low. Mrs. B. C. Carick was given the guest prize.

At the close of the evening, a dainty luncheon was served by Mesdames Wright, Paulin, Roggie, Hatzenbuler, Dunn, and Dunesmore.

A special meeting was held Tuesday evening, April 19, for transacting business. It was decided to purchase card tables and chairs for our club rooms. Mrs. R. C. Paulin, president, Mrs. C. Sloan, Mrs. Conrey, Mrs. Dunesmore, and Mrs. Bruyn expressed their intentions for attending the Chicago meeting.

Those who attended the Minneapolis meeting were Mesdames H. B. Peterson, E. H. Platt, F. J. Wilson.

Thirty-two members were present for the meeting held May 15th. After the business session two short talks were

given. Mrs. C. E. Buehler talked on "The Marajuna Weed." Mrs. Leon Sweetland talked on "Women of the Bible." Maxine Nobis gave a reading which was much enjoyed. Lunch was served by Mesdames Coury, Ladner, and Caldwell.

On Friday evening, May 28th, a bingo party was given at the club rooms. This was for members and their families. A large crowd fully enjoyed the fun during the evening. Prizes were given and doughnuts and coffee were served later in the evening.

Our community was saddened by the death of John McGrath, who had a heart attack while fishing on Lake Mitchell. Our sincere sympathy goes to his wife, who was our club president last year, and to the other members of his family.

Montevideo Chapter

Mrs. W. S. Hasleau, Historian

OUR new president, Mrs. F. E. Wilcox, held an official board meeting at her home on February 4. Plans for the year were discussed after which a delicious lunch was served by the hostess.

A pot luck supper was served on Sunday, February 21, to about sixty-five members. Attendance was small due to cold weather. Officers and members of the club were in charge and much credit is due these ladies for their splendid efforts. Following the supper a fine program was given consisting of a solo by Evangeline Botten, duet by Francile and Juanita Miller, readings by Frances Pandrey and Frank Wilcox, Jr. Talks were then given by Mrs. F. Wilcox and W. S. Hasleau.

The club has been hostess to three dances recently. These were very well attended and enjoyed by all. A substantial sum for our treasury was realized in this way.

At our recent meetings attendance prizes of \$1 have been won by Mrs. M. Golie, Mrs. H. Helgeson, Ella Noard and Mrs. J. E. Hills.

Eight members of the local chapter attended the district meeting of the Milwaukee Women's Club at the Nicollet Hotel in Minneapolis on May 13. Interesting reports from local presidents were given and other business discussed. Following a luncheon and a musical program at the hotel, a sightseeing tour was conducted through the city. Among those in attendance were Mesdames F. E. Wilcox, J. E. Hills, Tom Dugan, E. A. Hazeltine, H. Pandrey, H. Helgeson, S. Lofdahl and C. F. Ambli.

Members of the club and other friends were glad to see Mrs. R. E. Sizer, who visited several days in Montevideo, following the district meeting. Mrs. Sizer was the first president of our chapter and a very popular one. She now serves as president of the Chapter at Mason City, Iowa, where she now resides.

Plans were made for the birthday picnic on June 27 in honor of Mrs. J. E. Hills at her cottage Gladstone, Green Lake. Mrs. T. A. Warner, chairman, assisted by her committee, is in charge of refreshments, and Mrs. T. Dugan and Mrs. M. Golie are in charge of transportation. This event is becoming an annual affair, the local chapter having enjoyed this occasion for the past two years.

It is with regret that we report the deaths of two members of our club. On May 23, Mrs. E. L. Nemitz passed away suddenly at her home, death being due to heart failure. In past years Mrs. Nemitz had been a helpful member and friend and we shall miss her. She is survived by her husband and five children, to whom our deepest sympathy is conveyed.

Mrs. Olaf H. Tweter passed away at Sioux Falls, S. D., June 8. Suffering a heart attack while on a trip with her husband, she was taken to Sioux Valley Hospital in that city, but lived only a short time. Mrs. Tweter was a charter member and past secretary of our chapter. When health permitted, she greatly enjoyed the work and social activities of the club and her unflinching interest is a loss which will be keenly felt.

ON THE STEEL TRAIL

THE DIVISION NEWS-GATHERERS

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
 Mrs. C. E. Zimmerman.....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
 H. J. Swank.....Care Superintendent, Austin, Minn.

Mrs. Lillian Atkinson.....Care Asst. Superintendent, Wausau, Wis.
 William Lagan.....Care General Agent, Sloux Falls, S. D.
 Harriet Shuster.....Care Refrigerator Department, Chicago
 Mrs. Dora M. Anderson.....Care Local Agent, Moberidge, 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
 Kenneth Alleman.....Seattle Local Freight Office
 Howard Lawrence.....Care A. T. Berg, Bensenville, Ill.

La Crosse River Division— Second District

Ira G. Wallace

CONDUCTOR CHARLES WITZKE has returned from a short trip to Omaha, Neb., where he visited with his mother.

Agent W. A. Ebersole of Eau Claire spent Memorial Day in the usual way, fishing in northern Wisconsin, and returned with thirty nice trout.

Dick Thompson, cashier at Wabasha, and Mrs. Thompson have left for a visit with their son on the west coast. They will drive back, stopping at Yellowstone Park.

On the first of June, Wilfred Johnson retired under the Railroad Retirement Act, after completing fifty-seven years of continuous service. For many years Wilfred served as an extra gang foreman all over lines east of Moberidge, but for the past few years has acted as crossing flagman at Red Wing. A picnic supper was served in his honor by the local employes and he was presented with a nice traveling bag. Bill has now left for Winnipeg, where he will visit with his son and will then go for an extended visit on the west coast.

Carl Ellingson of the roadmaster's office spent a week-end in Chicago, where he was the guest of relatives.

Bill clerk John Monarski had his Little Dutch Band functioning for three days at the Chippewa Falls centennial and homecoming celebration. The red noses were part of the make-up and was only grease paint—so says John.

P. H. Carlson of Cannon Falls was on temporary relief duty at the Eau Claire freight office for a few days.

Operator E. C. Wahl of Eau Claire has received notice to be ready for train dispatcher duty the first part of July.

On June 1, C. Carlson, roadmaster at Red Wing, retired under the Railroad Retirement Act because of poor health. His many years in a supervisory capacity on this busy division caused him to work under a severe strain and with telling effects on his own health. For several years he has continued to fulfill his duties with failing health, and it was only on the doctor's orders that he consented to retire. We all wish Charlie the best of health and happiness in the future.

Milwaukee Terminals

G.W.E.

EARL LEROY LEAMAN, only son of a yardmaster and Mrs. D. R. Leaman, died May 16. He was employed as trainman, first district, on the Milwaukee division. He was a very bright young man and had always been a companion to his parents, which makes his death doubly severe. The funeral was held May 19. Interment at Graceland cemetery.

Yardman James J. Pakenham has been confined to his home for the past month with illness.

Mrs. Margaret F. Collins, wife of engineer Timothy A. Collins and mother of firemen James and Peter Collins, died May 22.

Funeral May 25; interment Calvary cemetery.

Engineer and Mrs. W. S. Gilker visited friends at Wild Rose, Wis., May 30 and 31. Former section foreman Frederick (Fritz) Laab of the North Milwaukee section has been confined to his home for some time with illness.

Engineer LeRoy E. Kelly returned June 3 from a visit of two weeks with relatives and friends in Michigan and Pennsylvania.

Dispatcher Patrick McGann and pipefitter Alex (Shorty) Robinson attended the coronation exercises of King George in London, traveling both ways on the Queen Mary. McGann says that the Queen Mary has everything backed off the board for comfort and speed except the "HIAWATHA."

Both enjoyed the trip except McGann did not like the half-dressed Scots in the parade, as he says it reminded him of the strip tease dancers in some of the taverns. Robinson did not like the way the Irish were dressed but would not comment on it.

Engineer Charles (Pogarty) Byrne is confined to St. Joseph's hospital on account of illness.

The many friends of roundhouse foreman William Haddock of La Crosse are glad to know that he has nearly recovered from his recent illness and that he will soon be back in his office.

Dispatcher Charles S. (Happy) Winn returned June 5 from Los Gatos, Calif., and he is glad to get back to good old Wisconsin. He has some fine pictures which he will be glad to show his friends at any time.

The Milwaukee Road was well represented in the Memorial Day parade May 31. With the Civil War veterans were yardmen Frank Clark, George Day, D. L. Hennessy and D. J. McAuliffe; with the Spanish War veterans, engineers T. P. Casey, J. F. Fabringer, John H. Maas, C. R. Manion, C. E. Mudway and those two famous army cooks, Charles Graf and Charles Scholes. The World War veterans were yardmen David Friedman and William McPartlin and engineers James J. Coleman, John L. Geckler, William Roberts, T. J. Toward and pipefitter H. J. Horsch. The part of the parade which seemed to please the crowds who lined the streets were a troop of Boy Scouts led by our Chestnut Street police officer W. A. Scholl to music by roundhouse carpenter Sylvester Wehrba with his big drum and machinist helper Andrew Remm with his little drum and yardman William Heims with his accordion. In front of the reviewing stand at the post-office assistant agent and weighmaster Fred Butz of Commerce Street station led the troop in the song, "A little man bought a big bass drum, boom, boom, boom; I am going to get ready for the war that is to come, boom, boom, boom!" This was applauded by everyone.

The Brotherhood of Locomotive Firemen and Enginemen opened their convention in Milwaukee June 7 with 927 delegates. The Ladies' Auxiliary met in conjunction with the Brotherhood, with over 500 delegates. This is their 33rd convention. On June 9 the local lodges gave the delegates and

visitors a reception and ball at the Eagles Club. On June 13 the Milwaukee Road gave the delegates and visitors a trip to the Wisconsin Dells. The convention will last until the middle of July.

Smoke supervisor Edward C. Loye was in attendance at the smoke abatement convention in New York City, May 30 to June 5. He was one of over 100 delegates from all over the United States who attended the convention, which was very instructive, he says. Their meetings were held in the Hotel Pennsylvania.

Roadmaster Larson and his crew have made a speedway of the track from Chestnut Street yards to North Milwaukee for the "HIAWATHA."

TM Division—West End

P. R. H.

FOR the first time in several years abundant rains have fallen over the entire division, assuring a feed crop that will enable stockmen to carry over a foundation herd; and although the grain had been set back by early drought and excessive soil-blowing, it is now anticipated that the production should be in the neighborhood of 1,000 cars. Cool weather has added materially to the sugar beet situation and this ought to result in an increase of from 23,000 tons last year to 40,000 tons this year.

Thomas Brown, engineer, TM division, and William Eaton, switchman, both of Miles City, received their first checks from the Railroad Retirement Board the fore part of June.

Herschleb Riebe, son of machinist Leonard Riebe, Miles City roundhouse, is one of the Boy Scouts attending the National Jamboree in Washington, D. C., the latter part of June.

The Tongue River dam bids are to be let this week, work to be started at once and completed within a year. This will place some 35,000 acres under irrigation adjacent to our railroad. This will enable stockmen to produce their own feed so as assure their ability to carry over winter herds.

George Hilton, clerk from Moberidge, S. D. was in the Holy Rosary hospital at Miles City the forepart of June, when he had one of his eyes removed. George is out again at this writing and will soon be back at the old job again. Mrs. Hilton accompanied him to Miles City and they both visited the general office while here.

Edwin Carlson is now working as ticket clerk at Miles City. We are glad to have the Carlson family back in Miles City again.

Henry Schmickrath and wife of Tacoma are expected in Miles City June 14 for a visit with Mr. and Mrs. Fred Marx and Mr. and Mrs. Norman Anderson. Mr. Schmickrath is a conductor on the Coast division.

Chris Olson, dispatcher, recently bid to second trick job at Butte and has moved his family to that point, after being located at Miles City for several years.

H. B. Christianson, division engineer at La Crosse, Wis., is moving his family from Miles City June 14. Mr. Christianson transferred the fore part of this year to

La Crosse and the family stayed in Miles City until the completion of the school year. James Corbett and family, agent at Miles City, is spending his vacation visiting relatives in Springfield, Ill., and Mason City, Iowa.

The old stage coach "landmark of Miles City" was used at Hettinger, May 29, 30, 31, during the homecoming celebration at that point.

From June 16 to August 31 an Indian ceremonial dance is being arranged for passengers on trains 15 and 16, to be held on the station grounds at Mobridge, by a group of four adult couples and three children. This feature excited considerable comment, particularly from eastern passengers, last year and proved to be such entertainment that it was decided to arrange for it again this year.

J. M. Barnes, custodian of trainmen's bunkhouse at Marmarth, retired the fore part of June to take the pension. A. E. (Shorty) Lock is his successor.

Verian McCawley has returned from the University of Missoula and displaced Bernard Barnes as timekeeper on west end angle bar gang. Barnes expects to go to Branch Line tie gang as soon as material is available.

Mr. and Mrs. A. B. Running and Mr. and Mrs. Norman Anderson went to Harlowton on a fishing trip recently, visiting H. P. Schultz and family while there. We didn't see any fish, but they say they caught some and had a fine time.

Conductor S. E. (Slim) Moss has been confined to the hospital at Miles City for two or three weeks. Last report was that he was improving. We hope he will soon be out again.

Northern District—Car Department O. M. S.

MR. K. F. NYSTROM, supt. car dept., Milwaukee shops, inspected car work at Minneapolis shops and coach yard, also St. Paul coach and freight repair yard.

We welcome to Minneapolis Mr. and Mrs. H. R. Campbell, who are now settled in their new home in this city. Mr. Campbell was transferred from Racine, Wis., to chief clerk to Mr. F. J. Swanson, gen'l car dept. supervisor, with offices at Minneapolis shops.

Chief car inspector H. Laird, with Mrs. Laird, enjoyed a visit to the West Coast, at their daughter's home.

G. Larson, foreman of inspectors, is enjoying his vacation with new Buick coupe. Asst. foreman Ben Borgeson, who has worked for this company at our Minneapolis car shops for over 54 years, retired on June 1 to apply for annuity under the Railroad Retirement Act.

Carman Mike Neuberger, 73 years of age, also retired on June 1st, after 36 years' service to apply for pension annuity. Mr. Neuberger and daughter Irene will visit relatives in Oregon.

Laborer August Siegel, employed at Minneapolis shops, retired May 17 to apply for railroad pension after many years of service.

G. C. F. J. Hemsey, at Safety First Meeting in the light repair yard, urged all employes to conserve on material, stating that the cost of lumber was up 40 per cent.

The Hiawatha Streamliners, the Milwaukee Road's ball team at Minneapolis, are continuing their victory of last year by winning three in a row from topnotcher teams and are now leading their league, the toughest in the city. The Hiawathas defeated Hemie's Cafe team, last year's All City champions, who defeated the Hiawathas in the final of the playoffs. The team has been led by the Sirany brothers, George, who has been doing high class hurling, and Tom, the heavy hitting outfielder.

We extend our sympathy to L. M. Allan, wrecking engineer, and Morgan Allan, helper, in the loss of Mrs. L. M. Allan, wife and mother, who passed away on May 17th, following a short illness. Miss Bernette Peterson, daughter of

Henry Peterson, carman at Minneapolis shops, recently dined in Chicago under the auspices of the Swedish Dancing Club.

Harry Belond, AAR checker, recently checked records at Minneapolis shops and St. Paul freight yard.

John Graven, veteran carman at South Minneapolis shops, retired on May 14th after 40 years of service to apply for annuity under the Railroad Retirement Act. Mr. Graven is now enjoying a vacation in Norway, having sailed from New York May 26th.

Frank Rudolph, car helper, enjoyed three weeks' vacation at Marne, Fla.

John Hemsey, general car foreman, recently purchased a new Plymouth automobile.

Donald Hollingsworth, captain and center fielder for the Prior Lake Valley league, returned to work June 7th following short absence due to sprained tendon, which occurred while playing at Jordan, Minn., May 23rd.

Lead air man P. A. Garvey and steam-fitter L. Olson placed water line at Ortonville, Minn., for cleaning coaches, due to new train service, June 1st.

Carman Roy Melquist, from Minneapolis shops, is temporarily employed at Ortonville, Minn., handling work at that point.

Chicago Terminals "Stout"

ERNIE BRUNTY, 34 years of age, died on June 5, 1937, and was buried at Forest Home cemetery on June 8. Ernie entered the service as a yard clerk at Division street on January 2, 1929, having also worked at Kinzie street and Bensenville yard. He is survived by a son ten years of age and a daughter, four.

What employe of the Mechanical Department celebrated her birthday on June 4 and was also fortunate enough to have a bet down on "Lady Brian" the day before, this bangtail paying \$7.80 to win, which is right where the employe in question had her bet?

On May 1, 1937, Thomas J. Williams, foreman of inspectors, Chicago Terminals, retired from active service to accept the pension, having completed over 49 years of service with the Milwaukee Railroad. Tom was born in Carnavon county, Mynynoth, Wales, on January 8, 1862. He came to the United States before he was twenty years of age and engaged in farming until April 15, 1888, when he entered the service of the Milwaukee Railroad at Western avenue as a carman helper in the car department. He served his employers faithfully and well in various capacities.

During this long term of employment with us he never received an injury, was most conscientious in his work, and a host of friends wish him a long and happy life. Surely he well deserves it.

Only one application during June for the Veteran Employes' Association, that of O. M. Ulrich, train clerk in Bensenville west yard office, whose service date is March 10, 1912. Welcome, Min.

Train clerk Louis Urban will retire under the pension plan on June 15, 1937. Louis was born on May 29, 1860, and has served the Milwaukee Railroad since September 23, 1885, or a period of a little better than fifty years. Louis was always a conscientious employe, doing his work well and efficiently. During his long term of employment with the Milwaukee he never suffered a personal injury. Surely there is a lesson somewhere in this achievement.

My spies brought me the following item under vital statistics—marriage licenses issued—Chicago Herald and Examiner of June 9, 1937—Ernest Delke-Rose Beyer, Ernie, in case anyone doesn't know it, is a car inspector in Bensenville yards and quite well known in the vicinity of the assistant superintendent of terminal's office, but as well as we know him this announcement came as a decided shock and surprise. Close questioning finally brought an admission from Ernie that the fatal (?) step had been taken.

On the same day our operatives brought us the above information we received the following announcement:

"Mr. and Mrs. Frank Weigand announce the marriage of their daughter Marjorie to Fred Deike, 3139 Scott street, Franklin Park, Ill., June 19, 1937, at 3 p. m.; reception at 8 p. m."

Fred is Ernie's brother and also employed at the North Hump. We'll see you at the reception, we hope.

Safety First is a slogan which was coined years and years ago when the country first started to become safety minded. Taken literally it means just what it says, but the slogan really should be Safety First All the Time. Safety First is probably stressed more on the railroads than any other feature of the industry, due to the type of equipment used and the fact that a large percent of it is moving on rails, either forward or backward, and often at a very high rate of speed.

Probably one of the easiest things in the world to do is figure out how a personal injury could have been avoided after it happens, but how many of us can figure out how a personal injury can be avoided before it happens? Maybe a lot of us could if we would do a little straight thinking on the subject before acting.

It's not always a case of carelessness which causes personal injuries, but rather a case of not looking before we leap.

Let's all be a little more careful of our bodies and also the company's welfare. They spend a lot of money each year to provide for our safety and it's up to us to do our part.

Alighting from the coaches on the left-hand side is, in most cases, a very dangerous practice and should not be done.

Your correspondent blushes with modesty in recording that he finished third in the individuals of the Illinois Bowling Association annual tournament held during the month of May at Peterson's Alleys, 35th and Archer. The scores were 221, 288 and 179, for a total of 688, which netted a tidy sum to be used for the annual vacation. Also the 288 was the highest single game rolled during the entire four weeks and came in for a special prize in cash. Anyway, this item will help fill up the allotted space for this month and would have been graciously omitted had someone sent me something to be used in its place.

I. & S. M. (West) N. E. M.

THE meeting of the Milwaukee Women's Club, scheduled for June 8th, was postponed until June 15th, at which time a pot-luck supper was served.

An event of interest to Madison people in general took place in Lincoln, Nebr., on Saturday morning, June 12th. It was the marriage of Miss Virginia Trimmer and Mr. Merton Meinicke. Mrs. Meinicke is a daughter of Mr. and Mrs. Charles Trimmer of Madison. She graduated from the Madison high school and attended Chicago University for two years and the State College at Brookings, S. D., for the past year. Mr. Meinicke is a son of Mr. and Mrs. Al. Meinicke of Madison. Mr. Meinicke has long been an employe of the Milwaukee R. R. Mr. Meinicke, Jr., graduated from the Madison high school, attended the Eastern State Teacher's College for two years and the State College at Brookings last year. He expects to return to Brookings next Fall to complete his four-year course. Their many friends extend congratulations.

More than 150 Milwaukee employes and their families met at the Izaak Walton clubhouse June 15th for a pot-luck supper and social evening sponsored by the Madison Chapter of the Club. Following the supper, games were played by the children and whist and 500 by the grown-ups. First prizes in whist were won by Mrs. H. G. Gregison and Mike Perry, and in 500 the first prizes were won by Mrs. Frank Holmes and E. M. Young. A most enjoyable evening was spent by all.

C. A. Berg, first trick train dispatcher, is taking his annual vacation. He expects to spend a good portion of his vacation visiting his son Karl and his family in Washington. Peter Berg is relieving him.

A. D. Moe, trucker at Madison, has

gone to Veteran's hospital in Minneapolis for examination and treatment.

During the past week we have had work crews working on I. & S. M. (West) consisting of pile driver, weed sprayer and American ditcher. Nearly all trainmen are working.

James Franklin, pioneer engineer, has gone on the retired list after completing a long period of service. (His record of service will be submitted later.)

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

Nora B. Decco

"RAIN, rain, go away; come again another day,"—this old rhyme was one that came to our minds a few weeks ago and has since a few times, and we who used to remember all of the verse, of late years could remember not even a line, when it never rains. Why talk about it. But this Spring seems to be one of those we used to have, at least since the past week in June. Here's hoping there will be lots more and big wheat crops all along our railroad like the old days.

Chester Bales of the wood carving department of the Head Waters Fuel & Navigation Company tells us the "bears" are going over big... meaning those groups of ones and twos and threes of cubs, and mother and cubs which he carves so well for the tourists from other places. Ask to see some when you come out some time.

Mrs. McDonald, wife of condr. McDonald, is here from Portland for the Summer and expects to remain until school starts.

Among the lovely new cars driven around our streets and along the highways are those of engineer Leib and fireman O'Ragan. Both are the last word in everything that cars should have.

Mrs. McHale, wife of condr. McHale, has returned from a short trip to Chicago, where she visited home folks. Mr. McHale batched and took care of the cat while she was gone and when she got back the cat had left home and taken all the kittens with her, which might or might not speak well or otherwise for Mr. McHale's cooking. Will have to look into this.

Mr. and Mrs. Dave Burrell have returned from a ten day trip to Idaho, where they visited with relatives.

Operator Ameic is working second at Lewistown during Neil Grogan's absence and a new man, operator Willard, worked a few nights at Harlowton while regular operator Monthey was off sick. Operator Matson was sent to Roundup to work, we hear, for a short time.

Rain, hail, and everything that goes with it, struck us somewhere along the railroad during the whole month of June, and no one has a rain coat. Condr. Coffin used to have one but he wore it out carrying it on his arm waiting for it to rain; no one has any rubbers; all we have been using out here for some years is overshoes in the snow, and as to an umbrella, seems to me I saw one somewhere the first year I came down here, but whose it was or what became of it I don't know. If this keeps up... and it looks like, at this writing, it's going to do it again. Our editor, Mrs. Kendall, stopped off an evening or so early in June and she hasn't found out yet why we all thought it so wonderful that the car she was riding in got stuck in the mud. Too bad for her, but mud is swell stuff in a dry country.

A nice wedding in June was that of Miss Alma Phelan, lovely young daughter of train dispatcher and Mrs. J. P. Phelan of Butte to Mr. Albert L. McArthur of that city, June 5. Mrs. McArthur lived in Deer Lodge for many years before moving to Butte and is a graduate of the State University at Missoula, and for the past year has been a member of the teaching staff of the high school at Broadview. Mr. McArthur, also a graduate of the State University, is an employe of the Continental Oil Co., with headquarters in

Spokane, where they expect to live, after their return from a wedding trip to California and Mexico. We extend to this young and popular couple our very best wishes for a long and happy life.

Mrs. Roy Wade was sent as delegate from the B. of L. F. and E. Ladies' Auxiliary of Three Forks to the convention at Milwaukee, expecting to visit with relatives in Wisconsin and other places before returning to Three Forks.

Good natured J. E. Jennings is back with us this summer again trying his best to be in eight or nine different places at the same time and keeping all the folks riding on all our trains as cool as cucumbers, which he is very successful in doing so far. He rides westward out of Three Forks and eastward to Three Forks from where ever he can get back from. What he is wondering about now, until he has a headache, is how he can be on two or three sections of No. fifteen and No. sixteen. I give it up, and so does he.

Train dispatcher Peterson is taking a two-weeks' vacation, but we failed to learn where he was going. A strange part of it was that we failed. We hardly ever do—most always find out everything about everybody. Maybe some of them will send us postcards. John Haugan went to Sweden and said I would hear from him, but to date I have not; still he has just about gotten there. I guess I'll watch the mail for a while. John is to visit home folks and the old home where he was born, visiting in Norway also before he returns home.

Fireman Bennet and fireman Whalen have gone to the Northern Montana for a while as the crews have been cut here since the gravel pit slowed up. We are still sending gravel (the best in the world) to ACK over where the sky fell during the big rains, on his divisions, and also rock that he picked out for himself, well just about, as he knows where all the big rocks are around here.

Train dispatcher Jack Weatherly has returned to work after a swell siege with the chicken pox or measles or something or other. We are all glad to see him back, anyway, and hope nothing like that ever gets him again.

Mrs. Campbell, wife of operator James Campbell, has returned from a few weeks' visit with home folks and friends at Princeton, Ill., where she went about the last of May.

Signal maintainer C. S. Martin and family are enjoying a short visit from their son, who is in the United States Navy on the California coast. He looks fine, and says he is.

Condr. Harry Hamp has taken one of the passenger runs on the Northern Montana division between Great Falls and Harlowton. Mr. Hamp has been on trains No. fifteen and No. sixteen on the main line for many years and we wish him the best of luck on his new run.

Brakeman J. W. Lane and wife, not overlooking the two girls and the small boy, are pretty busy these days with Burton home from school. He has been attending school for several years in San Francisco.

Condr. Spayde and condr. Vaningewen are on the runs on passenger held by condr. Hamp and condr. John Rice for so many years, Mr. Rice having retired to take the pension.

Train dispatcher Whaley has been working the second trick part time west end and to Three Forks, and part time has an assistant who handles from Three Forks east to Harlowton and the Northern Montana. There are days and about 7 a week when things get pretty hot from all we can hear, and about 24 hours per day too.

Among those ticket agents from far places, who traveled across many states to come, look, see our scenery, enroute to the dude ranch country hereabouts, were W. F. Critchfield from Philadelphia, who represents our railroad there and who is a very pleasant gentleman to talk things over with; Mr. Goss of Boston, Mr. Ren-

chard of Detroit, and Mr. Brazda of New York City, of all places to come from, and we have changed our mind altogether about New York City, because now we know there are some people there who say "How'dy" and who shake hands and talk about the weather and they don't know us very well either... well, all one railroad, so that accounts for it, and were we struck dumb! I'll say—all the big cities we have heard about and hope to see some day. There were more too, Dan Young took them everywhere and they liked it all.

Mrs. Brentnall, wife of engineer George Brentnall, has returned from a visit in California. Now she is planning on going out to Portland, but will make George go along with her. She says it's o. k. for him to batch while she is gone, but it's getting to be too much of a job cleaning up the house after she returns home again. I didn't hear her say it, of course, but I heard she did.

Tom Kogas' camp and extra gang are back in this neck of the woods again and working on the Gallatin Valley line getting things ready for the big rush up to the Gateway Inn for Yellowstone Park this summer. They better hurry, as Frank Kennedy has arrived and Dan Young gets everything all ready, but when Mr. Kennedy arrives, the passenger department is all set to go and we hear they will make quite a showing this summer. Well, if things get too hot for me I'll mop my brow and go along up the Canyon with them, so what. Says CGB, I'll show you what you will do and so say no more about it.

Between trying to figure out how to load the most gravel without stripping, and how to get room for more flowers over home without spading up the lawn, Art Jersey is as busy as Sam Lee is, and that's pretty busy, but they confer together now and then and things keep moving.

With one last remark I'll close, since Hans Jensen moved the big extra gang over to the Northern Montana. I do miss that pleasant voice calling me each evening, wondering which movie star he is, or I am.

Union Station, Chicago

Harriet

THE Women's Club's last get-together bridge party of the summer season was held on June 7. Sweet Bertie Kuhn won first prize and Mrs. Babcock hilariously enjoyed the booby prize. Lady Luck took the Weinrich sisters by the hand that evening, Gussie winning second prize and her sister the galloping horse prize.

Although the monthly meetings have been suspended until October, let's try to SWING our membership quota "over the top" by that time!

One fine June day we were not only happy in meeting Mrs. Hutchinson, recording secretary of the Seattle Chapter, but proud to have her stop for an in-between-train visit in our newly decorated and so nicely arranged club room. A feather in the cap for each one who helped to make it so. Mrs. Hutchinson was lavish in her praise of it.

BEG PARDON: George Welch of the general manager's office prefers being known as *Mister*. Through error last month's column read: "Mrs. George Welch of the telegraph office has filled Mr. Berry's position." OK now, George?

We are very glad to have Miss Max Von Colln of the treasurer's office back with us again, fully recovered from her recent illness.

Miss Florence Walsh passed around the very *niciest* letter from Elvera Passinetti who left the police dept. shortly, in acknowledgment and thanks for the gift given to her.

Our editor, Mrs. Carpenter Kendall and Mrs. Ina Trewin of the secretary's office were fortunate in having each other's company on their vacation trip, both leaving Chicago on the Olympian on the same day for Seattle, Wash.

After 39 years of faithful service, Mr. Harry Moore has retired. He entered the service in 1898 as stenographer for the chief engineer at that time, later going to work for Mr. Loweth in the general office of the engineering department. Mr. Moore made many friends in and outside of the railroad, for he always had a pleasant word or a little joke to crack with everyone he met. It was his wish to leave while still in good health, so as to be able to do and enjoy some of the things he always wanted to. His first stop was beautiful Maine where he has relatives and many friends. How very fortunate—Happy Landings, Mr. Moore.

We welcome Mr. William E. Konertz to our Union Station family, employed in the capacity of clerk in the engineering dept. Incidentally, Bill is the brother of Marty Konertz, a crack stenographer of the road.

Mr. David Schick of the engineering dept. helped to break May's record in obtaining a license and avoided the June rush, getting married on Saturday, May 24th. Mr. and Mrs. Schick are honeymooning in beautiful, old world Mexico. Great happiness to the sweet bride and congratulations to the groom!

Mrs. Bernard C. Dougherty, wife of our special inspector, engineering dept., died suddenly on Monday, the seventh of June, at her home in Chicago. Mr. Dougherty's work has carried him to all parts of the system, and his many years of service have given him a wide acquaintance. His friends on the Milwaukee Railroad are all sorry to hear of his great loss, and herewith unite in extending their sympathy.

We also extend most sincere sympathy to Miss Grace Baldwin of the accounting dept. and to her people, upon the recent death of her sister.

ABOUT BOOKS—Here are the names of but a few of the latest editions available in the Women's Club Library, Room 24, Tuesdays and Fridays, noon period: Theater by Somerset Maugham.

- The Years by Virginia Woolf.
- The Sisters by Myron Brinig.
- Pattern of Three by Mary Hastings Bradley.
- Bread Into Roses by Kathleen Norris.
- Rich Man, Poor Man by Janet Ayer Fairbank.
- Sleeping Beauty by Berta Ruck.
- Death in the Back Seat by Dorothy Cameron.
- Dumb Gods Speak by E. Phillips Oppenheim.
- Gone With the Wind by Margaret Mitchell.

La Crosse River Divn.—First District

Scoop

WE ARE sorry to hear of the death in La Crosse of caller George Kaus while on duty due to a heart attack. He was a former conductor on the SM divn. running into La Crosse. The sympathy of the division is with his bereaved ones.

Ask Ivan Little about the first fishing trip he took this season when they had to fish his car out of a mudhole. However, you can't keep a good man down, he brought home the fish anyway.

This retirement act is OK but we are going to miss "Windy" Behm and so are a lot of others when they don't hear his whistle.

The extra gangs are moving over the division lining up the right of way to keep pace with the speed required by the Hiawathas and the new bridge at Portage Junction is rapidly nearing completion.

A. J. Farnham is relieving the dispatchers at La Crosse. Jim Meyer is relieving him at Portage on third track.

Got a card from conductor John Pate from Portland showing him beating a big one into submission with an oar on the Columbia river. I just wonder how big they really are out there.

This cool weather doesn't seem to hold back the passenger business, especially on the Hiawatha. Air conditioning and fast service combined with courteous treatment and low fares sure get the business.

Camp McCoy near Sparta is now open for the summer maneuvers. C. M. Keefe is the agent in charge.

O. J. Peters drew the agency New Lisbon upon retirement of J. P. Gibson, now on pension.

Friends of cond. Charlie Jacobs will be glad to know he is out and around and feeling fine after his trip to the hospital at Madison.

Cond. Julius Lawrenz is on trains 711 and 700 in place of cond. Curtis, who is taking a vacation.

We hear of extra opr. Francis Ryan in several different points in a week. Talk about a fast life. He sure has the variety and change of scenery.

W. E. Robertson is the new agent at Oakdale. J. E. Schroeder bid in Camp Douglas agency.

Iowa Middle and West Division

Ruby Eckman

J. D. LIVINGOOD, who has made his home with his son-in-law, Conductor John McLane, for a number of years, died at the Perry hospital on June 12th, following a few weeks' illness.

Earl E. Hethcot, who has worked for a number of years in the Perry roundhouse was in an auto accident the latter part of May and died as the result of the shock which he suffered. A wife and four children survive. Earl was a world war veteran.

Engineer Oliver Jensen had the misfortune to fall from a ladder while removing the storm windows at his home. His hip and one leg were badly injured so that he was confined to the hospital for some time.

Mathew Hogan, a brother-in-law of Engineer John Gorman, died at his home in Spokane, Wash., the latter part of May. Mr. Hogan was at one time employed as a Safety First inspector.

Mrs. Hugh E. Jones, wife of the cashier at the Perry freight and ticket office, died May 16th, following a couple weeks' illness. Burial was made at Paton, Iowa.

Engineer Sanford Lones and wife had the pleasure of attending a golden wedding anniversary celebration for some cousins, which was held in Clarksville, Ohio, the fore part of June. About two hundred relatives and friends were in attendance.

Perry, friends were interested in the marriage of Miss Hildred Miller to Train Master Lyell Shellenbarger, which was a social event in Marion the fore part of June.

Lieutenant Jennings Hotchkiss completed a year at Fort Snelling, Minn., in June and returned to Perry for a short visit with his parents, Assistant Superintendent W. J. Hotchkiss and wife. He spent a short time at home and then went to Ames to take some summer school work at Iowa State College, which he attended before going to Fort Snelling.

Announcement was made on June 6th of a marriage which had taken place in May, 1934, when Robert Stoner, son of Engineer Jerry Stoner, and Dorathea Franks, daughter of Switchman George Franks, were married. The marriage was kept a secret until Mrs. Stoner had completed her course in pharmacy at the College of Pharmacy in Des Moines. The young people will make their home in Des Moines.

Fireman Lawrence Martin, who has been operating the weed killer outfit this summer, laid off when the crew was on the Iowa division to attend the funeral services for his brother-in-law Kenneth Reed, formerly of Marion. Kenneth, who was an electrician, employed by the Inland Steel Company, was killed in one of the strike riots.

Machinist Arthur Stromquist was off duty the fore part of June as he and Mrs. Stromquist attended the wedding of a niece at Clarion, Iowa.

Thomas Ainley, a student at the State University at Iowa City, and a grandson of Thomas Beatty of the Perry roundhouse force, received an appointment to the United States Naval Academy at Annapolis, Md. He went to Annapolis the middle of June to take the entrance examina-

tions. John G. Walsh, Jr., a grand son of Engineer Milo Dillon, graduated from the academy in June with the rank of Lieutenant. He will be stationed at Pittsburgh, Pa., taking some special training the balance of the summer.

Charles Soden, for a long time an engineer on the Iowa division, passed away in Texas the fore part of June, following an illness which had extended over a long period.

Joe Maher, who worked for the Milwaukee for a long time and who has been making his home in recent years in Rudolph, Wis., was one of the number to relinquish his rights in June and has made application for a pension under the Retirement Act. Joe moved his family to Perry to make their home, as they have a number of relatives living in Perry.

The Perry division of the G. I. A. to the B. of L. E. were hostesses June 8th to the Fort Dodge division of the organization. The ladies spent a pleasant day together with a luncheon served at one of the tea rooms at one o'clock and followed by an afternoon business and social session of the division.

Mrs. Minnie Utterback, mother of Hostler Harry Carhill's wife, Engineer L. Dibbern's wife and conductor Clyde Utterback, had the misfortune to fall recently and break her arm.

Dubuque-Illinois Divn.—2nd Dist.

E. L. S.

THE condition of conductor F. W. Luke, who has been ill for some time, is reported to be considerably worse during the last week or two. We hope that there may be a change for the better, soon.

Perishable freight inspector Joe Gavin has been on his annual vacation since the first of June. He is being relieved by Martin Manton of Marquette.

Agent Harry C. Care of Littleport resigned recently to transfer to the La Crosse-River division and at present is employed at Camp Douglas. Operator J. T. Gerkey, an extra operator who has been residing at Waukon, recently transferred to the I. & S. M. division. Extra operator R. R. Saugeling, formerly employed on the Dubuque division, is now employed on the I. & D. division. Although we are sorry to lose these employes, nevertheless we hope they enjoy more steady work on the respective divisions mentioned.

We extend sincere sympathy to A. S. and W. W. Graham due to the loss of their brother, J. D. Graham of Omaha, who passed away the latter part of May. Funeral services conducted at Dubuque and interment made at Linwood cemetery, Dubuque, May 31.

We also extend sympathy to yardmaster Wilkinson, who suffered the loss of his father the latter part of May.

Friends and employes at Dubuque Shops were pleased to see engineer F. W. McKinney on June 7 when he called to see them while on a week-end visit with his son Merlin McKinney at Dubuque. Mr. F. W. McKinney has made application for pension and his many friends are pleased that his health has recovered sufficiently so that he will enjoy many years of leisure after retiring on his pension.

Other engineers who have recently retired to take the pension are engineers M. J. Brophy and W. H. Luther. We learn that conductor C. M. Merwin at La Crosse will also retire on pension.

A number of old timers will remember Frank J. Dwork, who was an operator at Marquette for several years some time ago. Word has been received of Mr. Dwork's passing away at his home in Chicago on May 9, 1937, and burial was at Prairie du Chien, May 12. He had not been actively employed for some time, having retired on pension in December, 1929.

Twin City Terminals

F. A. M.

MR. JAMES HAYES and a party of friends spent Decoration Day fishing at Lake of the Woods. The report is he made a pretty good "catch." Took a trip to Ft.

Francis, Canada, and managed to keep out of jail.

On June 8 the Beeler boys—Smoky and Baldy—"double skunked" Messrs. Pasko and Tadsen in a cribbage game.

Mrs. Charles Rogers has been quite ill for some time and is now improving. Keep your chin up, C. B. R.

Notice, Girls: We have a "Beau Brummel" in the depot ticket office. Lowell Sextor—handsome, charming, and could easily win in a best dressed man contest.

Have you seen the new suits the police department is sporting these days around the depot? Pretty classy.

The restaurant in the depot is being newly decorated and air conditioned. It will be very attractive when finished and comfortable to eat our noonday lunches during the coming hot weather.

Mr. and Mrs. John Kenafick are spending their vacation visiting at Buffalo, N. Y., and other points of interest in the East.

Sylvester Smith, local freight office, is the proud father of a baby girl. The name is Dianne Marie. Congratulations

Mr. Arthur Lundberg, cashier, local freight office, spent the week of May 22 at Duluth with the Shrine booster party in the interest of the Shrine convention to be held in Detroit, Mich., in June. Members came from all points surrounding Duluth. Mr. Frank Foster was also of the party on the trip to Duluth.

The Minneapolis Journal "Under Your Hat" column of last month quoted as follows: Ask Jay Gould how come Art Lundberg, a Shriner for 17 years, got a card containing his own name among a list of men he was to look up for new memberships in Zuhrah Temple.

The women's club and the local freight office had its interior painted a nice light color, and do we feel proud of our surroundings. It has given us new life and vigor to carry on.

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

R. R. T.

OUR cordial sympathy with that of his many friends is extended to Mr. Henry Harris of the Spokane warehouse force at the death of his father, who passed away May 20.

We are very sorry to learn that Mr. John Guest, car foreman at Othello, succumbed to the injuries which he sustained a month ago in an automobile accident while he and Mrs. Guest were returning from the bedside of a sick child in a hospital at Pasco. Mr. Guest was for a time expected to recover, but his injuries proved too serious. Mrs. Guest's injuries were not as serious as her husband's and she has virtually recovered at this writing. We beg to express our profound sympathy to her and the family.

Mr. Howard Jensen of the car department at Spokane had to be rushed to a local hospital May 14 to be operated on for acute appendicitis. He is reported to be recovering satisfactorily and we hope soon to see him on the job again. Our best wishes for his early recovery.

Mrs. Medley, wife of car foreman E. Medley at Spokane, also had to be rushed to a local hospital recently because of

serious illness and was there for several weeks. She had recovered sufficiently a few days ago to be able to return to her home. We hope she may soon be as well as ever.

Mr. George Gaub, rate expert and revising clerk at the Spokane freight office, recently had to have a tumor removed from his right leg; but you can't keep a good man down, he didn't miss a day's work over it.

Captain of police Charlie Clemens of Spokane recently observed the silver jubilee of his connection with the police department of our line, being in that service twenty-five years on May 25. On the same date he also had served for twenty-one years in his present assignment. His many friends offer sincere congratulations and hope that he may serve the railway for many more years in his always courteous and very efficient way.

Joe Anderson of the second trick switch tender's position at the east end of the Union Depot, Spokane, was recently ill for a few days with a bad cold, being relieved by John Stiltz of our switching force.

Section foreman Jim McGarvin of Spokane Yard section having gone on the retired list, Guy Chimanti, who had the section once before for several months, has again been assigned to the position. He proved to be a very efficient foreman during his former duty here and we were much pleased to see him back on the job.

Conductor "Slim" Clizer is another one who has gone on the pension list. His friendly presence will be missed around these parts, but we all wish him a long and pleasant vacation on the retired roll.

Bill Keenan, warehouse foreman at Spokane, is not only a good railroad man but also a golfer of more than ordinary ability. On Sunday, May 23, he made the rounds of Down River course here in 76. We doubt that there are many Milwaukee golfers who can equal that, let alone do any better, and we have high hopes that Mr. Keenan may be participating in Northwest Amateur Championship tournaments before long, with great credit to himself, to Spokane and to the Milwaukee line. Keep up the good work, Bill, and more power to your arm.

Because of heavy stock loading at Othello an extra operator was put on the first trick at that station from May 21 to 31. Mr. B. D. Wadsworth of the Coast Division West extra list worked on that shift.

Operator C. E. Potter, formerly of the second trick at Walden but not at work for some time past, has retired to go on the pension roll. We trust that he may enjoy it for many years.

May 31 the logging train service began for the summer on the Elk River line out of St. Marie's. Conductor Mike Shaughnessy, who has made a specialty of this service for some years and knows the logging business from A to Z, has gone on that run again and will no doubt spend a pleasant summer among the big sticks. His pleasant smile will be missed around Spokane.

The movement of sheep from the central counties of Washington to the foothills of eastern Washington and the adjacent parts of Idaho for summer feeding in the forest reserves has been quite heavy of late, trainload after trainload going up

on the Pend d'Oreille and Elk River lines. Mr. De Garmo, traveling freight inspector in these parts, who supervised much of this movement, had to associate with sheep so much during these weeks that it was almost like a vacation for him when he was called to Seattle to relieve Mr. Roberts, the P. F. I. there, who was suddenly called east by a death in the family.

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

A. T. B.

MISS EDNA BREMSER, a sister of Jack Bremser, and who formerly worked in this office was married to George Schamp on June 26th. Mr. Schamp was formerly employed in the Electrical Department at the Shops. All of their friends at the Shops wish them continued luck, health and happiness. Miss L. Deppe was maid of honor to the bride but she refuses to tell whether she caught the bride's bouquet.

Well, the ball team is getting better and better; they won the last game by a score of 10 to 0.

"All the colors of the rainbow" don't describe the dress E. H. wore down to the office one day recently. It would take two rainbows and a whole garden of flowers to come anywhere near to the mass of color in this dress.

Bill has been up north on a farm for part of his vacation and the pure milk and fresh vegetables were a treat to Bill.

Velma will be up in the Canadian Mills by the time this is printed on her vacation. Some folks have all the luck.

Frank Skola plans to spend his vacation up north again; will he go or will he just plan to go?

I&D Items

eca

SUPT W. F. INGRAHAM and division engineer Tusler during the week of June 6th made a trip over the West I&D Divn. to Rapid City and return.

Mr. and Mrs. R. I. MacGregor left Mason City on No. 22 June 5th en route to New York City to visit Mac's brother and at this writing are no doubt really doing the town.

A recent note from rodman G. L. Mochow, transferred to the Terre Haute Division April 1st, advises all is well at his new headquarters.

Mr. and Mrs. C. S. Pack just returned from a trip to Greenville, S. C., where they visited Mr. Pack's relatives.

Mr. Vern Paul Sohn, agent at Ruthven, Iowa, is now working at Mason City in the chief dispatcher's office as relief train dispatcher during vacations. At the present time, first trick dispatcher F. M. Smith is taking his two weeks' leave.

We regret to hear of the sudden death of Mr. August Larson of Sanborn, Iowa, who was at one time car foreman at Sanborn. Sincere sympathy is extended to Mr. and Mrs. Oscar Larson and family.

Saw Norris Groth of Mason City store department indulging in some kitten-ball the other night, and it seems he got credit for a home run after three of the opposing players had each dropped the ball a couple of times.

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Among some of the other local sport headlines we learn some of the golf enthusiasts are gradually improving on the local Legion course.

D&I Division—First District

E. S.

MRS. GILL COATS, wife of car dept. employe, is visiting in Washington, D. C., with her daughter Kathryn, who is employed in that city.

On Saturday, June 5th, at Savanna, occurred the marriage of Irene Miller and Henry G. Windisch. They were attended by Raymond Heer, brother of the bride, and Miss Marian Bergman of Galena. Following the ceremony the bridal party went to Young's tea room for the wedding dinner, and later in the evening left for Chicago. Mr. and Mrs. Windisch will make their home in Savanna. Mr. Windisch is employed as a fireman on the Iowa Div'n.

Mr. L. L. McGovern, roadmaster's clerk at Savanna for the past five years, was appointed chief clerk to the superintendent of the SM Division at Austin, which promotion was effective Monday, May 24. Mr. McGovern was presented with a Gladstone bag by the division officers and office employes. Mrs. McGovern and daughter Kathleen expect to move to Austin the latter part of June.

Sympathy is extended to the Vesley family account the death of Mrs. Hannah Vesley, which occurred May 26 at her home in Savanna following an illness of several years.

Mr. W. H. Spink, agent at Kirkland for the past 13 years, retired on June 15th after 37 years of service and a party was held at his home the evening of June 14th with fifteen railroad men present. Cards were enjoyed and delicious refreshments were served by Mrs. Spink and Mrs. Wohlers, wife of signal maintainer at Kirkland. Mr. Spink was presented with a traveling bag as a remembrance of the pleasant associations throughout the 37 years.

We find among the young people in the grade schools of Savanna who are beginning to make a name for themselves, Billy Plattenberger, son of chief time reviser at Savanna, who received the Legion Medal Award, which is awarded for courage, scholarship, leadership and service. The little daughter of condr. Charles Bilhorn was awarded the same medal for girls.

Mr. and Mrs. Philip Serrurier left Savanna the fore part of June for Seattle, Wash., where they will make their future home. Engr. Serrurier retired from service with the Milwaukee Railroad after 44 years of service.

Mrs. Bert Follett, wife of switchman Follett, Savanna Yard, who had been quite ill at the home of her parents in Waukesha, Wis., returned to her home in Savanna May 29 and is feeling much improved.

Condr. and Mrs. J. A. Schmidt, Savanna, celebrated their 25th wedding anniversary June 13 with a family dinner, and received many cards, gifts and flowers on the occasion. Congratulations and best wishes to Mr. and Mrs. Schmidt.

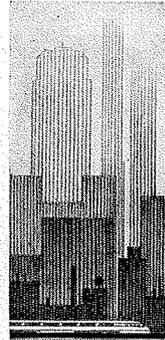
Edward Winston, son of switchman and Mrs. L. E. Winston, Savanna, who has been stationed with the United States Navy at Norfolk, Va., left June 15 on a three months' cruise to European countries. He will board the U. S. S. Gridley, a torpedo destroyer, at New York.

Miss Ramona Powers, niece of Div'n. Master Mechanic P. L. Mullen, left Sa-

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1937

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vanna June 13th for Kansas City, where she will join a party of Frances Shimer Junior College friends for a motor trip to Mexico and New Mexico. Miss Powers was a member of the graduating class at Frances Shimer, where she was named as one of the most outstanding dramatic students of the college and was the recipient of a cash award and received the honor of having her name engraved on the bronze plaque of the Green Curtain Dramatic Club.

Miss Mary Ellen Craig, former employe in the master mechanic's office at Savanna, and who is now living in Wilmer, Calif., returned to Savanna for a couple weeks' visit and to renew her acquaintance with the many railroad people she knew, and other friends.

Twin City Terminals—Mechanical and Stores Depts.

N.A.H.

THE roundhouse picnic was held at Costello's Grove on June 8, and although the inclement weather kept some of the people at home, there still was a large crowd to enjoy the entertainment.

The usual speeches (which were all short) were made and races were provided for the entertainment of all.

When it was all over and everyone agreed that they had a good time, there was considerable gloom around the person of Bill Garrity. Mr. Garrity has been managing ball teams for a number of years and for the past six years his teams have won all the ball games. However, this year it was different—his string of consecutive wins over a period of six years was broken. His team representing the roundhouse was pitted against a back shop team headed by Joe Tangen and the back shop team proved to be superior, winning by a score of 6 to 2.

The following employes in Minneapolis Shops retired just recently on the pension: Edgar L. Chapel, machinist; John E. Ritchie, machinist; Joseph T. Nicholson,

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machinist; Joseph Weber, carpenter helper.

Mr. Charles Haack, working in Twin City Terminals as engineer, has been supplying all with bouquets of iris, nothing but the choicest, and we all want to thank Mr. Haack for his thoughtfulness. Peony blooming is near at this time also and Mr. Haack will enjoy bringing his friends armfuls of peonies.

Engineer Cleon E. Leach's name was called out at the Bank Night theatre for \$300, but Mr. Leach was not there to collect.

Sympathy is extended to machinist A. E. Evans and family in the loss of his son, who passed away unexpectedly in the hospital in Big Falls, Minn., after an emergency operation for appendicitis.

Also sympathy is extended to Mr. Mort Smith of St. Paul in the loss of his wife, who passed away May 16, 1937.

Machinist John Keefe passed away May 29, he having worked in Minneapolis Roundhouse up until a few weeks prior to his death. He died in Chicago in a hospital and was taken east to New York state for burial.

Engineer P. I. Walker also passed away at the Veterans' hospital May 19 after a lingering sickness.

Minneapolis Roundhouse was surprised in seeing Mr. Oeljendier walking in on us and he appears to be coming alone fine and is talking about going back to work.

Minneapolis roundhouse employes sponsored a picnic June 7th at Costello's Park, 92nd and Cedar avenue, and there were no dull moments with plenty of whoopee and ample refreshments.

The sack race was won by Fisher and Schuder. The tug of war by machinist team captain Boche and the helpers' team captain Garrity won by helpers. Egg throwing contest was won by Fisher and Schuder, this event providing the thrill for the day.

Chairmen of the picnic were Gay Anderson, Duffy, Boche, Peters, Erickson, Tangen and Justad.

They celebrated John Stevenson's birthday by presenting him with a pipe and a supply of tobacco—just a wee 80 years of age and John was the youngest machinist in South Minneapolis roundhouse. Congratulations and many, many birthdays, John.

Joe Fogel lost the pie eating contest by default, dry season, no blueberries.

The picnic committee and employes wish to thank all who so generously donated to make the picnic a success—M. Wittich, A. Anderson, A. Durran.

STOP, LOOK AND GO to our big picnic in August.

The New Hub of the I. & D.

Wm. Lagan

MISS Eleanor Harriet Griffiths, bill clerk, Sioux Falls, is planning on a vacation in California. Part of the time will be spent on a tour through the Yosemite National Park.

Earl Starr, time keeper for the Milwaukee Ry. visited his home town of Fairview, S. D., recently.

Conductor John Rifenbark of Sioux City is having a hard time making up his mind about the kind of car he is going to buy. John, why don't you get another Hupp?

Harry Barr, helper at Vermillion, S. D., and Miss Loretta Heddin of Mason City, Ia., were married at Yankton, S. D., June 29th. Congratulations and a long and happy married life.

Conductor Burt Small and Mrs. Small of Sioux City are visiting relatives in Kansas City.

We are glad to report that conductor J. Aylward of Sioux City is back at work after being confined at home due to sickness.

Mr. F. R. Doud of Sioux City is driving a new De Soto and is trying to get some mileage on it so he can find out what it can really do.

Conductor Martin Johnson and family are visiting relatives in Fort Dodge, Ia.

Operator A. O. Grendler and Mrs. Grendler of Yankton, S. D., announce the arrival of a fine baby daughter born at the Sacred Heart Hospital in Yankton on April 25th. Congratulations.

Check clerk Sandy McMonagle of Sioux Falls, president of the local KH Club (Knot Hole Club), has been holding regular meetings of the club at a point just east of the local ball park in Sioux Falls. The reason these meetings were held at this location and at the same time the local ball club was playing ball, might be just a coincidence, but Sandy won't commit himself.

Spring loss prevention meetings were held at Canton and Yankton recently with a large number of employes in attendance. Mr. W. L. Ennis of Chicago addressed both meetings and gave many worth while suggestions for the prevention of claims and proper methods of avoiding claims.

Northern Montana

Max

THE gravel pit at Amhurst has been opened up and twenty to thirty cars per day are being loaded. The gravel is being used on the Northern Montana between Lewistown and Great Falls. The work will continue for some time. A train load was diverted to the T. M. division account of the washout due to heavy rain the night of June 12th.

Mr. and Mrs. N. H. Fuller and daughter Margaret were called to Butte on account of the death of Montie J. Rogers, May 9th. They accompanied the remains to Wolf Point, Mont., burial took place.

"Montie," as he was affectionately known by a host of friends on the lines west, was thirty-five years old at the time of his death. He had been secretary to the late E. H. Barrett for a number of years and secretary to Mr. Fuller for seven years. Prior to being stricken with a heart ailment he had been employed by the Lawler Construction Company, of Butte, Mont. In speaking of Mr. Rogers' death, Mr. Fuller said that Montie had always been very faithful to every assignment and that his passing was a personal loss to their family as they had come to feel that he was one of them.

Mrs. A. M. Maxeiner left for Binghamton, New York, on June 9th, for a visit with her daughter Mrs. John B. Denton and family. She is expected to return to Lewistown about July 1st and will bring the two grandchildren to Montana for the Summer.

Mr. and Mrs. J. L. Lindblom and daughter Mary Alice have returned to Lewistown from Hayward, Calif., where they attended the wedding of Oscar Lindblom and Miss Alice Norlin, at the home of the bride's parents, on May 22nd.

After a short wedding trip through northern California the young people will make their home at Hayward, Calif., where Mr. Lindblom has a responsible position with the California Pottery Company.

George L. Wood left for points in Wis-

consin and Chicago, where he will spend his vacation. He will visit with his son George, Jr., at Milwaukee and then go to Chicago for the Braddock-Louis fight. He will spend the balance of his time at the home of his mother at Baraboo, Wis.

The Milwaukee Women's Clubs of Lewistown and Great Falls were represented at Tacoma, Wash., at the annual gathering by Mesdames N. H. Fuller, J. P. Smeltzer, H. H. Heath and L. E. Wilson. They report a very successful convention and were thrilled with the hospitality of the entertaining clubs on the coast.

Kenneth Mitchell has returned to his home town, Danvers, after a successful year at the University at Missoula, Mont. Mrs. Robert B. Piere and son Bob are visiting with relatives in Kansas City and will spend some time at Albion, Mich. before returning home to Lewistown.

Mrs. C. L. Galbraith and daughter left for Portland, Ore., where they will attend the annual rose carnival.

William Hebert and daughter, of Denton, are vacationing with friends in Tacoma, Wash.

Mr. and Mrs. John Englund, of Great Falls, left the first part of June for Los Angeles, Calif., where they expect to make their future home. Mr. Englund is taking advantage of the retirement pension. Prior to their departure, Mr. Englund was presented with a fine traveling outfit by his railroad friends of that city.

It always looks suspicious to see a railroad man go to Detroit, Mich. In this case it is J. A. Christie, who left a few days ago for a visit with his mother.

Mrs. Harry Morrison and children, of Glengarry, are visiting with relatives at Big Timber, Mont.

Miss Helen Lois LaGrange left for Binghamton, N. Y., for a month's visit. Before returning she will go to Niagara Falls and other points of interest in the empire state.

T. J. Graham was called to Kansas City, Mo., on account of the serious illness of his brother.

Fred Rawls, son of Joe Rawls, deceased, was chosen as a delegate to the Boy Scout Jamboree at Washington, D. C. He is leaving with a large party of scouts from the northwest.

Iowa (East) Division

J. T. Raymond

THE wedding of Miss Hildred Alta Miller, daughter of Mr. Ora I. Miller, roadmaster, and Lyell R. Shellenbarger of Marion occurred Saturday afternoon, June 5, at the home of the bride's father. Only members of the immediate families witnessed the ceremony. The wedding dinner was given at the Montrose hotel, Cedar Rapids. Mrs. Shellenbarger has been a teacher in the Linn County schools and attended Coe College, where she affiliated with Kappa Delta.

Mr. Shellenbarger is trainmaster for the Eastern Iowa and Calmar Line. He is a graduate of the University of Minnesota, received an A.M. degree at Yale, and is a member of Tau Beta Pi, National Honorary Engineers' fraternity.

The Magazine on behalf of many friends extends best wishes for the future happiness of this popular young couple. Mr. and Mrs. Shellenbarger made a brief wedding trip to Wisconsin and Minnesota.

Miss Geraldine Mae Gordon, daughter of Mr. and Mrs. Gerald David Gordon, and Donald A. Rundquist of Marion were united in marriage Thursday evening at 8 p.m., June 10, at the home of the bride's parents. After the ceremony a reception was held on the lawn of the Gordon home. Mr. and Mrs. Rundquist went away for a brief trip, on their return they will reside at Marion. The father of Mrs. Rundquist, Mr. Gerald D. Gordon, occupies an important position as inspector of electric motor cars for the Milwaukee Road. The Magazine joins with many friends in extending best wishes to the newlyweds.

Stephen J. Hines, 53, died at his home, Marion, suddenly, Friday evening, May 23. The funeral services were held Monday

afternoon, May 31. He had been employed in the Railway Express office in Marion for 30 years and much of this time as agent. Mr. Hines was well acquainted with many railroad men, his unflinching courtesy and kindness made him a much beloved man. The Magazine joins with many friends in tendering sympathy to the bereaved family.

Glenn Cheadle has been appointed agent, Railway Express Agency, to succeed the late S. J. Hines.

Mr. and Mrs. W. G. Buck of Marion have returned from a visit at Perry with their daughter and family. Their granddaughter, Miss Dorothy Fuller, was a member of the high school graduating class.

Mr. and Mrs. J. L. Franz and their son James of Chicago were Decoration Day week-end guests of Mr. Franz' sister, Mrs. George L. Erwin, at Marion.

The Milwaukee Women's Club of Marion served a fine picnic dinner Thursday, June 19, to the families of the Milwaukee employees at Memorial Hall under the competent direction of Mrs. Coakley, president, and numerous assistants. There were to have been sport activities under the direction of the Milwaukee men, but the weather was too cool to hold the picnic at Thomas Park, as was intended.

Agent L. F. Fiala of Spragueville has been appointed operator, Tama. B. F. Ottoway worked as relief until R. E. Tarr (appointed agent at Spragueville) arrived.

First trick operator and ticket agent George A. Crabb of Cedar Rapids was away ten days the latter part of May, E. F. Clausen relieving.

H. E. Ramsey is doing relief work at Marion while dispatchers are taking their vacations, W. D. Schesser acting as relief agent at Arlington.

During June numerous cherry specials went over the division.

Marion friends were pleased to see the picture of Charles F. Hughes in the June Magazine. We recall that he was a dispatcher at Marion when the writer clerked there for the Milwaukee Road in 1882. Congratulations to Mr. Hughes for having qualified for the annuity certificate.

The writer has been granted a certificate of annuity by the Railroad Retirement Board. He resigned voluntarily from the service of the Milwaukee Road for the purpose of qualifying for this annuity. At the time of his retirement he had a clear record and was the oldest train dispatcher in service on the Milwaukee System. He began service as messenger boy, July 6, 1880, in assistant superintendent A. J. Earling's office in Chicago, coming to Iowa, August, 1882. After serving as clerk and operator, was made train dispatcher of Iowa (East) division, July 15, 1887, where he remained until his recent retirement. On retrospect he believes the various contacts had with the officials and employees have been most agreeable and profitable, and the severing of these business relations is much regretted by the writer.

Pireman Nick W. Harry of Marion has received his annuity certificate from the railway board. Mr. and Mrs. Harry have taken a trip to Washington, New York and some side trips down East.

Conductor J. H. Pulley and brakeman B. F. Pulley of the Maquoketa line have left the service of the road to qualify for the annuity from the Railroad Retirement Board. Both are good railroad men and have fine records. Their genial personality will be greatly missed by many employees on the railroad.

Missoula Division Ramblings

H. W. M.

SORRY, but as I have had so many irons in the fire of late I have neglected to send in the writeup. Being more or less of a private secretary to over forty retirement applicants keeps one rather busy. There does not seem to be enough hours in the day. However, I will try and keep this end of the work up in the future.

Operator Ralph Coon just returned from a vacation in the east visiting relatives, and incidentally looking after his interests in Iowa.

Our genial clerk, Dale Middleton, has



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moved to Deer Lodge from Harlowton. His family are expected very soon, as Dale is just getting located. He covered miles looking for a suitable residence. We understand that he and officer Daly have secured their patents on a very successful invention and as soon as final arrangements have been made will have a new product for the market. A model was displayed at the Montana Hotel but disappeared within the last few days. With the fine co-operation he is receiving from our agent Logan and other employees we predict a very successful future for our good friend Dale.

Operator Thos. Coleman, having received his degree in Social Science, has been appointed to a Government position and our good wishes go with him for his continued success in his chosen work.

John Rice, veteran cond. on the East Rocky Mountain, retired from active service on June first. John has been with us for many years and we are going to miss him on the line. Cond. Carry Millard of the Missoula Division also retired on June first. Carry is locating in California. Joe Hirst of the shops retired after almost fifty years' service and for the time being will reside at Deer Lodge. Fred Wilder is retiring on July first; so is Clarence Mason. Clarence will now do some real farming and Fred some real sailing, and last but not least is engr. Cole of Alberton. We did not hear of Mr. Cole's plans, but be assured that you will all be missed by your fellow workers, and the very best wishes will accompany all of you from we who have worked with you for so many years.

Operator A. S. Harrigan of Avery is taking his vacation before the rush season.

Operator Clyde Field has packed up shop, bag and baggage and moved to Alberton.

Charles D. Bartlett, veteran switchman, retired on June 1, 1937. "Griz" has been on this division for a long time, coming first to Alberton and later to Deer Lodge. Mr. Bartlett will make his home in Missoula.

George Baker has accepted the Superior agency.

Bill Greetan, night clerk, decided to go fishing over the week end. After carefully selecting the proper equipment he started out and drove over five hundred miles looking for a good place to fish. Being

Frank F. Wolfgram

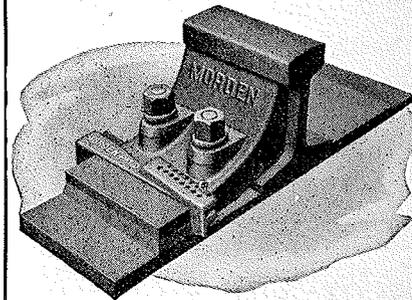
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unsuccessful in locating a good place he returned, the equipment intact, and reported no luck. Incidentally, we noted in the paper that one of the local kids took a piece of store string, a bent pin and a can of worms and caught his limit within two miles of town. Now we wonder, did Bill go fishing for fish?

George Friend, chief operator at Morel substation, and Miss Janette Caston of Anaconda, Mont., were married at White Sulphur Springs on Wednesday, June 2nd. Congratulations and best wishes from their friends on the line.

We are pleased to hear that Douglas Swank, son of machinist Wm. Swank of Deer Lodge, is one of the three outstanding students in this year's class of the State School of Mines, in academic standing and general activities during his attendance at the school. Incidentally, Douglas did not forget the Milwaukee at any time and is directly responsible for considerable business secured at Butte for our road. Congratulations, Douglas, and much success.

We hear that C. A. Olson is coming back to this division as dispatcher. Welcome, Chris. It will be like old times to hear you on the line again.

Operators Mr. and Mrs. Gephart are taking their annual vacation. We last heard of the Geps indirectly from Los Angeles and the report was that they were enjoying themselves immensely.

About July you folks on the coast may see a bright new "Olds" coming your way driven by a big fellow with a bigger smile. That will be our car foreman, F. W. Kummrow, who is starting about that time on a tour of the Pacific coast.

Condr. Harry Hamp has moved to Lewistown, having taken over the duties of condr. England. We regret the loss of the Hamp family in our community.

Phil Richardson is also taking his vacation in the east. Phil thought a change would be beneficial.

Condr. Paul Dorsey and family are enjoying a well earned vacation. They first visited Lansing, Mich., and from there are touring the Southern States, visiting relatives and friends in Georgia, Florida and Texas.

We are glad to hear dispr. Jack Weatherly on the phones again after a serious illness.

Alex Campbell, section foreman, has taken advantage of the Retirement Act and when last heard from is having a grand time in the east. He expects to visit his old home in Ireland and intends to enjoy his well earned rest to the fullest extent.

On June 6, 1937, Miss Alma Phelan, daughter of J. P. Phelan, dispatcher at Butte, and Mr. Albert McArthur were united in marriage at Butte. Miss Phelan received her education in the local schools and at Butte and is a graduate of the University of Montana. After a honeymoon trip to southern states and Mexico Mr. and Mrs. McArthur will make their home in Spokane, Wash., where Mr. McArthur holds a responsible position with the Continental Oil Co. Our congratulations and best wishes.

Kansas City Division K. M. C.

ROADMASTER F. M. BARNOSKE was confined to the St. Joseph hospital for two weeks during May. While on sick leave, he is being relieved by J. A. Ferrell. Before resuming his duties he will accom-

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pany Mrs. Barnoske and her father on a trip to the northern part of Iowa.

Mrs. J. W. Sowder was a surgical patient in the Ottumwa hospital the early part of June; Mrs. Tom Kemp had an operation in the St. Joseph hospital on June 1. Both ladies have recovered consciently to be taken to their respective homes and it is hoped they will soon be fully recovered.

Brakeman B. E. King and wife spent a vacation in Richmond, Va., visiting with their daughter, Mrs. O. M. Coffman, and family.

Joseph C. Roberts went to Indianapolis to attend the automobile races on Decoration Day.

Brakeman Michael Carroll, accompanied by his mother and brother Martin were in Chicago to attend the wedding of a cousin on June 12. Brakeman Carroll sang several songs during the marriage service.

Mrs. Allie Burns of Chillicothe, Mo. passed away at her home on May 10 at the age of 57 years. She is survived by a brother, Charles Clowdis, and sisters, Mrs. Ella Willard and Mrs. Belle Cooper of Chillicothe and Mrs. L. Koehly of Ottumwa.

The golden wedding anniversary of Mr. and Mrs. C. D. Mitchell of Ottumwa was celebrated on May 29 with an open house from 2 to 5 o'clock. They have been residents of Ottumwa for 35 years. Mr. Mitchell has sixty-one years of service with the Milwaukee Railroad. A family reunion was held at their home throughout the week-end of May 29.

Section foreman W. A. Roberts of Polo, Mo., 62 years of age and a veteran employe, passed away at his home in Polo the morning of May 29. He had been in failing health for the past two years. He had been an employe of the Milwaukee since it was built in this section in the year 1887. He is survived by his widow, three children, his father, one brother and three sisters.

George Blackaller, accompanied by his wife, journeyed to Denver, Colo., to spend the Decoration Day holiday period in the mountains. Joseph Herzog accompanied a group of friends to Ludington, Mich., making the trip by steamer from Milwaukee.

Robert Loftus and wife went to Green Bay, Wis., to spend Decoration Day with relatives. Mrs. Loftus remained for a period of two weeks and en route home stopped for a visit in Milwaukee.

Roadmaster P. J. Welland and family departed for Bridgewater, S. D., on May 30 because of the serious illness of the mother of Mr. Welland. They returned ten days later and reported the condition of Mrs. Welland greatly improved.

Word was received of the death of Mrs. Oots, age 70, of Kansas City, who died there on June 1. Her son, Leonard Oots, of Ottumwa, was in Kansas City for several days following her death. The funeral services were held on June 3.

Lloyd D. Wilcox was in Milwaukee for the opening of the convention of the B. of L. F. & E., going as a delegate from Ottumwa. E. E. Santee and wife will go as visitors some time during the convention, and Mrs. Charles L. Ross has been selected as a delegate of the Ladies' Auxiliary.

Mrs. H. B. Galpin left for Jefferson City, Mo., the latter part of May, the home of her daughter, Mrs. Virgil Croft, who was operated on on May 15. Mrs. Galpin expected to remain indefinitely with her daughter.

Ivar Carlson celebrated his birthday in May and treated the office force to candy and delicious home-made angel food cake. The treat was appreciated and he has the good wishes of his fellow workers.

On June 3 Mrs. Frank Sinclair departed for Los Angeles to remain until August, visiting with her daughter in Bellflower and an aunt in Whittier, Calif.

A wedding among the office employes of the division superintendent took place on Sunday afternoon, May 23, in Perry, Iowa, when Merwen Taylor of the engineering department was united in marriage to Iris Butts, daughter of Mr. and Mrs. J. Edgar Butts of Lamoni, Iowa. The cere-

mony was solemnized in the home of the parents of Mr. Taylor, following which a dinner was served in the Parks Tea Room. Miss Butts has been music supervisor in the school at Dallas Center for several years. Their honeymoon was spent in Colorado Springs, Colo.

R. C. Hempstead of Milwaukee, formerly roundhouse foreman in Ottumwa, paid a short visit to his former business associates while in Ottumwa to attend the banquet and ball of the Engineers at the Hotel Ottumwa on April 6.

D. L. Carbaugh, signal maintainer, has had his headquarters moved from Washington, Iowa, to Ottumwa, Iowa, and is now occupying an office in the Sherman Street Station.

Agent Paul Garrison received word of the serious illness of his mother on March 29. He and Mrs. Garrison left immediately for Valparaiso, Indiana, and were fortunate enough to arrive there before her death occurred.

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

D.H.A.

MR. W. J. WELCH of Butte, Mont., is our new chief dispatcher. We are glad to welcome him and his family. They are now comfortably settled in the George Cunningham residence.

Conductor James Downs and wife journeyed to Wells, Minn., to help celebrate Mr. Downs' mother's 101st birthday on May 15. Mrs. Downs, Sr., is hale and hearty and lives alone. She has a nice garden, raises chickens, and keeps herself active and busy. She had open house on that day, greeting her many friends and well-wishers.

Mrs. J. E. Robertson left for Berlin, Wis., where she will visit relatives and from there will go to Ripon, Wis., to attend the graduation exercises at Ripon College, her nephew, Stanley Schamber, being one of the graduates.

Mr. R. S. Lewis, agent at Glencross, S. D., and formerly agent at Moberidge, has retired from service and will take his pension. Mr. and Mrs. Lewis left for points in Minnesota, where they will spend some time with friends and relatives, going from there to Portland, Ore., where they will make their future home. They have a host of friends who regret to see them go, but our very best wishes go with them.

Car clerk George Hilton, who has been having considerable trouble with one eye, left for Miles City, where he will receive treatment. He was accompanied by Mrs. Hilton.

Mrs. W. P. O'Hern has returned from a trip to Chicago, where she went to attend the wedding of her nephew, Robert Hall. Since her return she has been awarded the position as agent at Glencross, S. D., that position being made vacant by the retirement of Mr. Lewis.

Miss Frances Williams, who has finished her junior year at St. Olaf's College, Northfield, Minn., has returned home and will spend the summer here with her parents, Mr. and Mrs. F. C. Williams.

Operator C. M. Oleson of Lemmon, passed through here June 9 on a trip to Aberdeen. Our genial express agent, Mr. L. A. Howard, was treating cigars and candy the other day on the arrival of a new daughter, born at Great Falls, Mont., on June 1. The little miss has been named Sharon.

Mr. Ed Hardcastle, who has the contract for our pickup and delivery service, had the misfortune to break his right arm while cranking his truck and will be laid up for some time, but our patrons will be assured of the same efficient service, as William and "Googs" will carry on during their dad's convalescence.

Mr. and Mrs. H. A. Mosher attended the graduation exercises at Johns Hopkins hospital at Baltimore, Md., their daughter, Mary, being one of the graduates. While there they also saw the turtle race which

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takes place at the close of the year at Johns Hopkins—a regular little Kentucky Derby with turtles instead of horses. Before returning home they visited friends at Pittsburgh, Savanna and Chicago.

Mrs. W. P. Moran and daughter Kathryn and son J. R. left for Rockford, Ill., where they will spend some time with relatives.

The many friends of Mrs. Belle Jackson are pleased to know she is recovering nicely from her little spell of illness.

Mr. and Mrs. E. J. Hardcastle spent a few days in Sioux Falls, where Mr. Hardcastle received medical attention at the Veterans' hospital there.

Dick Johnson, who has finished his freshman year at Yankton College, has returned home and is now employed at the Batchelor Brothers store.

Mrs. Art Grothe of Milwaukee spent a few days here at the home of her parents, Mr. and Mrs. W. J. Morris.

Dispatcher H. A. Mosher tells us he is grandpa again, a baby boy having arrived at the home of his daughter, Mrs. Don Keating, at Missoula, Mont.

Agent J. B. Duvall at McIntosh suffered a slight stroke some time ago and is contemplating retiring and taking his pension. He is now being relieved by C. H. Richards.

Jake Feichtner, who got his start railroading as a call boy at Moberidge 25 years ago, is now the agent at Thunder Hawk, S. D.

Miss Delores Vachreau of Harlowton accompanied her aunt, Mrs. Fred Olson, on an auto trip to Merrill, Wis., from where they went to New York City, then on to Canada, taking in Niagara Falls. They report a very enjoyable trip.

After many years of faithful service as superintendent at the Moberidge hospital, Mrs. Clarence Dahl has resigned and her position is now being filled by Miss Irene Samuelson.

Mr. and Mrs. Howard Clark of Mount Morris, Ill., visited relatives here and took in the big opening of our new city auditorium.

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I. & S. M. Divn.—East

H. J. S.

CONGRATULATIONS and welcome to Leo L. McGovern of Savanna who was appointed chief clerk in supt.'s office at Austin, May 23, 1937. "Mac" plans on moving his family to Austin about July 1st.

Considerable interest was displayed in the solid train load of shiny orange "Farm-All" tractors which stopped in Austin for about half an hour on June 15th. According to some of the comments, this may be the beginning of a back-to-the-farm movement.

Looking for a guide? Better get in touch with D. K.—understand he assisted Scotty, Alex and Rappe in finding the way out (around) the city after the funeral. The bouquet on the baggage room next door next morning spoke for itself. Feeling better, Tang?

Pete Williams is vacationing from his duties as P. F. I.

Understand Violet is back in the good graces of the C. G. W. again, after making a trip to Omaha over Decoration Day. Is it still the "Scenic route," Violet?

Pete Berg left for Madison, S. D., June 15th, to relieve brother Carl for two weeks while he and Mrs. Berg visit their son in Washington.

Some of the boys who have made application for retirement recently are: S. C. Sorenson, train dispr.; E. W. Rudloff, train dispr.; John J. Nihil, engr.; Ole Olson, engr., Faribault; Carl Gulbranson, sec. lab., Wentworth; Christ Kolstad, sec. lab., Kenyon, and Wilbur McDonald, sec. lab., Fountain, Minn.

A. M. Evenson has been appointed custodian at Whalan, Minn., account the agency discontinued June 15th.

We regret to report that Harry Keck, genl. foreman, Austin, is somewhat under the weather. He went through the Rochester Clinic early part of June, and expects to be off for some time.

Roy W. Johnson has been appointed cashier at Fairmont, Minn. Louis C. Meyer received the appointment of clerk at Fairmont, which position was left vacant by Johnson.

Bert M. Hutchinson, former transit clerk, Faribault, has made application for pension, and the position is now on bulletin.

F. R. McDaniel is relieving at Fulda, while J. C. Whalan is away.

F. H. Bruha is relieving Lyle Olson at Grand Meadow, account Lyle taking leave of absence. James H. Bennett is taking Bruha's place.

R. G. Laugen is still at Albert Lea relieving Fred Edwards who is away account

illness. Last news received from Fred was that he is somewhat better but still expects to be off for some time. E. H. Wood is taking Laugen's place at Spring Valley.

D. W. Clinkin relieved G. R. Macomber at St. Clair from May 19th to 29th.

E. H. Madison is relieving at Medford, Minn.

Harry Wilson is relieving at Mankato while D. E. Walker is away.

R. W. Schulze relieved W. Aldrich at Pipestone for few days.

No news has trickled over from the yard office or roundhouse for quite some time, so guess everything is running smoothly, now that the addition and work on the roundhouse is about completed.

Say, Steve, how's the work on that trailer coming? Ought to be about ripe for a fishing trip to Faribault, hadn't it?

A few more brain teasers from the July issue of 1913, Milwaukee Magazine, for the old-timers:

FREIGHT CLAIM DEPARTMENT PICNIC AND BALL GAME

THE freight claim department held its 9th annual picnic and ball game in the Forest Preserves at Forest Glen, Ill., Saturday, June 12, 1937. The weather was all that could be desired for an outing, and the lunch and refreshments were extra special and ample.

For the ball game the men were divided into two teams: Grell's Indians and Suhrbier's Reserves.

Grell's Indians	Suhrbier's Reserves
Grell, Captain	Suhrbier, Captain
Heffrom	Larson
Enthoff	Liewald
Brodhagen	Goodenough
Harrington	Hunt
Gerdes	Hamm
Ewald	Lindberg
Heyn, Pitcher	Mortensen, Pitcher
Eberhardt, Catcher	Barnett, Catcher

The game was very close throughout. There were several home runs, but at no time was either team more than two runs ahead of the other, as the pitchers put on the pressure in the pinches and did not offer anything that could be hit safely. The in-field and out-field on both teams played a snappy game and there were very few errors made. The score was tied at 8 all going into the 12th, when the Reserves managed to put over the winning run which gave them the game. So much interest was aroused by the game that it is expected another will be played very shortly with the same line-ups.

There were no casualties.

A Lucky Accident

THOMAS C. DWYER

Thomas C. Dwyer, the writer of this story, is one of the Milwaukee Road's local attorneys on the Superior Division; and at the same time is an engineer on that division. Mr. Dwyer is a son of former engineer Michael Dwyer, well known on the Superior Division in former times. Mr. Thomas Dwyer, writing of his father, has this to say of him: "I believe that the Milwaukee Road never had a more unique character or a more colorful figure, combining the high devotion and the spirit of true railroad-ing, with the almost challenging disregard of officials in high position. I might say that his supreme delight in life seemed to be to prove that an official was wrong."

This story, Mr. Dwyer says, was an actual happening which took place while he was firing for his father.

DURING the winter of 1917 I was firing for my father on what is known to the public as the "Copper Country Limited"—in railroad circles called Superior Nos. 9 and 10. We would leave Green Bay at 11:00 p. m., arriving at Houghton, Mich., at 7:15 the next morning. We would leave there at 9:00 p. m. and arrive in Green Bay at 6:30 a. m.

During the winter time snow storms are an almost daily occurrence in the area along that section of Lake Superior that is known as the "Copper Country," extending from McKeever Junction to Houghton, Hancock and Calumet, a distance of about 60 miles. It seems as though it snows every night during the winter time. Perhaps its closeness to Lake Superior might account for its activity in this regard.

red was expects Wood is alley. Comber Medford, Mankato drich at the yard me time, smoothly, on the on that ripe for t it? the July zine, for PART. D held its me in the Ill. Sat- ther was iting, and ere extra ere divid- lians and Reserves Captain gh n, Pitcher Catcher throughout but at no two runs ers put on d did not nit safely oth teams were ver- as tied at n the Re e winning So much me that it ayed very 17 I was what is e "Copper ad circles We would .. arriving the next ere at 9:00 ay at 6:30 ow storme nce in the e Superior Country. nction to met, a dis t seems as during the loseness to nt for its

On the night in question we left Green Bay "on time" with our usual train, with Houghton 235 miles away. A 235 mile run in zero weather in Northern Wisconsin and Michigan is a full day's work any time and will keep any fireman more than busy. However, by dint of hard work I was able to keep up the required steam pressure, and we arrived at McKeever Junction "on time" at about 5:30 in the morning. At this point the "Copper Range" conductor takes charge of the passengers but the "Milwaukee" engineer and fireman continue as before. The last 40 miles of this trip is the hardest, as there is a heavy grade to climb and the running time was quite fast. In addition to this, the engine fire is generally dirty, clinkered, etc., the coal is way back in the tank, requiring "hiking" and the usual snow drifts have to be bucked. However, my dad would often "spell me off" going up the hill out of Greenland until we got to the top of the grade near Winona, which afforded me an opportunity to rest up and the balance of the trip from there to Houghton being either level or down grade could be completed without difficulty.

The last ten miles was through the copper mining district of Painsdale, Tri-mountain and South Range, at that hour in the morning there were always engines moving around these stations preparatory to going to the different mines. As a consequence it was necessary for me to keep a very sharp lookout, so that if anything unusual appeared on the track, or we were "flagged" I could give the proper warning and our train could be stopped before an accident occurred.

Coming into Painsdale, it is quite a bit down grade with the curve to the left (my side of the engine). The track goes over a trestle, around a curve and then to the station. This particular morning I completed putting in the last shovel full of coal which would be enough to take us into Painsdale, and had climbed on the seat box to be on the lookout for anything that might require us to slow down or stop.

A light snow covered the ground so that the rails, ties, and landscape were all white, making it difficult to discern accurately the location of the rails. As we swung around the curve leading to the trestle suddenly three small figures came into view. At first glance it was impossible to tell exactly where they were, then with a cry of horror I realized that they were about half way across the trestle. They were children on their way to school. Instantly I called to my father "Stop her!" He applied the emergency brake, opened the hand levers, reversed the engine and gave several short blasts of the whistle. In my fear and excitement for the children it seemed that this only caused us to go faster, that our speed increased, that we were soon bearing down on them at 100 miles an hour. They heard us and terrified, started to run to get across. I felt we would never be able to stop, and attempted to open the front window to see if I could not get down to the pilot and thereby perhaps, pick one

of the children up before being run over. The storm and the cold weather, however, had frozen the window shut and helpless to aid, but with my blood running cold, all I could do was to watch while our huge machine bore down on those three little kids trying to escape death.

At last the larger of the three children, her feet fairly flying, crossed the bridge and then, when we were about 15 feet from the next oldest she got across but the smallest of the three had by then disappeared from sight. We came to a stop as quickly as human ability could do it but the engine and the mail car went completely over the trestle. Immediately we got off with that sickening sensation which one would naturally have with the thoughts of a little child having been killed. Shaking like a leaf I inspected the pilot, pony trucks, brake rigging and the ash

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CHATTANOOGA, TENNESSEE

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Ships, every year, over a million tons of coal and coke over the Milwaukee Road.

From 26 coal mines in 14 seams. From 2 briquet plants and 1 by-product coke plant.

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pan connections, expecting any minute to come upon the mutilated form of a child. Then we inspected the tank but found nothing there. In fear and trembling we continued our inspection of the brake rigging of the mail car, expecting and dreading what we felt we were sure to find. Just as we reached the end of the mail car we heard Mr. Harris, the "Copper Range" conductor call, "Here she is. I got her."

We ran to where he was and lo and behold, on the other side of the train, he had picked up the little girl out of the snowbank a few feet away from the track without a scratch upon her, no bones broken and nothing wrong with her other than being a very badly scared girl.

It appears, that due to the fact that the snow falls up there almost every night, it soon becomes packed high between the rails and in the center of the track it was somewhat higher than at the rails. This would bring it up to a bottom edge of the pilot or snowplow. The little girl was bundled up with sweaters and coats, jackets and wraps so that she was actually a bundle of clothes more than a human being. Due to the fact that the snow was packed so high between the rails the child stood higher than the rail and, therefore, the pilot of the engine "scooped" her up, throwing her off of the track into the snowbank, whereas if it were summer time and there was no snow between the rails she would have been four or five inches lower and the pilot would have knocked her down in front of the engine and run over her. The clothing she had on served as a cushion. The adjacent snowbank served as a feather bed and, therefore, the child escaped without injury.

All of us were overjoyed. It was one of those cases where although we didn't get anything materially, nevertheless, we were very, very happy.

The balance of the trip was no physical effort at all; in fact, we could have danced on air. It seemed to us that we had just witnessed a miracle and we went to our beds to a sound sleep and pleasant dreams instead of disturbed rest and a horrible nightmare. On our trip back that night we inquired of the station agent how the little girl was and he informed us, with a nice big smile, that outside of being scared she was perfectly all right.

So ended what might otherwise have been a terrible tragedy.

Just Beefing

"Oh, Mr. Butcher, about that joint you sold me last week. Did you say it was imported or deported from Australia?"

The Bird-Archer Company

Manufacturers of

ANTI-FOAMING COMPOUND

Western Office

122 SOUTH MICHIGAN AVENUE
CHICAGO, ILLINOIS

Irrigation in South Dakota is a live subject of discussion when two or more farmers gather in most areas drained by the Missouri River. The people in the state believe there are possibilities for irrigating several thousand acres of lands adjacent to the river by pumping projects. Engineers, farmers, businessmen, professional men, state and government employes are all contributing estimates, experiences and suggestions to the end that there is likely to be an increase in acres of irrigated lands in South Dakota.

* * *

South Dakota has long been known as the home state of one of the greatest manganese deposits in the nation. Much research and experimental activity has been given this deposit which lies near Chamberlin. Now comes word that within a year South Dakota will be producing manganese for commercial uses. If that should prove to be true then our government will not be so dependent upon foreign supplies for its navy and domestic industrial plants may find that their needs can in part, at least, be secured from the Chamberlin deposit. At present the United States is able to supply only a very small percentage of its manganese needs.

* * *

Upper Michigan farmers are going into strawberry production in a big way. After last season's experience, when several carloads were marketed at satisfactory prices, the farmers have increased their acreages. They have set out thousands of plants using varieties that are known to be good shippers. From the acreages set this spring they will have all the home grown acclimated plants they will need for future increases. One farmer told us, "We expect our association will be able to ship a hundred carloads in one season, and that may not be many years from now."

* * *

Potatoes, this past winter, often sold f.o.b. cars at prices ranging from \$1.25 to \$1.50 per bushel. It has been many years since growers received such satisfactory incomes from their potato crops. The results are easily evident in Upper Michigan this spring. Hundreds of bushels of seed have been shipped in to plant increased acreages because the local supply was insufficient to meet the demand. It is estimated by competent observers that Upper Michigan farmers will have about 100 car loads more potatoes to market this fall than were marketed from the 1936 crop. Of course, this forecast is dependent upon growing conditions for the balance of the season.

A girl met an old flame who had turned her down, and decided to high-hat him.

"Sorry," she murmured when the hostess introduced him to her. "I didn't get your name."

"I know you didn't," replied the ex-boy friend, "but you certainly tried hard enough."

—The Lufkin Line

A Hole In One

By Elliott Metcalf, Tacoma News

Met C. C. Little, Milwaukee Road dining car steward, at his breakfast this a. m. Little was feeling big. He was feeling happy and gay. He chuckled over his ham and eggs.

"You're on a high cloud, old friend," I said. "How come? Mother-in-law leave?"

"Better'n that, boy," he chirped, "I made a hole-in-one . . . A HOLE-IN-ONE at golf, and I've only played a few years. Have a cup of coffee . . . two cups of coffee. Have some ham and eggs . . . anything you want. It's on me."

Finally Little explained the blow that sent him high in spirit. He used a brassie on the 165-yard third hole at Parkland course. Playing with Henrietta Mairs, E. J. Rinck and Mrs. E. Friend the four started to hunt for the ball when they approached the green. It couldn't be located.

Rinck in sudden thought said: "Look in the mug."

They did . . . and there was Little's golf ball, like an egg in the nest.

And . . . you never heard such vocal outburst.

But you can't blame a guy, at that.

AN ODE TO THE "HIAWATHA"

With Apologies to Henry Wadsworth Longfellow

Cross the little Kinnic Kinnic to the SACHEM of Milwaukee!
Roars the mighty Hiawatha—greatest of the big steam horses.

On across Wisconsin's lowlands, past the tepee of Du Portage!
To the Father of the Waters—to the Lordly Mississippi!

To the falls of Minnehaha, to the city of the Prairies!

Onward goes the Hiawatha, speeding in the dusky even,
Speeding ever westward, speeding!

Soon will be the Minnehaha, most beloved of Hiawatha!

Joining miles across the prairies, joined again, though long since parted!

Roar along our Hiawatha, noblest train of the Milwaukee!

Carry safely our most loved ones, ever on your westward speeding!

Grow you ever greater, faster, beautiful of all the railroads!

Safely guided by Manitou—guided to the Gitchie Gamee!

Along the Father of the Waters—to the city of the Prairies.

—Ed J. Gotch.

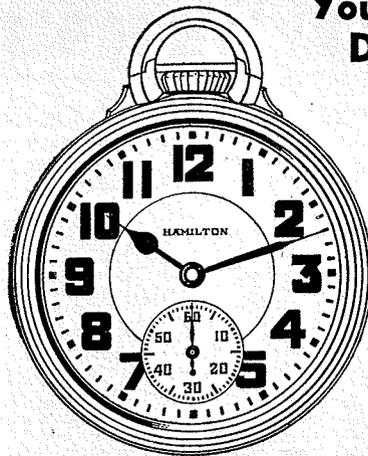
A New Era in Railroadng

"All aboard," the conductor cries,
Up the steps a late one hies
And the train starts out on shining rails
By meadows, lakes and mountain trails.

There's a "diner," too, for the hungry man
And the food don't come from a labeled can,
But is really cooked good and the prices
Have downward been given some slices.

Hear the hammers ring in the Milwaukee shops,
Where progress apparently never stops
And many cars are coming along
To swell the "Milwaukee's" mighty throng.

See the loaded truck on the busy street;
It's only a part of the "pick-up" fleet,



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The above are Official Watch Inspectors for



And the cost of the freight is so very small
I really can't see how they do it at all.

But the finest sight in all the reels
Was "the fastest thing that goes on wheels,"

And the Hiawatha, streamlined train,
I would surely go to see again.

The HIAWATHA continues to be the choice of discriminating travelers.

Those Smarties Better Watch Their Steps

(Waucoma (Ia.) Sentinel, via. C. T. R.)

Mr. E. E. Swartz received notice from the Milwaukee St. Paul R. R. Co. Wednesday of this week that he was promoted to take charge of the Depot duties at Coon Rapids, Ia. Mr. Swartz will take up his new duties by March first and he came to Waucoma 26 months ago. We are sorry to loose this fine family but wish them the best of success for the future.—Line o' Type, Chicago Tribune.

Order

"If order is heaven's first law, man doesn't always make a wise application of it."

The doctor was interviewing the last patient in his office when a woman rushed in crying, "Doctor! Doctor! Come quickly. My husband has swallowed a mouse!" "Get back to him," said the doctor, "and try waving a piece of cheese about in front of his mouth. I'll follow."

Five minutes later the doctor reached the house. A man was lying on a settee with his mouth wide open, while a hysterical woman was waving a kipper close to his mouth.

"You foolish woman," he cried. "I told you cheese."

"I know that," she shrilled, "but I've got to get the cat out first!"

Wouldn't Interfere

A young boy, undergoing an examination for position, came across the question, "What is the distance of the earth from the sun?" He wrote his answer as follows: "I am unable to state accurately, but I don't believe the sun is near enough to interfere with a proper performance of my duties if I get this clerkship."

He got it.

Operator, calling round house, "Who goes on the extra east and what engine?"

Voice, at roundhouse—"I dunno, there isn't anyone here now."

'M-F'

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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.

FOR SALE—10 acres of good land in Los Molinos, California. Some English walnut trees on it. John D. Quinn, 6220 Latona Ave., Seattle, Washington.

FOR SALE—Four Goodyear tires, size 17-700, slightly used, \$12. Also have All-State with tubes, size 5.25-20. H. F. Baker, 5915 Calumet Ave., Chicago. Wentworth 6558.

FOR SALE—A 57x157 ft. corner, modern 7 room frame house, a 30x10 front porch, furnace heat, a 20x20 ft. garage and a 12x14 work shop, all improvements in, lawn all around house, fruit trees, flowers, bushes, and grapes; located 3 blocks from depot. A fine home, newly decorated. Selling price, \$6,000. James P. Garry, 34 Lincoln St., Bensenville, Ill.

FOR SALE—Six summer cottages with furnishings, equipment and boats, situated on lake front of Grass Lake, one of the Chain of Lakes in northern Illinois near CMSTP&P RR. Approx. 2 acres of high ground. A fine opportunity for an employee ready to retire. Price reasonable and terms. Address inquiries to R. E. Dove, Box 225, Roselle, Ill.

Public Works Planning

At the very close of the past year the President received a 221-page printed report from the National Resources Committee. In it there are listed hundreds of public works projects which are recommended for thorough investigation or for construction which will necessitate local, state and federal appropriations.

A sentence in the foreword of the report well describes the magnitude of the projects covered and their estimated cost. It says: "Judging by past experience, it is possible that some thirty-odd billions of dollars will be expended for the development of our natural resources and for the provision of new facilities during the next ten years through public construction enterprises."

In Milwaukee-served states there are several hundred public works projects, each one of which has an effect on all citizens and their incomes. They must be appraised not only on the basis of their immediate effect, but more particularly as to how they will increase the comforts, incomes and opportunities of each area in which they are located. That is particularly true of all reclamation projects. There are many of them listed in this report, some of which affect a very few acres, others thousands, and the Columbia Basin project over one million.

Mrs. Flip: "Are you troubled much in your neighborhood with borrowing?"

Mrs. Flop: "Yes, a great deal. My neighbors don't seem to have anything I want."

Thirty

FOR SALE—1/2 acre of lake frontage, with small house, furnishings and boat, on Mirror Lake near the Dells of Wisconsin. Best of fishing and hunting. On Route 12. Selling price, \$1,200; might take part trade. James P. Garry, 34 Lincoln St., Bensenville, Ill.

FOR SALE—In Kansas City, Mo., 5 rooms, modern Queen Anne, brick and stucco, one block and half from street car line, near schools and stores. Write for further information. W. F. A. Burkett, 207 S. Monroe, Kansas City, Mo.

FOR RENT—Summer cottage on Kauguesaga Lake at Minocqua, Wisconsin. Cottage has six rooms and sun porch, three large bedrooms, also sleeping porch, fully equipped. Two boats furnished. Rent \$30.00 per week. Five miles from Milwaukee Road Depot at Minocqua.

FOR SALE—A beautiful two-story dwelling, all modern. Lot 75 x 176, 6 fruit trees, large lawn and garden, also celotex lined garage. 1 block from high school, 2 blocks from Catholic and 3 blocks from Protestant churches, 4 blocks from C. M. St. P. & P. Depot. A bargain that will soon be taken. Address Guy E. Sampson, 8 Pine Ave., Bensenville, Ill.

RANCH FOR SALE: 240 acres—160 acres under irrigation—balance dry land and pasturage. Located in Kittitas County, Washington. Land and location ideal for Dude Ranch. Particulars given to anyone interested. OTTO J. CHRISTENSEN, 412 N. Jay St., Tacoma, Wash.

FOR RENT—4-room flat in Bensenville, 8 blocks to C. M. St. P. & P. station. For further information, Call Bensenville 89W.

FOR SALE—A 6 room frame cottage. One car garage, 8 fruit trees. Archie Jennings, 142 E. Pine Ave., Bensenville, Ill.

FOR SALE—One 30 ft. x 125 ft. lot at 3441 N. Oak Park Ave. near good transportation. For full particulars call Columbus 1879 or write J. Dulen, 427 N. Leclair Ave., Chicago, Ill.

FOR RENT—Completely Furnished 3 Rooms—Private Bath—Garage—3 Blocks from Milwaukee Station. Good Suburban Service. Roselle, Ill. Telephone 223.

FOR SALE—Modern bungalow, 4 rooms and sleeping porch. H. W. best. On 73rd Ave., Elmwood Park, Ill. Owner, River Grove 2285-M. Bargain.

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.

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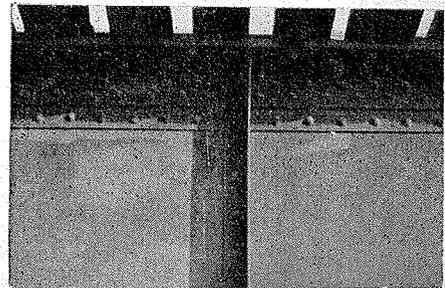


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Getting down to **PENNIES!**

TODAY the railroads haul a ton of freight a mile for an average revenue of less than a cent.

That's 23½ per cent *less* than they got for hauling a ton a mile fifteen years ago, when the downward trend in average revenue started.

It's a *billion dollars less* than it would have been in 1936 if the revenue per ton-mile had stayed the same as it was fifteen years ago.

Now some of this difference is due to changes in the type of shipments—but the vast bulk of that billion dollars represents *lower freight rates*—savings for the shipper and the consumer.

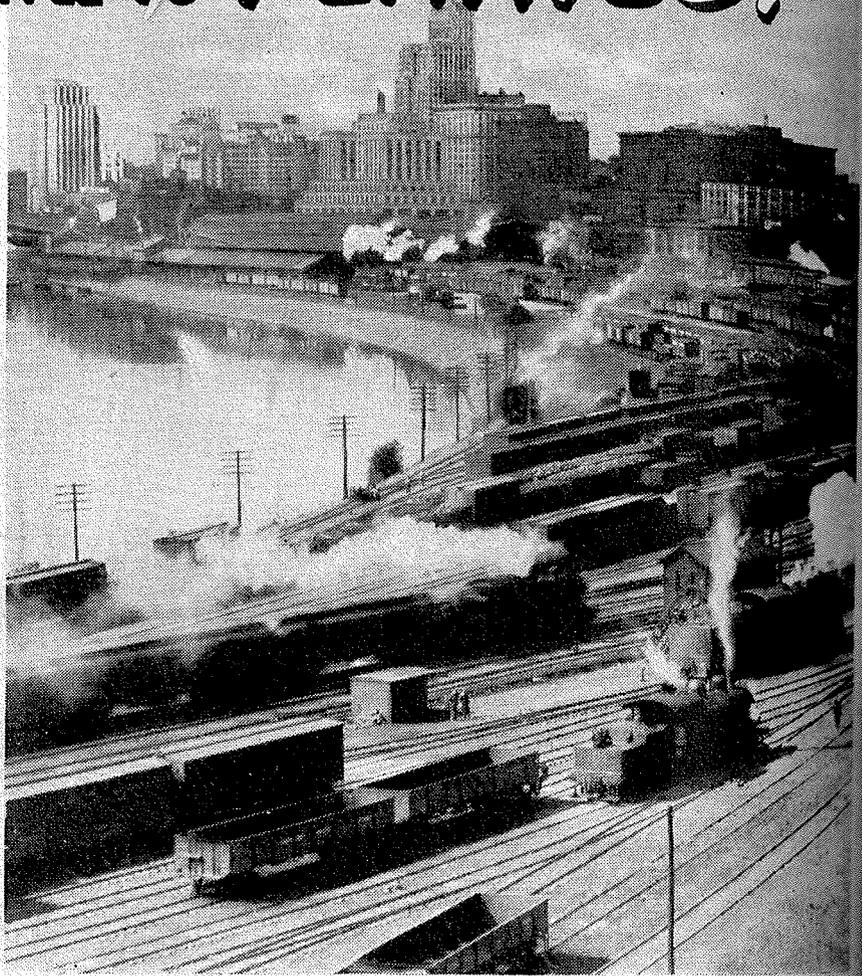
With average revenue shrinking, railroads have had to face mounting expenses. Hourly earnings of railroad workers have climbed to the highest point in history. Prices of necessary materials and supplies, like a lot of other things, have gone up.

Yet look how the railroads have been pushing ahead—figuring ways to give better service on lessened income:

They speeded up freight schedules; put billions into new and better cars and locomotives, heavier rails and improved roadbeds. Today freight moves fifty per cent faster than it did just a few years ago.

They perform a daily miracle keeping tab on two million freight cars—so that you may have cars *where* you want them when you *need* them.

Working hand-in-hand with shippers, they cut freight



loss and damage *more than eighty per cent*—developed better ways to pack, load and handle goods.

You know what they've done in passenger service, too—faster trains, even greater safety, more comfort and cleanliness, air-conditioning and all the rest. *And yet passengers today pay an average of 42 per cent less per mile than they did in 1921.*

It's a great record—you couldn't ask for a better picture of how the railroads are handling a tough job. On that record, the railroads have *earned* the right to ask for equality in regulation and treatment, for a chance to meet competition on a basis fair to all.

SAFETY FIRST—
friendliness too!

ASSOCIATION OF
AMERICAN RAILROADS