"My Crown-Shrunk Overalls Were Washed 83 Times Without Shrinking"

The Crown Overall Mfg. Co.,
Cincinnati, Ohio

"I am mailing you a pair of Crown-Shrunk Overalls which, in addition to eighty-three trips to the laundry, were subjected to extremely hard wear at all times. Only the very best overalls could suffer such abuse. And they did not shrink in the least."

Chief Engineer
Hotel Roosevelt, Cedar Rapids, Iowa

No Wonder Crown Guarantees A NEW PAIR FREE IF THEY SHRINK!

George Carlson's remarkable experience shows how overall wearers everywhere have said goodbye to overalls that shrink. For a remarkable denim—and a liberal guarantee—has settled the "shrink" problem. If Crown-Shrunk Overalls shrink, you get a new pair free!

Up to a few years ago, no one dreamed it possible to make overalls that would stay the same size despite repeated washings. But The Crown Overall Mfg. Co., largest in the world, believed it could be done. So they bought two denim mills—an entire town, in fact—and finally succeeded in creating Crown-Shrunk Denim, a quadruple dyed cloth, extra heavy and closely woven. It not only resists shrinking but wears like iron!

In addition to this shrink-resisting feature, Crown-Shrunk Overalls are the most comfortable, durable, economical and best appearing overalls ever produced. They have more pockets and more special features than any other overall. Without question, Crown-Shrunk Overalls are America's outstanding work garment.

Don't expect to see Crown-Shrunk Denim in any other brand. It is an exclusive fabric of Crown's own mills and available only in Crown-Shrunk Overalls. Ask your dealer for Crown-Shrunk Overalls—compare them with any other overalls. Look for the Crown trademark and guarantee—A NEW PAIR FREE IF THEY SHRINK.

The CROWN OVERALL MFG. CO.
CINCINNATI, OHIO
FREE!

Send for your copy of the Crown Railroad Time Book, used and praised by railroad men everywhere.
PACEMAKERS of PROSPERITY

RAILROAD electrification means moving more goods, more quickly, with less spoilage, less storage, less expense. This helps to reduce the cost of living and so contributes to the prosperity of America. The extensive programs of electrification recently inaugurated by leading American railroads will double the carrying capacity over the same tracks. For every problem of electrification—from the greatest railroad system to the individual home—General Electric has the skill, the experience, and the products.

FOR THE HOME—General Electric and its associated companies manufacture many electric products, including G-E refrigerators, fans, vacuum cleaners, MAZDA lamps, wiring systems, and Sunlamps; Hotpoint electric ranges and appliances; and G-E motors for all other electrically driven household devices.

FOR INDUSTRY—Several thousand products, including apparatus for generating and distributing electricity; motors and controllers for applying electric power; electric furnaces and heating devices; street, traffic, airport, and Cooper Hewitt lights; Victor X-ray and motion-picture apparatus; railroad-electrification and street-car equipment.

GENERAL ELECTRIC

Join us in the General Electric Hour, broadcast every Saturday evening, on a nation-wide N.B.C. network.
No Hurry—pipe's going good!

**EDGEWORTH** fits right in with those little waits while the boys get the next switch ready. Engineer J. Delaney of the New York Central's 60th Street yard knows it does. Edgeworth keeps its place in the pockets and pipes of men who know what they want. Slow-burning, cool and benevolent, with a flavor all its own, Edgeworth stays friendly.

If YOU don't know Edgeworth, mail the coupon for a generous free packet to try. Let Edgeworth show you how good it is—you be the judge. Address LARUS & Bro. Co., Richmond, Va.

**EDGEWORTH SMOKING TOBACCO**

**MILWAUKEE TYPE BLOW-OFF COCK**

with its Joint-Ring-Strainer

With first consideration for safety to those responsible for the handling of locomotives and with further consideration for efficiency in operation and economy in cost, the Milwaukee Road has standardized on the locomotive blow-off cock shown.

The attention of terminal forces is called to the absolute necessity of mounting this blow-offcock on its joint-ring-strainer (shown.)

Attention of engine men is called to the fact that in case of leakage, the valve may be ground in under boiler pressure and without any delay to the service by merely putting a wrench on the square of the valve stem extension and giving valve stem a quarter to a full turn. The valve is held solidly closed by boiler pressure and cannot be opened inadvertently.

**THE BIRD-ARCHER COMPANY**

NEW YORK :: CHICAGO :: ST. LOUIS

The Bird-Archer Company, Limited, Montreal
The City of Tacoma, Washington

Paul G. Wilson, D. F. & P. A.

TACOMA, Pierce County, Washington, is a city of 107,000 people, with a suburban district having a population of 30,000. The city, founded 62 years ago, is located on Commencement Bay, which is a deep water harbor of Puget Sound, that wonderful body of salt water which reaches inland from the Pacific Ocean for over two hundred miles and provides commerce with the finest harbors in the world.

The harbor it has provided for Tacoma is one of only two in the United States which is rated by the Government as capable of accommodating ships of any draft, and this has naturally turned the thoughts of all on development of ocean traffic. This feature will be referred to later.

Tacoma has a Commission form of government with a Mayor and four Commissioners heading the departments of Finance, Light and Water, Public Works and Safety. Our present Mayor is the head of an important industry and is committed to a program of development and governmental efficiency.

The limits of the city embrace an area of fifty-four square miles four and one-half of which are water. Within the city limits are 175 miles of paved streets and boulevards and 475 miles of concrete walks. Tacoma's streets and boulevards are well lighted with ornamental lights, there being over 7,500 of these, and a large part of the residential district is so lighted.

Airplane View of Business District and Harbor, Tacoma

Our public school system compares very favorably with the best. There are thirty-eight elementary schools, six intermediate and two high schools with an enrollment of over 20,000 students. A comparison of the number of students actually enrolled with the number of children of school age (four to twenty-one) shows an exceedingly favorable condition exists here.

Our city has 145 churches of almost every known denomination. Many of the larger congregations have as their places of worship some of the city's finest and most beautiful buildings, which have been built in the last five years.

Nature has been wonderfully kind to us who live in Tacoma and the rest of the Puget Sound country. Our climate is mild and even-tempered. Severe storms are almost unknown and thunder and lightning are rare indeed. In spite of the general idea that it rains all winter here, one would probably be safe in telling a friend who made such a comment that it rained less here than in his own home town, unless that home town was in one of the southwest states. This is because Weather Bureau records show an average annual rainfall for Tacoma of forty-two inches. These records go back to 1885. The year of 1929 brought us only twenty-seven inches which is less than that of many larger eastern and middle western localities.

Our Climate

At the risk of being called a climateer, I am going to quote a few more statistics on this subject and then tell you what it means. The average maximum temperature ranges from seventy-two degrees in July and August to forty-five degrees in January. The average minimum temperature ranges from thirty-three degrees in January and February to fifty-five degrees in August. The average summer temperature is sixty degrees and the average winter temperature is forty-one degrees. This means that labor is capable of maximum performance all year. No devitalizing heat and no numbing cold. It also means smaller investments in factory buildings.

Our city has 145 churches of almost every known denomination. Many of the larger congregations have as their places of worship some of the city's finest and most beautiful buildings, which have been built in the last five years.

Some of our most efficient saw mills are open on one or more sides, and this contributes to circumstances which make our child-death-rate probably the lowest of any large city in the world. It also keeps lawns green the year 'round which gives the householder plenty of exercise with the old lawnmower. Golf courses are open the year 'round. Snow storms of any duration are indeed scarce.

This climate has helped to make this district probably the most important producer of poultry products in the country. Thousands of cases of eggs are shipped from Tacoma and vicinity to eastern markets and to foreign countries. The products are marketed by several large distributors, among which is The Washington Co-operative Egg and Poultry Producers Association. This organization is one of the most successful cooperatives in the country and is made up of over 15,000 members. The Association has a large plant on MILWAUKEE tracks in Tacoma. As many as 42,000 cockerels are fed for the market there at one time. This plant also produces feed...
for the members' flock and ships the eggs produced by them.

Lumber and Lumber Products

Lumber is king in Tacoma and one might say that Tacoma is king in lumber. Out of a total production for the country as a whole of 45,000,000,000 lumber feet, and at an annual rate of 20,000,000,000 feet, twenty-five per cent is produced within 100 miles of this city. Nowhere else in our country and probably nowhere else in the world are the forests as productive and as accessible to rail and water. The fir, hemlock, cedar and spruce grow here to their maximum size and in stands that are almost unbelievable. Sixty million feet on a section is not at unusual and it takes a big mill to cut that much lumber in a year.

Tacoma has thirty major lumber industries and many smaller plants and allied industries, employing about 8,000 men. Lumber produced here is shipped to every state in the Union and to every country on the globe. Our door factories send their product to all the rest of the world and this industry is probably developed to a greater extent in Tacoma than in any other city in the world. Our factories have a capacity of about 4,000,000 doors per year. Cross-arm factories, shingle mills, telephone pole and piling yards and plants for the manufacture of interior finish trade through Tacoma manufacturers.

Box shooks and package factories here making both straight and rotary cut box shooks find a ready market for their products locally among the fruit and vegetable shippers and in other near-by states. Large shipments are made also for foreign trade, Alaska and Hawaiian Fir, Spruce, Hemlock, Larch and Cottonwood logs are transformed into shooks with astonishing rapidity by the big saws and lathes.

It is a fifty-fifty chance that the handle on the broom you have in your home was made in Tacoma. One factory here produces about 15,000,000 of these a year and the product of this plant is shipped to every part of the country in which brooms are used, either for sweeping or for getting proper explanations out of househusbands.

Tacoma is also the home of large cross-arm factories, shingle mills, telephone pole and piling yards and plants for the manufacture of interior finish lumber, porch columns, gutters and staves. Spruce which has no odor or resin is highly satisfactory for use in butter and lard tubs and the Northwestern Woodenware Company turns out staves and heads here for this trade in large quantities.

The Smelting Industry

The Tacoma Smelter, owned by the American Smelting and Refining Company, handles copper and other ores from Alaska and South America and produces annually over 1,000,000 pounds of refined copper. This smelter and refinery is very favorably located for trade with the Orient.

The increasing difficulty in securing raw material on the part of the pulp and paper industry in the eastern section of our country and the earnest efforts on the part of our lumber men to conserve timber and avoid waste, have been one of the causes of some considerable development in pulp and paper production in this region. The abundance of wood, water and power here makes this seem to be a very favorable location for this industry. Tacoma has two large pulp plants and a paper mill. The pulp plants are run to a considerable extent on what would otherwise be a waste product. We are, in this district, looking forward to a development in this industry with much confidence.

Large Producer of Electrical Power

The City of Tacoma, as all the world knows, is, through its efficient Light and Water Department, a very large producer of electrical power. It is said that rates for electrical energy for light and power are extremely low here. Cheap power was a large factor in the selection of our city as a location for branch factories by the Hooker Electro Chemical Company and the Pennsylvania Salt Company. The plant of the latter company is known as the Tacoma Electro Chemical Company. These factories transform salt by electricity into chlorine, both gas and liquid and caustic flake and liquid. Chlorine as a bleaching agent is an important commodity to the pulp producers.

Tacoma's electricity is largely produced in hydraulic plants using water from glacial streams. One plant is located at La Grande, Washington, using the water from the Nisqually River which flows from the famous Nisqually Glacier in Rainer National Park. Another development is at Portachi, Washington, on Hood's Canal, where Lake Cushman has been transformed into an immense reservoir and the waters of the Skokomish River are impounded for future use. One unit of this plant has been in operation for some time and a second unit is now being built. The new unit will use the water from the reservoir a second time and thus double the amount of energy extracted from it before it is allowed to reach sea level. The two Lake Cushman units will have a capacity of 110,000 horsepower and the combined capacity of the Municipal System is 300,000 horsepower.

The Puget Sound Power and Light Company also have large hydraulic plants near Tacoma and have an efficient distribution system in the city, although the municipal plant has a monopoly on the domestic distribution.

This abundance of cheap power is of extreme economic importance to the district and should materially assist in bringing about a large industrial development. Some large users of power on a contract basis are paying only one and one-half mills per kilowatt hour in the lower price brackets.

Other Industries

Tacoma is a large flour milling center also and our mills have a capacity which compare favorably with that of any milling center west of the Missouri River. Wheat from the immense wheat fields of eastern Washington, Idaho and Montana is transformed here to flour, largely for the export trade.

Rapid strides have been made here recently in the manufacture of furniture. Our factories produce furniture of every kind and quality and one of them is the largest on the Pacific Coast.

A large packing plant is located here and we have as well, steel plants, match factories and produce confectionery and candies, refined coconu oil products, explosives, boilers, machinery, canned goods, car wheels, and other important products. Tacoma is also port of entry for large shipments of molasses from Hawaii.

The foregoing paragraphs give the impression that Tacoma is industrially important and that has been the intention. To be called an industrial city the Government through the Department of Commerce, says that ten per cent or more of the population must be gainfully employed in manufacture. The Department of Commerce replies by saying that fifteen per cent of our population is so employed. Their 1929 figures show that the value of Tacoma's manufactured products for that year was $159,926,179.

Agricultural Development

The broad fertile valleys near Tacoma have been highly developed as agricultural land, and this development is going forward always. Puylapp, less than ten miles from Tacoma, is one of the berry producing centers of the world. The culture of narcissus bulbs has also grown to be an important factor there and the fields of blooms in the spring present a scene of exquisite color and beauty.

This industrial and agricultural community is served by four trans-continental rail lines. Tacoma is the headquarters of THE MILWAUKEE'S Coast Division and the location of important car and locomotive shops and ocean terminals. The main line of the Coast Division terminates at Tacoma and subdivisions extend south and west to Mexico and Ashford and to Gray's Harbor and to Willapa Harbor. The Tacoma eastern sub-

Air View of Milwaukee Road Terminals, Tacoma
division, also known as the National Park Branch, extends sixty-eight miles to Morton with a branch five and one-half miles long to Ashford from Park Junction. Ashford is fifty-five miles from Tacoma and is the only rail gateway to Rainier National Park. The Gray's Harbor subdivision extends 105 miles to Aberdeen and Hoquiam and the Willapa Harbor branch sixty-six miles from Tacoma.

Tacoma's Harbor

Important consideration has been given to the advantages of Tacoma's harbor. The industries and the public are served by adequate terminals and a public corporation known as the Port of Tacoma has built and maintains an efficient system of facilities consisting of storage and transit warehouses and docks, a grain elevator of 500,000-bushel capacity and a cold storage warehouse of one million cubic feet capacity. This is our only cold storage plant with deep water frontage, although we have two large cold storages located inland. All the larger lumber plants and flour mills and the smelter provide berthing and cargo handling facilities for ocean vessels.

The importance of this district industrially and the fine harbor with its neolithic developments have made Tacoma a port of world-wide importance. Foreign, coastwise and inter-coastal cargo passed over terminals of this port in 1923 to the extent of 6,405,759 tons and was valued at $186,642,483.00 This cargo moved in deep sea vessels which made 2,025 calls in the harbor.

People of Tacoma seem to give some consideration to the important business of enjoying life. A great pride is taken in the homes and gardens and visitors are always impressed with the charm and beauty of the residential districts of this city. The homes are the pride of their owners and are a reflection on the city. The residential districts abound and one cannot help but feel the influence that this has on the life of our city.

A vast store of scenic beauty, marine, mountain, forest and pastoral, is here for the visitor and resident alike, and the recreational opportunities are unlimited. A vast store of scenic beauty, marine, mountain, forest and pastoral, is here for the visitor and resident alike, and the recreational opportunities are unlimited.

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Every year our company is called on to spend thousands of dollars for damage caused by fire. This expenditure covers losses of all kinds from crops and timberland to switch tender shanties, shop buildings and depots.

In quite a long service investigation conducted revealed that carelessness of our own employees was the immediate cause of the fires. Considering this fact, there is only one solution and that is, "Prevent Fires." Let this be the slogan for all of us.

There can be no doubt that fires from these mentioned hazards easily could be prevented if employees lived up to the slogan, "Prevent Fires, They Are Costly." Not alone costly to the company but also to the employees, because heavy losses will reduce the earning power of the company and you, as an employee, will have in some way and manner to bear your share of the losses.

Besides fire losses caused by carelessness of our own employees, we also have to face the losses caused by carelessness of outsiders, some even with incendiary intent. Here again the help and co-operation of faithful employees can do a great deal to reduce these losses.

Following are two cases, one illustrating what intelligent co-operation of employees can accomplish, and the other showing what will happen if an employee, discovering a fire, does not know what to do and remains inactive.

A switching crew, working on the Milwaukee Terminal, noticed while passing a box car, standing on a side track, smoke coming out of the car. The crew immediately investigated. When approaching the car, suddenly several boys about 14 years of age, jumped out of the car and ran. Inspection of the car showed the boys had built a fire on the floor. The fire was extinguished by the crew and the yardmaster, to whom the incident was reported, immediately notified the Company Police Department which did its part. The work of these employees was commendable and they showed that they fully understood the meaning of "Fire Prevention."

The other case has reference to the following incident: At a certain station an employee, passing a new automobile box car, noticed smoke coming out of it. He looked into the car and saw three hoboes had built a fire on the floor. Fearing physical violence on the part of the hoboes, he did not insist that the men extinguish the fire and left the car. When finally the hoboes had left it was discovered that they had burned a good-sized hole in the floor of the car. Fortunately the loss in this case was small, but it could have been a big loss if the fire had grown out of control of these hoboes.

The employee in question, to say the least, did not use good judgment and showed helessness. Under these circumstances he should have seen to it that the hoboes extinguished the fire, either by calling the company police, sheriff, or local police, or if this took too long a time, he, being a section foreman, should have called his crew to extinguish the fire. This employee had a wonderful opportunity to prevent probably a disastrous fire by just making a phone call, but he missed his chance.

Lately we have had quite a few fires, caused by hoboes, and we must expect more fires of this kind as soon as fall approaches and the nights become cold. Therefore, all employees, particularly train and sectionmen, should be on the alert and whenever they notice hoboes building fires in cars or near stock yards, on the right-of-way, should immediately notify, if possible, company police or local police, or if this was impossible, call the local police.

Remember one phone call in time may prevent a big fire, and do not forget to "Prevent Fires, They Are Costly."

Beware

CAUTION

Mistakes

Fires

Unfortunate

Risked

W ith

I ndispensable

T ragic

A d

R e

F orecare

E ncourage

F ire

U nfortunately

Linked

W ith

I ndispensable

T ragic

H appenings

F requent

I nspections

R egarded

E ssential

BEYOND UNDERSTANDING

"I dunno why it is," grumbles Grandpa Wayback, "but you never see the moths get into the mortgage and eat it up."
Study the Safety Rules

THIS is a picture of District Safety Inspector J. L. Bauer, whose territory includes the R. & S. W., Madison and Superior Divisions with headquarters at Milwaukee, Wisconsin.

Mr. Bauer entered the service of The Milwaukee Road on April 1, 1901, as a telegraph operator. In September, 1905, he was appointed Assistant Chief Operator at the ‘G’ office at Chicago, and later was appointed train dispatcher on the Des Moines, S. C. & D. and R. & S. W. Divisions until January 1, 1921, when he was appointed safety inspector in the Northern District. In September, 1921, he returned as train dispatcher to the R. & S. W. Division, which position he held until his reappointment as safety inspector on January 1, 1929.

In fulfilling the duties of the various positions which Mr. Bauer has held, he has had an opportunity to note the value of the Safety First movement from the employee's standpoint. He has always been a booster for accident prevention, as those previously affiliated with him will agree. In going over his territory, he has found many instances where unwise practices have been employed, and immediately arranged with the supervisory officers to apply the necessary correction with the result that his territory is making rapid strides in the prevention of personal injuries. One of the things which Mr. Bauer is most particular about is the study of the safety rules, as he states in the following message directed particularly to the employees within his territory:

"I am confident that the employees of the R. & S. W., Madison and Superior Divisions have sufficient regard for their personal safety and for the welfare of their dependents to diligently apply themselves in the study of the safety rules and instructions. No man can learn all of the rules and do the thinking for all the rest of the employees. It is necessary that each employee be familiar with all of the rules pertaining to his work, regardless of the department in which he may be employed. Do not ignore the rules and expect someone else to study them for you. In a large company it is necessary that you do your own thinking, and by having a thorough knowledge of the safety rules, you will know what to do when danger soars as to avoid personal injury.

"I would like to see each employee in my territory make a practice of learning a rule a day and after learning the last rule in the book, start all over again in order to refresh your memory as to the requirements of the rules in the beginning of the book. In carrying out this plan you will ultimately become so familiar with just what to do and when to do it that the likelihood of your being injured will be remote. There is a wealth of knowledge in the rule books, and you should bear in mind that they were published for your benefit. Study them—make use of them.

"I want to take this means of thanking the employees in my territory for the splendid co-operation which I have received in the past and I hope that they will carry out my suggestion about memorizing a rule a day. Bear in mind that I want to do everything I can to help you do your work in a safe manner, and in case you have any suggestions for improvement of methods used or conditions about the property, I would like to hear from you. Your co-operation in this worthy endeavor is needed and earnestly solicited."

What's Your Hurry?

V. K. Clark, Conductor, Dubuque Division

In the January issue of The Milwaukee Magazine, there was a letter from Vice-President Gillick in which he calls attention to the good record made by The Milwaukee Road in the 1929 Safety First move over the record for 1928. Mr. Gillick makes special mention in this letter of seven particular points on the system that made exceptionally good records, and did everything except hurt people.

That letter was the first real pat on the back that the employes have ever had in the Safety First campaign, and coming from Mr. Gillick, the list is being shown to include better results than all the safety first instructions that have been issued, and, for this reason, they know their efforts are watched and appreciated by officials beyond the local official.

The Milwaukee employes have no particular apologies to offer for being careless or reckless men at railroad work, as a check-up of the old men on the system, who have been at the game from 20 to 40 years, and are still all together, is proof. But the Safety First move and the instructions we have received in that line have taught the rank and file to think. Voltas said "Nothing enters the mind in a vacuum." When once a nation begins to think, nothing can stop it. And that condition is gaining ground with the employes of The Milwaukee Road, fast, in Safety First work.

There is one point relative to the Safety First move and safe work, that I think should be given more attention by all of us that is "What's Your Hurry?" You can trace the primary cause of more accidents of all kinds in all classes of work, and you will find that 80 per cent of the accidents were caused by too much hurry! Did not take time to think. Hurry! Hurry! Seems to be in the blood of the railroad workers in every move they make. We are all alike in this, and if there is ever a time when you slip and overlook something, it will be when you are in a hurry and cannot take the time to think before you move, and one thing that goes with too much speed is poor control, nine times out of ten. This will apply to all classes of action. Take for example a baseball pitcher with lots of speed, and you will find "poor control" tackled onto his performance the greater part of the time. What do the investigations that are held relative to the terrible toll of life in railroad crossing accidents, due to automobiles being struck by trains or running into the sides of trains bring out? Too much hurry! Too much speed! Human tragedies generally are attributed to incompetence, lack of foresight and deficient mental alertness. This may be true in many cases, but in speaking generally, this vice seems to be an unfair indictment to human intelligence.

In some states they have signs erected at railroad crossings with the sign to the effect, "What's your hurry?" Too much speed caused that sign to be put up.

In the Later and Engine Department, we are cautioned to observe the rules, and we should observe every one of them. When there is a violation you will find, if you trace it down, that it was due to someone in a hurry who could not take the time to make some particular move or action just the way it should be made.

Read over the I. C. C. reports of accidents throughout the country and note how many cases develop in the investigations where men testify that they were in too much of a hurry to do anything that would have prevented the accident. One conductor on an eastern road testified that he was in too much of a hurry to get his work done and get out, to go back to the register at a terminal and check in the arrival of a first-class train. He saw the standing in the yards and figured that was good enough, but it turned out that this first-class train had been carrying signals for a following section, and when they arrived at the terminal the signals had been taken down before the conductor of the way freight saw them. He departed, and met the second section two and a half miles out of the terminal—result, three men killed and six employes injured. This accident took place October 16, 1929, at Nahor, N. H., Boston and Maine Railroad. Another case where an engineer testified that he was in too much of a hurry and anxious to get the important train over the road, therefore overlooked a matter of going on short time against a passenger train. The conductor was on the engine with him.
they took a chance; did not make it; resulted in a collision; two men were killed and a very bad wreck. Another case of too much hurry.

You will find this in all classes of work, from the office man to any other class, and it is a hard practice to get away from, but we can overcome it if we will do so. We are told in the Safety First bulletin—"Stop and Think." This is the age of speed, we all like to see our trains on time, also pep and snap to work and for the railroad company speed is fine if it can be produced at his work, but such a man is marked by his own fellow workers and the usual way of passing out their opinion of such a man is that it is the cause of loss of your feet, let's go! We all admire the cool-headed man who keeps his head, no matter what the conditions are or how things look. If you know something of this kind, just look him over some day and here is what you will find. First, he is no speed demon, just a little slower than the men with all the snap; you will seldom find him in a great hurry, therefore he knows where he is at, all the time, and does not work on snap judgment. Few men have this preciseness, and the average man cannot afford to take a chance on it just because he is in a hurry.

The Safety First move was started on this road by the men who have to foot the bills that are created by personal injuries. This move is in a hurry to the employes in all departments, and they want safe work. Suppose you are criticized for a poor run or an unusual length of time doing some piece of work, and you can prove that it was due to you doing your work in a safe and sane manner, you need not worry, as none of the officials will ever tell you to sacrifice safety for speed, no matter what the conditions are. If you have to use more time to do your work in a safe manner, use it, for they are with you in that.

Self protection is one of the first laws of nature and you are at liberty to protect yourself from bodily injury in any manner sufficient. Even taking a life in defense of your own; therefore, if you find yourself doing something in your work that is dangerous, kill it right there. You have that privilege.

They tell a story about an automobile firm which equipped their cars in a way that one would not be held to be contravening in the following manner: When the car was going or had reached 30 miles per hour, there was a green light on the dash, in the instrument to indicate when the speed of 45 miles per hour was reached, a red light would show; but when any greater speed than this was reached, there was a phonograph located under the seat that would start to play "Nearer My God to Thee." And this comes out as near describing the exact position we are in when we are showing too much speed at our work, and thing goes for all classes of men, in any and all departments.

Think it over.

SAFETY RECORDS

DIVISION MASTER MECHANIC W. N. FOSTER has not had a reportable or lost time injury since January 31, 1930, working an average force of 392 men.

The following are the principal points under his jurisdiction showing the number of men employed and the dates since last reportable injury:

<table>
<thead>
<tr>
<th>Station</th>
<th>Foreman</th>
<th>No of Employes</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Perm</td>
<td>A. J. Keenan</td>
<td>177</td>
<td>Jan. 31, 1930</td>
</tr>
<tr>
<td>Atkins</td>
<td>W. K. Cofer</td>
<td>97</td>
<td>Sept. 27, 1929</td>
</tr>
<tr>
<td>Calexico</td>
<td>R. E. Brooks</td>
<td>76</td>
<td>Feb. 22, 1929</td>
</tr>
<tr>
<td>Manilla</td>
<td>A. H. Faley</td>
<td>26</td>
<td>None</td>
</tr>
</tbody>
</table>

Roadmaster A. C. Tulaunha, working a track force averaging 100 men on the West Kansas City Division, has not had a reportable injury since November 27, 1929, when a section man had a cinder enter his eye.

While there is no question but what some mighty fine Safety records are being established every day, it appears that a great many of the officers and supervisors do not want to acquaint others with what they are accomplishing. In case you know of some good safety records, send them in to M. J. Flanagan, Manager, Safety Department, Chicago.

The contest records for the five-month period ended May 31, 1930, showing the following officers on the top of the list in their various groups:

<table>
<thead>
<tr>
<th>Name</th>
<th>Division Book No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mott Sawyer</td>
<td>Master Mechanic</td>
</tr>
<tr>
<td>H. R. Ahlbrt</td>
<td>Master Mechanic</td>
</tr>
<tr>
<td>A. F. Martin</td>
<td>Trainmaster</td>
</tr>
<tr>
<td>H. R. Ahlbrt</td>
<td>Master Mechanic</td>
</tr>
<tr>
<td>S. S. Waterhouse</td>
<td>General Foreman</td>
</tr>
<tr>
<td>A. J. Duff</td>
<td>Chief Carpenters</td>
</tr>
<tr>
<td>J. J. Flanagan</td>
<td>Yardmaster</td>
</tr>
<tr>
<td>A. J. Krohn</td>
<td>Yardmaster</td>
</tr>
<tr>
<td>L. J. Palley</td>
<td>Yardmaster</td>
</tr>
<tr>
<td>A. O. Swid</td>
<td>Signallers</td>
</tr>
<tr>
<td>C. W. Goettel</td>
<td>Yardmaster</td>
</tr>
<tr>
<td>L. L. Jordison</td>
<td>Car Shop Superintendent</td>
</tr>
<tr>
<td>F. Ferststron</td>
<td>Car Shop Superintendent</td>
</tr>
<tr>
<td>L. J. Roe</td>
<td>Store Shop Superintendent</td>
</tr>
</tbody>
</table>

The personal injury figures for the month of June and the six-month period, 1930, are as follows:

<table>
<thead>
<tr>
<th>Division</th>
<th>Title</th>
<th>Fatal</th>
<th>Lost</th>
<th>Fatal</th>
<th>Lost</th>
<th>Decrease</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lines East</td>
<td>1</td>
<td>16</td>
<td>2</td>
<td>81</td>
<td>9</td>
<td>89</td>
</tr>
<tr>
<td>Lines West</td>
<td>12</td>
<td>6</td>
<td>13</td>
<td>70</td>
<td>5</td>
<td>68</td>
</tr>
<tr>
<td>System</td>
<td>30</td>
<td>22</td>
<td>117</td>
<td>78</td>
<td>26</td>
<td>50</td>
</tr>
<tr>
<td>Six Months 1930</td>
<td>16</td>
<td>16</td>
<td>2</td>
<td>61</td>
<td>3</td>
<td>58</td>
</tr>
<tr>
<td>Six Months 1930</td>
<td>50</td>
<td>22</td>
<td>1</td>
<td>67</td>
<td>3</td>
<td>66</td>
</tr>
</tbody>
</table>

The following divisions went through the entire month of July without a reportable injury:

<table>
<thead>
<tr>
<th>Division</th>
<th>Title</th>
</tr>
</thead>
<tbody>
<tr>
<td>Miculstre Terminals</td>
<td>River</td>
</tr>
<tr>
<td>Dubuque</td>
<td>I. M. Northern</td>
</tr>
<tr>
<td>S. C. &amp; D.</td>
<td>Northern Minnesota</td>
</tr>
<tr>
<td>C. &amp; M.</td>
<td>Hastings &amp; Dakota</td>
</tr>
<tr>
<td>La Grange</td>
<td>Twin City Terminals</td>
</tr>
<tr>
<td>Northern</td>
<td>Northern Montana</td>
</tr>
<tr>
<td>Wisconsin Valley</td>
<td>Olympic</td>
</tr>
</tbody>
</table>

Constant Application of Safety Rules

FOR the month of July, 1930, the figures will show a reduction of about 75 per cent when compared with July, 1929, and while this may seem to be a substantial improvement, it is not what it should be when you consider that there were 23 reportable injuries including three fatalities. There is only one way to improve upon work so far as speed is concerned, and that is by constant application of the safety rules and principles in doing your work. You have a two-fold duty in avoiding personal injuries as you are not the only one concerned, your family is very much concerned as well. Remember your duty in preventing personal injuries extends beyond yourself to those who look forward to your safe return each day. Remember also that you have an obligation to fulfill in seeing that you do your work in such a manner that there will be no danger of injury to fellow employees. Your safety record includes the number of days which you go through without a personal injury. Such a record is one to be proud of. Resolve to keep your record clear.

M. J. FLANIGAN.
In response to this Mr. Gillick wrote the following letter to Messrs. John Loftus, F. Mallas and L. Guinn:

July 18.

Gentlemen:

I am just advised that you have now completed the 79 miles of ballast work on the Iowa Division, working approximately 475 men each day and that you have completed the job without a reportable or lost time injury. This is, indeed, a great record, and I am sure it could not have been accomplished except that you gentlemen felt some responsibility in carrying the message of safety to your men.

It was also a comfort to now that in addition to the safety record you made, the job of ballasting the 79 miles of track was accomplished, I believe in less time than any other similar job on the railroad.

Yours very truly,

(Signed) J. T. Gillick.

Idaho Division Safety Meeting

THIS is a picture of the employees who were present at the regular Idaho Division Safety First meeting, which was held on the lawn of the depot at Othello, Washington, on July 14.

The temperature on the day this meeting was held was 106 degrees in the shade, so it is readily appreciated just why it was decided to hold the meeting in the open and under the shade of the few trees which are located on the station grounds. In spite of the hot weather they had a very good meeting, at which many suggestions for the betterment of the Safety First movement were made.

Time and "Safety First"

W. F. Coors
Electrical Inspector, Coast Division

EVERY good piece of work done well requires a reasonable time for its accomplishment. There is usually nothing gained by hurriedly attempting even the most trivial tasks in an effort or in the way of habit, of doing things quickly just in order to get through as soon as possible. Spoiled material, accidents and personal injuries are largely the result of someone's effort to hasten action. Sometimes the objective reason for haste is merely left to luck or chance, with disappointment more often than not resulting in the end.

Therefore, it is well for individual men to consider all of the possible variations in their work from the usual thing, and to envision the course of action in their imagination to be followed under unexpected conditions, once the performance of routine duties has been satisfactorily solved for day-to-day action.

Entirely successful Safety First operation will always result from deliberately and carefully planned action on the part of those concerned with its application.

Idaho Division News

MRS. REINKING, aged mother of Engineer W. M. Reinking, died at Malad on July 19th.

Operator Gus Myers, St. Maries, was called to Genoa, Idaho, on account of the death of his brother Holly.

Traveling Engineer W. T. Emerson spent his vacation at Crater Lake, Oregon, and reports having had a great time.

Chief Clerk Wm. T. O'Reilly has transferred to Deer Lodge, Mr. E. M. Grobel taking Bill's place at Spokane.

Mrs. E. A. Rudloff, Neapel, was called to Los Angeles, August 7th, to attend her sister's funeral. She was struck by a falling oil well casing. He died before Mrs. Rudloff reached there.

The annual Milwaukee Women's Club picnic was held at Natatorium Park, Spokane, July 22nd, and was very well attended. Good eats, swimming and games assured everyone a good time.

In the baseball game the Lotus Angle-Bars put the Casick Draw-Bars to shame, beating them 62 to 15, but the game was stopped in the sixth inning by the park management to save the distant trees from further damage from the terrific slugging of Captain and First Baseman Bullwinkel of the Lotus bunch. Line-up follows:

Lotus Angle-Bars
Bullwinkel, 1b O'Neill, 3b, Capt.
Mrs. C. R. Strong, ss
McKibben, ss
Edw. McCabe, 1b
Mrs. W. T. O'Reilly, rf
Mrs. E. A. Breedon, p
Morton, 3b
Marie Freeland, cf
McDonald, 3b
Westermark, c
Lanning, c
Boys Eight Legged Race---Beulah Barrett, if
Ward O'Reilly, if
Fuller, ss

The result of the picnic races was as follows:

Married men—W. T. O'Reilly.
Fat men—N. H. Fuller.
Boys 6 and under—Chas. Strong.
Girls 6 and under—Marvion Shook.
Girls 6 to 10—Frances Helmer.
Boys 6 to 10—Boo Shook.
Boys 14 and under—Frank Strong.
Girls 14 and under—His Barrett.
Young ladies—Jane Strong.
Married Women—Mrs. Chas. Strong.
Boys' Shoe Race—Ed McCabe.
Girls Three Legged Race—Geneva Richardson and Frances Helmer.
Boys Three Legged Race—Frank Strong and Ed McCabe.
Clothes Pin Race—Mrs. Albert Janosky.
Umbrella Race—Mrs. Albert Shook and F. B. Beal.

Page Nine
THE MILWAUKEE MAGAZINE

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Employe Solicitation of
Business

ATTENTION is called to page 25 of
this issue, where G. P. F. has a long list
of business getters under the heading
of "Those of Us Who Do." It is more than
aparent that employes in whatever de­
partment of the service are becoming in­
terested in this matter of getting business
for this railroad; and if every one of us
could and would go out of our way to find
out who is expecting to make a trip and
use a good line of persuasion, it would re­
sult in filling up Mr. Dixon's passenger
list of business getters under the heading
of "Those of Us Who Do," It is more than
could and would go out of our way to find
loudly for "extra coaches." Again, if
we should follow the example of the lady men­
treasury. Also find out in your home
company, and more employment for those
street who had his cars shipped in over
the railroad, there would be some addi­
tional roll of honor for
the Coast Division under the jurisdiction
of Superintendent F. E. Devlin.

Also effective August 1 and until further notice, the office of General Su­
perintendent at Butte, Montana, is dis­
tinated, and all business formerly handled with that office will be referred
direct to C. H. Buford, general manager,
Seattle, Washington.

Mr. D. E. Rostner is appointed Super­
intendent of the Idaho Division with
headquarters at Spokane, vice Mr. N. H.
Fuller, transferred.

Mr. N. H. Fuller is appointed Superin­
tendent of the Northern Montana Di­
vision with headquarters at Lewistown,
Montana, vice Mr. A. C. Bowen, assigned
to other duties.

Mr. W. F. McDonald is appointed assistant engineer. Maintenance of Way,
lines west of Montana Division headquarters
at Seattle, vice Mr. J. F. Pinson,
assigned to other duties.

Mr. A. W. Hervin is appointed train­
master of the Superior Division with head­
quarters at Green Bay, vice J. M.
Hotchkins, transferred.

Mr. J. W. Hotchkins is appointed train­
master of the Illinois Division with head­
quarters at Savanna, vice J. W. Blossing­
ham, assigned to other duties.

JOSEPH W. STAPLETON

Joseph W. Stapleton, retired Superin­
tendent of the Dubuque Division, passed
away very suddenly at Fort Sam Houston,
San Antonio, Texas, on July 19, of
heart failure.

At the time of his passing Mr. Stapl­
ton was visiting his daughter, Mrs. John
R. Kelly, wife of Colonel Kelly, 9th
Infantry, U. S. A., who returned in
April after spending the winter in
Jamaica.

Colonel and Mrs. Kelly accompanied
the remains to Los Angeles where services
were held at Glendale, California,
July 22nd.

Mr. Stapleton was born in New York
City, November 1, 1854, and started
his railroad career at an early age as
mensenger boy. He was connected with
the Milwaukee System for over forty
years, the greater part of the time as
Superintendent of the Dubuque Division.

He retired from active service in 1918
on account of the serious illness of his
wife and moved to Alhambra, California.

During the last few years he had spent
much of the time traveling abroad, mak­
ing his home with his daughter, whenever
in this country.

The Other Man

THE "other man" is the supreme boss
of your business. By his edict your
business rises or falls, succeeds or fails.
You may sit in the president's office.
Managers, assistants and clerks may
scurry at your push-button signal. You
may build tall buildings, or a
shack. Stock them with costly goods, or
make mousetraps. But if the "other man"
flavors upon you, you and your efforts
are all for naught.

If you are pleased, you have gained his
confidence and good will, and he will
return again and again, beating a path­
way to your door that others will follow.

The wise business man realizes that the
"other man" is boss and serves him
loyally, faithfully and honestly. For, in
the language of the street, the "other
man" is your customer.—Pipe Dreams.

Milwaukee Employees Pension Association

Members Entered on Pension Roll July, 1930

THE following members of the Milwaukee Employees Pension Association have
established eligibility to old age pension payments and have been placed on the
pension roll during the month of July, 1930:

Name Country

Ernest Cady Engineer
John Donovon Carman
Wm. Danielson Machinist
Leonard B. Finch Section Foreman
James H. Killian Machine Hand
Henry Kuropatven Locomotive Fireman
Guilliams Locomotive Fireman
Charles Lummbough Truckdriver
Bolomoh Mahanush
Machinist Helper
Crossingman
Cora E. Murphy Clerk
Charles Peterson Bridge Carpenter
Shelfer Z. Redmon Machinist Helper
William Smith Crossing Flagman
William S. Stone Call Boy
Ed Templeton Passenger Conductor
John Wagner Section Foreman
John Wilcox B. & B. Carpenter
Albert Wilson B. & B. Carpenter
William C. Williams Engineer

Division or Department
Iowa Division
Iowa Division
Tacoma Shops
LaCrosse Division
E. & S. W. Division
SS. Minnesota Division
Milwaukee Shops
Milwaukee Shops
M. & N. Division
Illinois Division
St. Minnesota Div.
Dubuque Division
River Division
Kansas City Division
Wisconsin Valley Division

C. W. MITCHELL, Secretary-Treasurer.
Why Railroad Employment Has Declined

By Samuel O. Dunn, Editor, The Railway Age

In the first three months of 1930 there were 1,550,672 employees on the Class I railways in the United States. This figure was the lowest reported for the corresponding period in any year since 1919, which is as far back as these records go. Other factors are available as far back as 1890. In 1900 this total had increased to 1,017,653; in 1910 it was 1,699,420, and in 1920 it was 2,223,482. The tractor and highly specialized farm implements, according to recent estimates, are saving close to one and one-half billion man-days of labor in the production of eight of the principal crops.

One of the principles that railroads have been trying to follow is to devote more of their resources to the transportation of passenger traffic. Chief among these, of course, is the introduction of improved operating methods and labor-saving machinery.

Before we discuss at any length the influence exerted by these factors within recent years, let us see just what the employment on the railroads has been declining?

A number of factors determine just how many people are employed by the railways. Chief among these, of course, is the amount of traffic handled by freight and passenger, which is offered to the railways for transportation. Other influences which affect railroad employment are the introduction of improved operating methods and labor-saving machinery.

With the cradle used by our grandparents, three men could harvest two acres of wheat in one day. With a modern combine harvester, three men can harvest, thresh, and deliver to the grain elevator 45 acres of wheat in a single day. According to estimates of the U. S. Department of Labor, three hours and three minutes of human labor were required to produce a bushel of wheat by hand methods; in some sections of the country this has been reduced to ten minutes.

But even more significant to the railroad worker is the fact that figures of "technological unemployment" actually has been less important on the railroads in recent years than in earlier periods. The eight-hour working day was substituted for the ten-hour day, and the eight-hour day was in effect, are fairly comparable with those during the period 1925-1929, when the eight-hour day was in effect.

Railway freight and passenger traffic, of course, is measured in terms of ton-miles and passenger-miles. To combine these two factors in total "traffic units", it is usually considered that one passenger-mile is equivalent to three ton-miles. If, then, we multiply figures of passenger-miles by three and add the product to the total ton-miles of the railways, we will arrive at a figure of total railway traffic units, from which, by division, we can calculate the number of traffic units handled for each person employed by the railways.

In 1911 the Class I railways produced 275,302 million ton-miles of freight service and 32,371 million passenger-miles of passenger service, or, on the basis explained in the previous paragraph, a total of 372,417 million traffic units. The average number of employees in service was 1,559,854 in 1911, so the number of traffic units formed per employee averaged 232,782 traffic units. In 1917 ton-miles rose to 420,319 million and passenger-miles to 39,477 million, equivalent to 540,751 million traffic units. Average number of employees in that year amounted to 1,732,876, giving an average performance in traffic units per employee of 396,570. Thus, in the period from 1911 to 1917, the following increases were shown: number of employees, 8.3 per cent; passenger-miles, 21.9 per cent; net ton-miles, 55.3 per cent; traffic units, 47.3 per cent; traffic units per employee, 36.0 per cent.

What has happened in the last six years? In the year 1929 the freight traffic of the railways was the largest in history, amounting to 492,180 million ton-miles. H. A. Swinzrod, having seen continuous service since the fall of 1881. Still healthy and hearty, he answers the call of duty every morning and is highly esteemed by his employer and fellow workers.

Mr. Swinzrod was born in La Crosse, Wisconsin, November 27, 1857. Mrs. Swinzrod was born in Germany, July 12, 1860, and came to La Crosse with her parents at the age of five years. They were married June 26, 1889, at La Crosse, where they have resided during this time.

Four children were born to them. Mrs. Con Harrington, wife of Con Harrington, popular passenger conductor on the River Division, and Mrs. Helen Kunlin and Abina, Jr., "Sonny," also a machinist in the La Crosse Round House, with twenty-five years of service to his credit. Another son died in infancy. Two grandchildren, Russell, son of Con and Mrs. Harrington, also an employee of the Milwaukee Road, in the capacity of mechanical engineer, and granddaughters, Marian Kunlin. More than a hundred guests partook of the celebration and extended their congratulations. A good time was enjoyed by all.

Their Golden Wedding

At their home, 339 Copeland Avenue, La Crosse, Wisconsin, Thursday, June 26, 1930, Mr. and Mrs. Abin Swinzrod celebrated their golden wedding anniversary.

"Ollie," as the boys call him, is the veteran foreman and machinist of the La Crosse Round House, having seen continuous service since the fall of 1881. Still healthy and hearty, he answers the call of duty every morning and is highly esteemed by his employer and fellow workers.

Mr. Swinzrod was born in La Crosse, Wisconsin, November 27, 1857. Mrs. Swinzrod was born in Germany, July 12, 1860, and came to La Crosse with her parents at the age of five years. They were married June 26, 1889, at La Crosse, where they have resided during this time.

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More than a hundred guests partook of the celebration and extended their congratulations. A good time was enjoyed by all.
miles. Passenger-miles, however, showed a reversal of the upward trend prevailing since 1914. The total was 31,078 million, or less than in 1917. The traffic handled in 1929 therefore totaled only 585,414 million traffic units as compared with 570,108 million in 1923. Railway employment was 1,857,674 in 1923, and 1,662,463 in 1929, so traffic units per employee increased from 306,893 in 1923 to 352,137 in 1929. As further evidence of "technological unemployment" that occurred between 1911 and 1917, the numerical increase in traffic units per employee was only 14.7 per cent; passenger-miles decreased 18.1 per cent; ton-miles increased only 7.9 per cent; and traffic units increased only 27 per cent; and employment that has occurred within the railway companies has no such regulation. While the railways have to maintain their own rates-of-pay, pay taxes thereon and earn a return on the money so invested, the highway companies enjoy a right-of-way largely paid for and maintained at the expense of the general public and upon which no return at all has to be earned. In other words, those common carriers operating on the highways are more or less subsidized by the public, and can, in many cases, make lower rates than the railways, attract traffic from them, and reduce the number of jobs for railway men.

Try It!

"What do you mean by 'Try It'?"

The question I knew you'd ask, And asked, you will enjoy it, Yes, and I'll tell you why it is, Ever you like the task Of squaring yourself to measure The thing that you have to do— And surely a comforting pleasure And really nothing new:

Measure its curves and angles, Let none escape, none shrink, Right, don't wince at jars or tangles

But resolve to do it right And doing so, enjoy it

What's that? Let's see, we'll try it!"  

E. M.

The same facts hold true in much greater degree in the case of the water lines. While the highway carriers do have to pay license fees and gasoline taxes for the use of the highways, carriers on inland waterways have the privilege of operating entirely on right-of-way provided and maintained entirely at the expense of the general public. These carriers are not nationally regulated, and do not have to turn any return or pay any taxes at all upon their right-of-way.

Finally, as an example of the ultimate in subsidized competition with the railroads, the government itself is operating a large line on the Mississippi and Warrior Rivers which is not only free, as are all other water carriers, from any capital, tax, or maintenance charges on its right-of-way, but, in addition, does not have to earn any return at all upon its investment in equipment and facilities. With such public treatment accorded to the railways' competitors, with such a large part of their costs being paid by public subsidies figured by increased taxes in which we all share, it is small wonder that railway traffic fails to increase.

Nor do these subsidies alone reflect the trend of public and government treatment of the steam railways. The transcontinental railways have lost and are still losing a material volume of traffic because of operating these Great West Canal, which was built with public money. They have repeatedly petitioned the Interstate Commerce Commission for permission to compete with the boat lines by reducing their rates to Pacific Coast destinations, without making similar reductions in inland points. The Commission, however, would forever prevent the railways from competing for traffic with the boat lines. Some employees of the Southern Pacific appeared before a Senate committee to oppose this bill.

Inland waterways already in operation also have taken a material traffic from the railways, solely because these waterways are subsidized by the public. It is now proposed to further develop and extend our existing system of inland waterways by the expenditure of large sums of public money which we must all pay in taxes. Such further extensions of subsidized water competition would mean, of course, greater reductions in the amount of traffic which the railways would otherwise handle, and further reduced opportunities for employment on the railroads.

As previously stated, the railways in the last nine years have lost about a third of their passenger traffic because of highway competition. Some railways have attempted to meet this competition by operating highways themselves, either directly or through subsidiaries. A recent bill introduced in Congress would make unlawful such railway operation of highway vehicles. These are but instances of the attitude of the public and government toward the railways and toward their competitors.

Railway employment is at a low level now because of the slump in business. It will increase, of course, as soon as business picks up. But whether, in the future, there will be further increased facilities or opportunities as there are now, for employment on the railways will depend very largely on whether the government and the public will give the railroads a fair deal in their struggles with their competitors for traffic.

Is there anything that railway employees can do to protect their jobs against the competition of other means of transportation that are being subsidized by the government? Obviously, there is. Other classes of persons are using their political influence to get public officials to advocate and members of Congress and state legislators to vote for the subsidizing of other means of transportation. There are enough railway employees, and they are scattered well enough through the various states and Congressional districts, so as to counter any such power. It would surely be as legitimate for railway employees to exert their large political influence against such measures of government control of transportation as it is for other people to use their large political influence for them. It is a remarkable fact, however, that while for years organized and successful efforts have been made...
made by other classes to secure governmental action that will take traffic from the railways, there has never been any organized action on a large scale by railway employees to prevent such governmental action, although it is plain that whatever diverts traffic from the railways necessarily reduces the number of persons the railways can have any reason for employing.

Raising Peonies for Pleasure and Profit

A MAN with a hobby is usually a happy man, especially if it happens to be a hobby of an absorbing nature, one which stimulates the creative faculty and develops an inner urge to excel and to succeed along the creative line. And along this line, perhaps nothing is more interesting than flower culture. To grow beautiful blooms and to raise plants of superior quality is a delightful kind of hobby and becomes an engrossing pastime if that particular quality of the creative faculty is a part of one's nature.

Most men have a hobby of some sort and when one can ride his hobby to make it pay it becomes more and more interesting; and so this little story is being written of that special and particular kind of a hobby and it concerns the extensive peony gardens of Chicago Terminal Engineer A. L. Murawska, at River Grove, Illinois, which he has developed into a really "paying" pastime.

Mr. Murawska's gardens cover a two-acre tract, with space out for his home and a very thriving vegetable garden; and while he specializes in high-grade peonies—peonies of rare variety and wonderful bloom—he also goes deeply into the production of splendiferous iris plants, of marvelous delphiniums, lovely cumbines and stately gladolias and other perennial garden beauties. During the season of bloom his gardens are a wondrous vista of loveliness. Down the long, evenly spaced rows, are thousands of plants set with exact precision, and nodding in the breeze in a gorgeous spectacle of color and floral loveliness, are rare varieties of peonies; while when it's iris time to blossom, erect and regal they stand in all their glory of color. Turn again and you see the long lines of delphiniums, in shade and color almost beyond belief. Delphinium has always been the reigning queen of blue flowers, but gradually the growers have evolved delicate lavenders, purple, pink and orchid shades out of the dainty and deep blues of the old-time blossom; and Mr. Murawska's collection contains some of the most marvelous of these floral evolutions. He, moreover, has developed some special varieties of his own, one of which he has named for Mrs. E. L. Emmerson, wife of our own C. L. E. of the Chicago Terminals; and another especially magnificent variety is named The Olympian, in honor of the Milwaukee's crack coast line train.

Of his peonies, volumes might be written, so wide and comprehensive is his collection and they include such well known and rare varieties as Le Cygne, Phillippe Revoir, Therese, and the choicest of all, President Wilson, for which all growers get enormous prices. Of the least expensive, but still choice, he has Phoebe Carey, Reine Hortense, Phillippe Revoir, Longfellow, Frances Willard, Tourangelle, Mikado, etc.

Among the irises are the much sought for varieties of Asia, Souvenir, Mme. Gaudishau, Lent A. Williamson, Ambassador, Commoner, Seminole, Princess Victoria Louise, Drake, Gertrude, etc. And if you are curious to know the market value of these choice kinds look over any floriculture catalogue.

Mr. Murawska's gardens have long been commercialized and he has developed a fine trade in his roots, seeds and bulbs, and taken prizes with his blooms. Being a loyal and interested member of the Milwaukee family, this year, he wishes to stimulate interest among the employees who have homes and garden plots, to plant fine varieties and grow better flowers, so he makes a special offer to Milwaukee employees in his "ad" which will be found in the Classified Section on page 48. He also invites us all to visit his garden in "blossom time" and see the extent and beauty to which he has developed his hobby.

September is the month to put in peony roots, so drive out and see Mr. Murawska's gardens and let him tell you how to beautify your own home garden.

Prosperity in Five Years on Five Acres

In the Puyallup Valley, Washington


FIVE YEARS ago W. N. Welch began farming for himself after spending a short time working as a farm hand for one of the up-to-the-minute berry farmers of the Puyallup Valley.

At the very beginning, Mr. Welch adopted a motto which was: study the farm practices of the best berry farmers and then see how his methods and practices could be improved upon.

Whether or not this kind of policy has been profitable can well be judged by the results of this year's operations.

Although the farm contains but five acres, only four and a half acres are in berries, three and a half in cutthberts and one in blackberries, allowing only one half acre for buildings. Mr. Welch evidenced much ingenuity in the arrangement of his buildings, having on the half acre allotted to buildings not only all the necessary farm buildings, but also a really equipped and arranged bunk house that provides comfortable living quarters for pickers during the harvest season.

The year's harvest season lasted approximately six weeks and during the peak season as many as forty-five pickers per acre were employed, or an average of about twelve pickers per acre.

Mr. Welch uses six to eight tons of poultry manure per acre and at the time this farm was visited in company with A. M. Richardson Pierce Co. agent, the canes many of them, were ten feet high. This farm owner is quite convinced that it will not be necessary for him to increase at any future time his acreage to take care of his family of four, but does feel that he can reasonably expect to increase his acre yield.

The gross returns from this compact and completely organized plant would do credit to many quarter sections, and as given to Mr. Richardson, country agent, were as follows:

Total yield from three and a half acres cutthbert red raspberries, twenty and three-fifths tons, which were marketed

Page Thirteen
Maximum Loading

From now on, grain, flour, coal and similar commodities will probably move in greater volume. In the matter of grain loading we have, generally speaking, made improvements in the average load per car, as is indicated by the figures covering the years 1925 to 1929:

<table>
<thead>
<tr>
<th>Year</th>
<th>Flour</th>
<th>Bituminous Coal</th>
<th>Sand and Gravel</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>Avg. Tons</td>
<td>Tons</td>
<td>Avg. Tons</td>
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<tr>
<td>1925</td>
<td>13</td>
<td>136.5</td>
<td>21</td>
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<tr>
<td>1926</td>
<td>18</td>
<td>25.8</td>
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<td>1927</td>
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<td>1928</td>
<td>22</td>
<td>25.4</td>
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<tr>
<td>1929</td>
<td>20</td>
<td>25.6</td>
<td>18</td>
</tr>
</tbody>
</table>

We made considerable improvement in flour loading, moving from eleventh in the year 1929, compared with twenty-sixth in the year 1925; but in bituminous coal we simply held our own, remaining forty-fourth in rank, although there was a slight improvement in the average load per car.

In cement loading our rank was twelfth in 1926, compared with twenty-first in 1925; an excellent showing, but in the loading of barley and oats we dropped from fourth place in 1925 to sixth place in 1925, although there was a slight improvement in the average load per car, indicating that other lines have made greater improvement than we have.

The performance on our railroad in connection with flour, coal, cement and grain loading is not so good:

- **Flour:**
  - Avg. Tons Per Car
  - Rank
  - 1925: 13, 136.5
  - 1926: 18, 25.8
  - 1927: 26, 25.8
  - 1928: 22, 25.4
  - 1929: 20, 25.6

- **Bituminous Coal:**
  - Avg. Tons Per Car
  - Rank
  - 1925: 21, 45.5
  - 1926: 18, 38.2
  - 1927: 24, 37.4
  - 1928: 19, 34.4
  - 1929: 20, 38.3

- **Sand and Gravel:**
  - Avg. Tons Per Car
  - Rank
  - 1925: 20, 38.8
  - 1926: 20, 38.3
  - 1927: 20, 38.3
  - 1928: 20, 38.3
  - 1929: 20, 38.3

Joint Committee on Heavier Car Loading—Carload Shippers, Receivers, and Railroads:

Save Waste of Transportation by—

1. Loading cars to their full carrying capacity, as indicated by "Marked Load Limit on Car."
2. Increasing the commercial unit to match up with the gradual increase of car capacity demanded by the evolution of present-day business requirements.

3. Adjusting credits to cover larger commercial units where necessary.
4. Increasing loading of the heavier commodities in this territory, such as grain, flour, coal, coke and cement, which, account volume used, should normally be loaded to the marked load limit of cars.
5. Increasing size of coal and other bins to permit storage of at least 50 tons, instead of 30 or 40 tons, and thus reduce your handling charges.
6. Reducing cost of distribution, where two cars may be used instead of three. This is of mutual advantage to all concerned with the transaction, as well as business generally.
7. Receivers checking their requirements closely before ordering and not limiting the shipping unit below a full car, where possible to do so.
8. Shippers loading cars to the load limit, when not limited by the receiver.
9. Railroad agents calling upon receiver, when a light load is received, and ascertain the cause, and report if no limit is placed upon the loading.
10. We earnestly solicit the utmost cooperation of every shipper, receiver and railroad in the Northwest towards elimination of this waste of transportation, by giving this subject their thoughtful and systematic attention, when ordering or loading cars, with the aim of loading cars heavier when possible to do so.

J. L. Brown, Vice-Chairman
J. C. O'Connell, Secretary
P. F. Scheuneman, Chairman

Every employee can help in this campaign by talking "MAXIMUM LOADING" at every opportunity!

Prosperty in Five Years
On Five Acres
(Continued)

at nine cents per pound or a total of $3,706.

The one acre of Himalayan blackberries were estimated at six tons per acre at four and a half cents per pound. The largest of the fruit weighed 6 pounds and the smallest 1 pound, giving a total gross income of $4,248.00 After deducting picking charge Mr. Welch states he expects very nearly $3,000.00 return. While this does not by any means represent the average it does show what is possible by using the best methods and practices, and as the owner stated applying business principles to farming.

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CAUGHT WITH THE GOODS

A backwoods mountaineer one day found a mirror which a tourist had lost. "Well, if it ain't my old dail," he said as he looked in the mirror. I never knew he had his pitcher took." He took the mirror home, stole into the attic and found the mirror. "Hm-m," she said, looking into it, "so that's the old hat he's been chasing!"—Union Pacific Magazine.

"In a battle of tongues, a woman can hold her own."—Pullman News.
“Every Man To His Trade”  
A Short, Short Story  
By George E. McKay

it was five minutes before leaving time. Charlie Putnam, better known as “Old Put,” had oiled up a few places he could not reach at the roundhouse. Giving the old mill one more “once over,” he climbed into the cab for the first trip of his forty-fifth year behind the throttle.

Bill Hardestall, his fireman, also an engineer of fifteen years’ experience, back firing because of slack business, had finished oiling his Duplex stoker. Taking the train orders from “Old Put,” he read them aloud and gave them back.

“A-b-o-a-r-d!” echoing down the train the green, and then the familiar had finished oiling his Duplex stoker.

The train was fast approaching the crossing where Eddie had told Charlie to come to a stop and where two men of the gang were waiting to cut off the rest of his pals awaited his arrival, and had proven it on several occasions. Eddie seemed to think that things were working out successfully for him. Presently, however, came the momentary slip for which Bill was watching. Eddie’s gun was pointing, for a second, toward the deck of the cab. With one quick stroke of the rod he smashed the left water glass and with a report like that of a gun, steam and boiling water filled the cab. Climbing swiftly over the roof, Bill arrived at the back of the cab just in time to meet the stranger climbing the coal gate to escape the scalding shower.

One blow with the iron rod, none too gently administered, and “Eddie the Rat” dropped back into the cab, wholly uninterested in the proceedings. “Old Put” kept his head out of his window and avoided the shower within, at the same time, with his gloved hand, reaching the extension handle that controlled the broken water-glass. The loss of the left glass amounted to little as the right one was in good working order. Both men felt in gratitude, even though subconsciously, on the fact that the latest locomotives have two instead of one, the second for both safety and convenience.

With a spare bell cord Bill soon had the intruder bound hand and foot. When Number 7, barely a minute behind schedule, dashed past the lonely road crossing where the gang waited, its members realized that something had gone wrong with Eddie’s program. Possibly he had been unable to swing on at Western Avenue. Little did they suspect, however, that in doing so he was starting on the long trip back to Atlanta to finish the 20-year hitch that had been interrupted by his escape.

On a page from his time-book Bill wrote a message and threw it off to the operator at Tower B-17. It read: “Have the police meet us at Elgin. Putnam.”

Bill was turning the water spout at Elgin as the police patrol backed up to the platform. A sergeant and two patrolmen got out. Before taking water Bill mentioned the sergeant to him and said: “There is a passenger in the cab for you. He just woke up the other day and seems to have a headache or something.” Then and he added: “You might as well take this along. It’s the ‘gat’ he tried to scare us with.”

Western Dakota Conditions Studied

Dakota Farmer and Milwaukee Road

Co-operate

J. T. E. DINWOODIE and A. H. Pan­
The Agricultural and Colonization Department

B. W. Reynolds

Agricultural Department Makes Change in Staff

Evan Hall Becomes Assistant Commissioner

ANNOUNCEMENT of the appointment of Evan W. Hall as assistant commissioner of this department, effective September 1st, has been made.

Mr. Hall has been employed as agricultural agent for the Milwaukee Road since April 1, 1926, formerly with headquarters at Miles City, Montana, and since January 1st, at Aberdeen, South Dakota. He has been a student of the North Dakota Agricultural College with the class of 1909.

During these years he has kept in close touch with the problems of farmers and stockmen in Montana, Wyoming, and Dakota. During the past four years with the Milwaukee Road, he has studied agricultural problems in the Milwaukee territory and comes to his present position with an understanding of the problems which are daily confronting the Agricultural and Colonization Department.

Mr. Reynolds feels that his intimate knowledge of agriculture in Milwaukee territory and his farmer and stockman viewpoint of these problems will be of great value to the department.

Mr. Hall will be followed at Aberdeen by Mr. Lewis, who was formerly agricultural agent at Spearfish, South Dakota, serving also as assistant county agent leader in both North Dakota and Wyoming. He is a graduate of the North Dakota Agricultural College with the class of 1909.

Mr. Lewis has performed real service to the farmers and stockmen of Custer County during his five years at Miles City. He is highly respected by the people of both town and country. His training in agriculture, as he is a graduate of the Oregon Agricultural College and has served as county agent in Idaho and Wyoming, is of great value to the department.

Weather records over long periods of years, show little evidence of changes affecting crop production in Montana, or elsewhere. Farm methods and practices, utilization of land and choice of crops and livestock are the methods by which average agricultural returns may finally be raised or lowered. The normal summer has seven units of farms and worked with the Great Western Sugar Company as farm manager and dry land owned by this company at Billings, Montana.

Mr. Lewis is entirely sympathetic with the farmers and their problems, and he will continue the policy of the Milwaukee Road's Agricultural Department, which is to help the farmers do the things which they believe are most necessary for their prosperity.

Average Yields Best Guide For Homeseekers and Investors in Montana

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More County Agents

Trained Local Leaders Needed

WE wish that every county served by The Milwaukee Road had the benefit of the services of a county agent. It is clearly evident that the most substantial farm progress is being made where county extension agents are employed.

Our Agricultural Development Department is seeking to aid farmers and communities in localities served by The Milwaukee Road. In this work its representatives are co-operating with county agents, extension service specialists, farmers' organizations and leading farmers and livestock men. The county agent is the "key man" in the county and through his contacts with farmers and other agencies, best results can be obtained.

The most progressive farmers and business men appreciate the need and worth of efficient leadership in community development and are always to be found as supporters of county agents.

Each succeeding year brings a greater understanding of the worth of agricultural development projects. The combined efforts of county agents, state specialists, experiment stations, farmers' organizations and railroads, have resulted in demonstrating the benefits derived from this high type and efficient co-operation.

Farmers' Tours in the Northwest

Middle West Farmers View Agricultural Progress and Marvelous Scenery of Northwest States

DURING their August tour the farm magazines, "Missouri Ruralist," "Indian Farmers' Guide," and "Ohio Farmer," conducted tours for their farmers readers through the Northwest over The Milwaukee Road. They were accompanied by representatives of our Passenger and Agricultural Development departments, who sought to care for their comfort and entertainment and inform them fully and accurately regarding localities through which they traveled.

The farmer tourists were greatly interested in the farming and livestock areas, in learning of the crops produced, of farming practices followed, and of prevailing land prices.

Many favorable comments were heard as to opportunities for farmers and stock men in the Northwest and the personal messages carried by these tourists to their home friends will doubtless prove of real benefit in furthering northwestern colonization and development.

Livestock Feeding Developed

Producers and Feeders Helped in Milwaukee Territory

OUR Agricultural Development and livestock agents are making an active effort to develop feeder buyers in the more easterly localities served by The Milwaukee Road, for stock produced in our westerly areas where feeding is not economic.

This program is being carried on in cooperation with local citizens, to the mutual benefit of local and distant feeders in the Northwest and the personal messages carried by these tourists to their home friends will doubtless prove of real benefit in furthering northwestern colonization and development.

Feeder owners are given all available information as to markets and market conditions, and to the best prices obtainable.

The Agricultural Credit Corporation of Minneapolis, offers to buy livestock credit for feeders and will extend credit for periods of less than one year at 6 per cent, for this purpose, with a maximum credit of $1,000, to an individual.

The Milwaukee Road is continuing its efforts to place dairy cows, heifers, and breeding ewes through co-operation with the Agricultural Credit Corporation. These animals are delivered at cost, the farmer paying 20 per cent in cash and the balance of 80 per cent in three annual installments at 6 per cent.

This plan enables worthy farmers to secure their foundation herds and flocks with almost absolute assurance of being able to pay for them.

South Dakota Manganese Fields

Development Promised at Chamberlain

THE August issue of "Commercial Wheat" makes some very interesting statements regarding the development by
the General Manganese Corporation, of the ore beds, estimated to contain more than 500,000,000 tons. These beds lie along the Missouri River, near Chamberlain and Oacoma, South Dakota. The deposit contains about four times as much manganese as is known to exist in Russia, which has the next largest supply.

The development of these ore beds will make this country independent of the Russian and Brazilian deposits, which now supply the United States with the larger part of the 96 per cent of manganese which it imports each year.

Manganese is used in the manufacture of steel. When used in the ratio of 14:16 pounds per ton, it acts as a de-oxidizer, neutralizes the sulphur remaining in the steel, and improves the rolling qualities of the steel.

"When used in large amounts, it produces an alloy called manganese steel, which is excellent for resisting abrasion. This steel is used in the manufacture of safes, railroad frogs and crossings, crushing machinery, and agricultural machinery.

"Manganese is also used extensively in the manufacture of storage cell batteries, and in the manufacture of cell batteries, and in many other uses as follows: De-colorizer of glass, coloring material for ceramics, textile and mineral pigments, chemicals, and fertilizers.

"Research has been made to find a substitute for manganese in the steel industry, but none has been found.

"The last four years' average of the United States consumption of manganese was approximately 900,000 tons per annum. If the burden of meeting the United States' demand for manganese were to fall on the South Dakota field, there would be sufficient ore for 300 years, according to government estimates.

"Until about a year ago, it was thought there was no manganese in the United States, in any great quantity. In fact, this scarcity was keenly felt during the World War when steel mills were in danger of shutting down due to a lack of this material.

"In the latter part of 1927, these ore beds in the vicinity of Chamberlain and Oacoma, along the Missouri River, on The Milwaukee Road, were discovered.

"The ore was found thickly scattered throughout the state, and formed beds three to five feet thick, where, on many thousands of acres, the manganese could be mined by steam shovels without stripping any over-burden, as the soil had eroded down to the tops of the beds. Analysis of the ore showed that it contained manganese, calcium, iron, magnesium, nickel, cobalt, and gold.

"The promised early development by the General Manganese Corporation should mean much in furthering the interests of South Dakota, of The Milwaukee Road, and particularly of the towns of Chamberlain and Oacoma.

Livestock Marketing Costs Less

Shown by Recent Study, Bureau of Railway Economics

It costs a farmer less to market his cattle, hogs and sheep today than it has at any other time during the past six years. Out of every dollar spent by purchase development of these ore beds in 1924, 5.6 cents were paid for freight and 3 cents for all other costs of marketing, such as feeding and boarding, yarding, commissions, etc., while the producer received 91.4 cents. In 1929, the freight cost out of each dollar paid for livestock was 3.7 cents and for other marketing costs, 2 cents, while 94.3 cents went directly to the producer.

The cost of marketing, therefore, declined 29 cents per hundredweight for livestock during the six-year period. This report also shows that, on a one hundred pound basis, the average price paid by the purchaser for cattle, hogs and sheep, combined, increased from $7.36 in 1924 to $11.24 in 1929, an increase of 63 per cent, while marketing costs were 63 cents per hundredweight in each year and that, therefore, the increase of 33.8 cents per hundredweight went entirely to the producer, or the shipper at the shipping point.

Rich Harvest at Fairfield, Mont.

Irrigation Farmer Believes in Future of Project

"The greatest opportunity I have ever seen.

That is what A. L. Meyer will tell you if you ask him what he thinks about the future of the Greenfields Division of the Sun River Reclamation Project. And Mr. Mey'er should know something about what constitutes a good farming proposition. He has been farming since he was a youth. He was reared in the corn belt of Illinois. He tilled the soil in Wyoming, then in Canada.

Mr. Meyer settled on the project in 1923. He was broke, "but today we could walk off this place with quite a little bit." And it is evident that he could produce 525 acres.

Ten years from now, folks will be saying, 'In 1930 I could have bought land on the Greenfields Division for $40.00 an acre!'" Mr. Meyer commented in emphasizing his belief that land values of the project will increase.

The foregoing interview with Mr. Meyer was published in the August 10th issue of the Great Falls Tribune.

Saving Montana Livestock

Practical Relief Plans

LIVESTOCK men along the Milwaukee line in Montana are making every effort to keep as much breed-

Green Bay Milwaukee Road Bull Team


Milwaukee Baseball Team

The Milwaukee Road employs at Green Bay a very proud of their baseball team, pictured above. The team was organized in 1924 and has always been a contender for high honors in the Industrial League of this fair city.

Through the untiring efforts of Manager French Yeager a wonderful combination was developed which produced its worth right from the beginning of the season. They got started in the right way and have been leading the Industrial League ever since and everyone is confident that they are going to finish the season in first place.

The organization of this club plays its part in publicity of our Railroad in this community.
ing stock as they possibly can, according to a report coming to the Agricultural Department of The Milwaukee Road from many livestock men and livestock associations in this large area. The reason, according to those who are closely in touch with the situation, is that livestock men know that if they sacrifice their hay at very low prices and then have to resell on high prices, it will give this large industry a set-back for many years to come.

With the hay crop short in some areas the following methods are being employed to hold this livestock until prices become more favorable:

1. Stacking low value and low priced wheat without threshing for livestock feed.
2. Threshing low value wheat for livestock feed. (Note: This feed, if mixed with roughage, will go three or four times further than alfalfa, according to the best information received.)
3. Using buncher attachments for combines to save the straw.
4. Planting fall rye or fall wheat to give long fall pasture season and more feed.
5. Stacking combine straw with hay rafts.
6. Looking up cheap feed and wintering stock as they possibly can, according to those who are closely in touch with the situation, is that livestock men know that if they sacrifice their hay at very low prices and then have to resell on high prices, it will give this large industry a set-back for many years to come.

The Milwaukee Railroad, through its several departments, is doing what it can to assist in this program, to help stabilize the stock industry in its territory. They are assisting materially in conjunction with the Extension Service in locating feed supplies and determining the most practical methods of making the above program possible.

Irrigation Assures Crops

Wonderful Crops in Our Fairfield Territory

With severe drought conditions reported over a large area of the United States being destroyed by intense heat and lack of moisture, word comes from the Greenfields Division of the Sun River Project that conditions were good in a better condition. According to the committee in charge of farm management and the project development, it will give increased plus of hay and feed while the seed pea crop promises to return a fine income this year. Reports from the committee also show that oats will yield as high as ninety bushels per acre and that sugar beets and tame mustard seed, which are on an experimental basis, will also give some very interesting positive results.

Mr. Dan Thurber, Associate County Agent; A. V. Walker, Project Manager; Leroy B. Kay, local agent for The Milwaukee Railroad; J. E. Young, banker and secretary of seven farmers, are doing what they can to demonstrate the great agricultural possibilities of this fertile area under the sound government irrigation policies that are being instigated on the committee consist of Sam Ness, Earl Wood, Nevat Knudson, Ole J. Olesness, D. L. Davis, A. L. Meyer and Peder Lee. These men invite farmers in burned-out areas, who are interested in sure and permanent diversified farming, to come to Fairfield and look over their project. As soon as the government opens a few more tracts, which is expected this fall, they will need a few more neighboring farmers in order to develop this area in the most satisfactory way.

The Agricultural and Traffic Departments of the Milwaukee Railroad are cooperating with the Fairford people, believing and knowing that this is a good, sound project resulting in the employment of the many successful farmers now living in it. They believe that this area does offer some nice possibilities for people who are interested in making a home and a nice, comfortable living.

Montana Association Organizes
To Further Agricultural and Industrial Development

At Helena, on July 25th and 26th, a large number of representative Montanans attended the organization meeting of the Montana Association.

This is not to merely a booster organization, helping to extract the dollar from divers and unusual persons who may fall under Montana's spell. First of all, the Montana Association is to become an agency of Montana people through which they may correct conditions and situations that now retard or delay their own economic or industrial progress. It is aimed especially at such conditions as individuals, firms or even sectional groups in the state are unable to cope with.

Other middle and western states have found good use for an organization capable of determining adverse conditions, devising remedies, bringing them to public attention and having them corrected. They have found ways and means for speeding progress, making high use of advantages and resources. The Montana Association will be put to work for such benefit of Montana people.

The conferences of western governors at Salt Lake have clearly brought out the fact that there are many problems common to all the western or northwest states which could be united in an effort. There has been no Montana organization to represent its people at these governors' conferences and at recent regional conferences which have been held for the consideration of interstate problems.

Many Montanans have learned of the accomplishments for their respective states of such organizations as the Greater North Dakota Association, the state Chambers of Commerce of South Dakota, Idaho, Oregon and Washington, and realize the acute need for the Montana Association as a direct representative of all those agricultural and industrial activities and of other matters incident to the progress of the state.

At this conference a permanent organization committee was selected and a secretary or manager will be employed, and further carrying out of the organization and financing plans.

Opportunities for Agriculture and Industry

At Raymond, Wash., on Willapa Harbor, this territory has rich soil, suitable for many kinds of farming and, in addition, is one of the few places favorably located for growing cranberries. Its permanently green pastures make livestock keeping profitable. Berry-growing is successful and increasing. Wild blackberries are shipped in large quantities. The poultry business is organized with promises of large future growth.

The reclamation project, Diking District No. 5, will add 1,530 acres for agricultural purposes.

There are four sawmills, two shingle mills, a veneer plant and a manufacturing plant now in Raymond and its Chamber of Commerce reports that fruit and fish canneries, pulp and paper mills, veneer plants, chicken hatcheries and manufacturers of wood in any form, are desired.

In the harbor, bays, rivers and streams are found all kinds of sea food. This harbor has been pronounced ideal for the giant variety of Japanese oysters.

Raymond has three grade schools, with junior and senior high schools, seven churches, two banks, two hotels, one daily and two weekly newspapers.

Its municipal water system is capable of supplying 40,000,000 gallons of water daily. A water tunnel is being constructed a few miles north of the city which will increase the already ample power available at reasonable rates.

Artesian Water Development

North of Roy

Geologists and Extension Service

Studying Water Supply

Dr. E. S. Perry, in charge of geological work in the Montana School of Mines, and Dr. Giesicker, in charge of soil survey for the Montana Experiment Station, were among those who visited the northern Fergus County livestock area on August 15th. The purpose of this trip was to discuss with stockmen, business men and farmers, the possibility of water development in their land utilization program, especially information as to its cost, the depth required to get artesian water and the practicability of water for irrigation and other uses.

A new dam is now being constructed a few miles north of the city which will increase the already ample power available at reasonable rates.

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The Chicago Team Tracks
F. M. McPherson, Agent, Union Street

IT IS difficult to do justice in writing of the new and modern team tracks of the Milwaukee Railroad Company, that have now been completed at Chicago.

That the service rendered to shippers and receivers may be all that could be desired was the first thought in arranging this big job of placing such modern receiving and delivery facilities at the service of our patrons.

Twenty-one city blocks of wide, smooth clean concrete driveways, serving team tracks accommodating 225 cars at each setting, have been completed, and the adequate switching facilities make the capacity unlimited. This added to electric lighted, modern meat, poultry, automobile and machinery platforms and a twenty-five ton electric crane, offer accommodations that will be hard to duplicate.

The driveways are equipped with wagon scales at convenient locations, open spout, courteous and willing employees, and with special attention being given to the handling of perishable freight such as icing, weighing, inspection and reconsigning, offers to the shippers, the best of carload freight handling accommodations.

These team tracks extend from Clinton Street, the Gateway of Chicago's Loop District and the near north side, to Carpenter Street, directly adjacent to the Great Fulton Market, and offers a short haul to the west and south side of the city, giving quick delivery service to Randolph Street Market and the Chicago Produce Terminal, and serves two of the city's prominent cold storage and four other large public warehouses.

This Terminal is also equipped with freight houses for the handling of general merchandise, and specializes in the handling of butter, eggs and cheese in LCL lots.

These warehouses cover four city blocks; are served by wide, paved driveways and Chicago tunnel connections; have a capacity for handling 2500 tons of merchandise daily; afford quick transfer of freight to eastern and southern connections by truck and tunnel, and are capable of handling 2000 box and gross boxes, motor trucks and tunnel cars every day, assuring prompt transfer at Chicago on eastbound business and quick city delivery on Chicago business.

Also by a special program arranged for the accommodation of our patrons, the arrival of all perishable merchandise and all carload business is reported to the consignee by telephone between 7:00 and 8:00 A.M. each day, and with suitable equipment on hand for outbound loading to supply our patrons on short notice with the class of cars they require, makes the Milwaukee service most convenient and profitable to its patrons.

Improvements at Rapid City

WHILE at some stations on our Line, our business has not been quite as heavy as in some years previous, Rapid City has shown a nice increase in business every month this year.

As a part of the plan to secure new business and also to secure our share of the old business in Rapid City, a new warehouse was planned and constructed to serve the Wood and Wood Implement Company, on Maple Avenue near our Engine House. This building is 60 x 140 feet with a 20 x 40 feet leanto. The office and show room are on Maple Avenue.

The floor is entirely of concrete and makes a very nice building for a business of this kind.

The main track has also been extended about 700 feet in order to make room for a new building to be constructed by Robbins & Sharks, who are now located on our track at Eighth Street. This new track extension will also provide room for more industries to locate and it is anticipated that that space will be filled within a short time. The area to be served by this track extension is equal to 12 city blocks.

The Old Freight House has been moved to a point near Fifth Street, and has been leased to the Rock Island Plow Company.

A New Warehouse and Freight Office is now under construction, just east of Seventh Street, in the same block with the Passenger Depot, which has been moved East to Sixth Street. The new building will be 50 feet in width by approximately 225 feet in length. The westernly 43 feet of the building will be used for a Freight Office and will have a basement for the location of the heating plant, record room, etc. The balance of the building will be used for Freight House and Warehouse purposes and will have a concrete floor. A new track will serve the south side of the warehouse and the north and east sides are equipped with doors serving tracks. A new track will be laid along the south side of the new building and will extend across Seventh Street, along with the extension to what is called the "Stone Track" across Seventh Street.

West of Seventh Street, those tracks will serve the relocated unloading platform and also will provide a large space for team track. It is planned to complete this work about September 10.

New Freight Station at Janesville, Wis.

ON Monday, August 11, Janesville's new $35,000 Freight House located as what is known locally as "Five Points", and in the heart of the commercial and manufacturing district of the city, was formally opened. The freight house and office forces moved in and were ready for business. The building is a one and two story brick structure, 36x122 feet, with a timber loading platform, 20 x 300 feet.

A wide concrete drive extends along one side of the team tracks the length of the house and platform. The loading platform can handle 22 cars and space is provided for an additional 11 cars, when necessary.

The interior of the building is modernly equipped. The office force occupies a second story over the end of the building where the quarters are commodious and specially fitted for convenience, and efficient handling of the company's business. The cashier's cage, vaults and telling counters are of the most approved type.

The agent's office and the large room occupied by the clerks are in the second story. They are fitted with the latest cupboards, wash-rooms for both men and women, bubbling drinking fountains and all other modern equipment.

In the freight house the same attention to convenient handling of business has been attended to. Wide doorways open onto the loading platforms and eight receiving entrances on the sides give access to street and trackage and these are supplied with collapsible doors. The freight house floor is concrete and the lighting arrangements are designed for rapid and efficient operation.

For Opening Day, Mr. Brown had issued invitations to the business community of Janesville which were very generally accepted. Practically all of Janesville's business folk availed themselves of the opportunity to inspect The Milwaukee Road's latest acknowledgment of Janesville's rapidly increasing importance as a transfer point and railroad terminal.

Page Nineteen
extra cars on regular trains were operated. Discussions on these subjects were headed by county agents and extension service representatives.

**Excursion Train from Milwaukee to Chicago**

The Milwaukee Road, in the Chicago territory, took place over the first week-end in August, when fifteen specials and many extra cars on regular trains were operated to accommodate a number of special parties. Among them were special trains to move Illinois National Guard troops to Camp Grant, calling for five trains; two specials to Kansas City, enroute to San Francisco, carrying members of the Fraternal Order of Eagles to their annual meeting. A special to Seattle operated as Cappers Missouri Rurist Farmers' Party; two trains to Minneapolis for members of the National Retail Meat Dealers' Association; a train to Minneapolis for the Boston and Chicago delegates to the annual meeting of the Catholic Order of Foresters; a special to Omaha enroute to Yellowstone National Park for the Indiana Farmers' Guide Party; a special to St. Paul for the Ohio Farmers' Fourth Annual Western Tour; a Travel Guild House Party on Wheels to the Pacific Northwest, and an excursion train from Milwaukee to Chicago and return. Extra car parties included Reservists from Green Bay and Madison, Wis., and Waithers League Members returning from a post-convention tour of the Yellowstone.

**Wisconsin Potato Tour**

Certified Seed for Southern Markets

**DURING the week August 4th to 9th,** approximately 300 potato growers, county agents, and extension service representatives and railroad agricultural development agents accompanied this tour in charge of Professor J. G. Milward, of the University of Wisconsin. Seats were made for numerous meetings and field inspections. Studies were made of fields with different kinds of potato fertilizers, of the relation of seed selection to disease-free plants, of soil tillage methods and their effects, of the relation of insect injury to plant disease. Discussions on these subjects were headed by county agents and extension service representatives.

Four meetings, or public hearings, were held for discussion of suggested changes in the Wisconsin State Grade and Standards for number one Irish cobbler potatoes. These hearings developed that present grades and standards are satisfactory to the growers but not popular with southern seed buyers.

**At the Rhinelander meeting practically all parts of the state were represented by growers and the Wisconsin Certified Seed Potato Growers' Association was organized.** It is hoped that this association will enable the growers to have the directing power on seed certification in Wisconsin and result in raising the quality of seed stock to meet the requirements of southern buyers.

**There is opportunity for profitable development in the Wisconsin potato industry, especially in the northern areas served by Milwaukee lines where soil and climatic conditions are especially favorable.**

There are many opportunities for new settlers who are willing to work hard and live with reasonable economy.

**On the New Kansas City Line**

Above are two pictures which show the machinery that is used on the new double track railroad which this Company is building between Mosaic and Birmingham on the Kansas City Line.

Each tractor pulls three wagons and each wagon contains seven yards. These machines are used profitably on hauls that are not in excess of one-half mile. The contractors are now arranging to build more wagons with 15-yard capacity, but none of these size wagons is shown in these pictures. The block-like looking structures setting outside of the right-of-way fence are the buildings in which the employes live.

**Aromas from the Cereal City**

Ray Switchman S. S. O'Toole and wife and daughter Margaret are enjoying a vacation visiting relatives at Long Beach, California. Imagine 81 picking oranges and acquiring a suntan on the beaches among a beryl of California peaches.

Ticket Clerk F. E. Wiley and wife have returned from a short vacation spent at Edgewood, Iowa.

Engineers Keating and Wm. Grif, Switchman D. D. Harrington and Machinist J. E. Kelsh left August 15 to attend the National Convention of the K. of C. at Boston, Mass. They planned on taking in the sights at Niagara Falls and New York City on the way out and return by way of Washington, D. C.

Switchman Carl Powers was instrumental in securing a party of sixty passengers from Cedar Rapids to Chicago and return August 1. Powers notified the Passenger Station several weeks ago when he first heard that the party was going to move and they were successful in landing the business.

Mr. and Mrs. C. L. Sherwood have returned from a month's vacation spent at their summer home at Bay Side, Minnesota.

The M. A. C. have been winning consistently lately and now are peaching in second place and have pennant aspirations.

Tommy and Vic and Don all went fishing in the Cedar this week. Tommy and Vic and Don all came back. No fish. No luck.
THE MILWAUKEE RAILROAD WOMEN'S CLUB

Summary of Activities During the Six Months Ending June 30, 1930, as Compared With the Six Months Ending June 30, 1929

Jan. 1 to June 30, 1930
Jan. 1 to June 30, 1929 Increase in 1930 over 1929

Membership
June 30th
11,766

Donations made in connection with Relief, Good Cheer, Mutual Benevolence and Scholarship activities...
$11,262.34
$9,736.70
$1,525.64

Messages of Good Cheer and Sympathy sent...
9,607
2,507

Balance on June 30...
$8,504.98
$7,615.24
$889.74

In circulating libraries on June 30...
2,087
936

Number of library books loaned to members...
3,268
1,356

In addition to the expenditure as shown above for relief, mutual benefit, good cheer and scholarship work...
$25,966.01
$24,255.30
$1,710.71

Winners of Prize of $15.00 Offered to Every Chapter Securing by June 30, 1930, a Membership Equal to Its December 31, Last, Total Voting Membership.

Chapter June 30, 1930 Increase Chapter June 30, 1930 Increase

Bensenville
73
78
5

Butte
39
40
1

Channing
42
43
1

Council Bluffs
97
100
3

Des Moines
71
76
5

Green Bay
149
149
0

Harlowton
63
63
0

Janesville
158
158
0

Madison
106
114
8

Marion
109
111
2

Marmarth
58
67
9

Marquette
46
48
2

Milbank
55
56
1

Miles City
245
250
5

Sanborn
58
66
8

Sioux City
187
208
21

Tobam
187
190
3

Wausau
117
117
0

Winners of Prize of $10.00 Offered to Every Chapter Securing by June 30, 1930, its Total Membership of December 31, 1929, But Not As Many Voting Members As It Had on That Date

Chapter June 30, 1930 Increase Chapter June 30, 1930 Increase

Chicago—Fullerton Avenue
1,131
1,161
30

Dubuque
513
523
10

La Crosse
131
121
10

Tacom
365
373
8

Winners of Prize of $5.00 Offered to Every Chapter Securing by June 30, 1930, an Active Support of Mrs. Allgeier as a member of the Union Station Chapter.

Chapter June 30, 1930 Increase Chapter June 30, 1930 Increase

Bensenville
73
76
3

Butte
39
39
0

Channing
42
42
0

Council Bluffs
97
97
0

Des Moines
71
71
0

Green Bay
149
149
0

Harlowton
63
63
0

Janesville
158
158
0

Madison
106
106
0

Marion
109
109
0

Marmarth
58
58
0

Marquette
46
46
0

Milbank
55
55
0

Miles City
245
245
0

Sanborn
58
58
0

Sioux City
187
187
0

Tobam
187
187
0

Wausau
117
117
0

"Doing Our Bit"

MRS. J. D. LIDDERS, TACOMA, WASH.

HAVE you heard of the band of people whose aims are high and fine:

They are members of the Women's Club Of the Old Milwaukee Line.

They hear the call of the infant whose father is out of work;

They gather together the money "Doing Our Bit" To combat these many ills.

They gather together the money To combat these many ills.

The Good Book has faithfully promised That the Father in Heaven will say to them "What ye have done, ye did unto Me."

Flowers and care are quickly provided, And their monthly penny drills;

Mrs. Elliott, Mrs. Miller and their families by train and automobile.

We regret that, Mrs. Allgeier is going to resign as chairman of our Welfare and Sunlight Committee, which will feel the loss of her valuable services. Many of our Milwaukee people, who have been laid up in hospitals, have been made happy through Mrs. Allgeier's kind words and thoughtful remembrances of fruits, magazines, or flowers. She also administered to the needy in the way of fuel, clothing, and food; all on behalf of the Milwaukee Railroad Women's Club. We hope that some time in the near future we may again have the active support of Mrs. Allgeier as a member of the Union Station Chapter.

Bensenville Chapter

KATE W. SUTHERLAND, HISTORIAN

Winners of Prize of $15.00 Offered to Every Chapter Securing by June 30, 1930, a Membership Equal to Its December 31, Last, Total Voting Membership.

Winners of Prize of $10.00 Offered to Every Chapter Securing by June 30, 1930, its Total Membership of December 31, 1929, But Not As Many Voting Members As It Had on That Date

Winners of Prize of $5.00 Offered to Every Chapter Securing by June 30, 1930, an Active Support of Mrs. Allgeier as a member of the Union Station Chapter.

Page Twenty-one
### Summary of Activities, for Period January 1 to June 30, 1930

<table>
<thead>
<tr>
<th>Chapter</th>
<th>Paid-up Members on June 30</th>
<th>Cleared on Parties, Donations, Raffles, Librarians, etc.</th>
<th>Balance in Bank</th>
<th>Expended for Relief, Good Cheer, Scholarship, and Benefit</th>
<th>Estimated Value of Articles Donated and Not Exchanged</th>
<th>Relief and Good Cheer Calls Made</th>
<th>Cards and Letters of Sympathy Sent</th>
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<td>Total</td>
<td>5,762</td>
<td>6,094</td>
<td>11,766</td>
<td>$8,504.98</td>
<td>$25,966.01</td>
<td>$11,262.74</td>
<td>$1,024.39</td>
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| Three guests from the Seattle club, Mr. Ralph Cummings, Mrs. Wm. Campbell, and Mrs. F. N. Hicks, were present. The social time was spent enjoying the beautiful garden, boating and swimming. Members of the executive board presided for a delightful tea service. A profusion of beautiful flowers were used about the room, and sweet white peaches centered the tea table. At the close of the afternoon all motored back to the city. |

### Council Bluffs Chapter

#### Ruth Hollingsworth, Historian

It won't be very long before the Council Bluffs Chapter will begin its meetings again.

Everyone I am sure will be very glad to resume their club work.

Families who have had new arrivals are:

- Mr. and Mrs. Ted Rice; Mr. and Mrs. Joe Murphy; and Mr. and Mrs. Duke Logan.

All of the sick are reported to be convalescing.

The club had a picnic at the "Fish and Game" club in June. Every one had a wonderful time and those who went went boating in Lake Manawa.

The next meeting will be the first Wednesday in September, which falls on the third.

We hope everyone will be present to make our first meeting of the season the friendliest and peppest one we have had. The meeting will be held at the Railroad Y. M. C. A. at two o'clock sharp!

### Sioux Falls Chapter

#### Mrs. Tom Cavanaugh, Historian

Due to the extreme weather during this period, our chapter has very little to report. However, the executive board met and the chairman of the welfare committee made reports.

Our club lost one of its members when Mrs. Harry Jorg and family moved to Sioux City to live. Mrs. Jorg will now run out of Sioux City, and although Mrs. Jorg will be missed at our meetings we all hope that she will enjoy her new home. Mrs. Jorg has not been well for some time, and we all hope that time and care will bring her back to good health again and that she will be able to visit our chapter whenever she comes to the city.

The ice cream social held on the lawn of one of our members, Mrs. J. R. Bankson, was a complete success, $9.60 being cleared.

Mrs. Byram, president general, passed through our city this month and the club presented her with a beautiful bouquet of flowers.

### Absent-Minded Student: "Search me!"

She had been under a slight operation, and was telling the nurse how she felt on recovering.

"I felt so happy when I was waking," she said. "I thought at first I was in heaven. But when I saw the doctor standing over there, I knew I couldn't be!"
The Early Fall Showings
Elinor Corcoran

The last of August—summer on the wane—as this is written, and even as it will be read, early September is putting its yellow leaf stamp on nature. And with summer days, go the summer joys—swimming, vacations, outings and the summer sports—in come the indoor activities, the school days, etc., and unless we are forewarned, we are likely to arrive at that threshold stranded—"nothing to wear." However, if we bestir ourselves, there is still time to make a start in the right direction so now we look about to see what the predictions are for fall and winter clothes. We find a suggestion that sombre colors are to predominate—dark greens, dark red, and of course, dark blue, brown and black. How simple that is going to be, say we, with these limited number of colors to choose from, but perhaps not so simple after all, for while the color problem is readily solved, we turn again to find a number of new fabrics, or perhaps fabrics posing under new names—among them may be present in such numbers as to put us in a quandary to know from where to turn our eyes and sort through these enticing materials to make a choice.

While all fingers point to femininity, it is a different femininity from that expressed by the dames of olden days—days when ladies rode forth in the coach and two or sat over the tea things at afternoon tea. This modern femininity has all the grace and elegance of the olden day, and something else, too—a suggestion of simplicity and sophistication if you know what I mean. Skirts are longer than last year by several inches, and still they remain at a comfortable distance from the ground for daytime wear. They are flared and pleated, but not in a way to make a difficulty in entering and leaving one's automobile or going through a doorway.

Suits, which have been popular all summer, still retain their ascendency, but of course they will be in the fall materials—the lightweight wools, the new, heavier tweeds, etc. On these suits the waistline remains where nature intended it to be, and it is often accentuated by a belt sewed all the way around. Overblouses promise to overshadow the "tuck-ins" we have seen during the season passed, because they are more formal and "dressier" for fall wear.

While suits will be very much the vogue, they do not entirely supplant the coat dress, but these follow the course of fashion's trend in modern style, as a glance at our pattern page will show.

Gowns for evening clear the floor, and the most popular mode is the Grecian. Many of the dresses have all the trimming on the waist, leaving the skirt simple, though full and flaring.

From such a variety of styles and materials we may attempt to segregate those which will do for us individually— all the time bearing in mind that color has much to do with our smartness. One fashion authority tells us that in choosing we are to be careful to bring out "that reddish tint in brown hair, or that bluish tinge in black hair, and one that lends charm to dull eyes, as well as puts magic in the beautiful eyes. Dark blue and green will bring out the brightness in light hair, while black and dark green or dark blue will make even black hair look brighter.

I saw a snappy traveling outfit the other day which would make a chic young woman even smarter, and a dull one, really chic. It was navy blue silk crepe, the skirt was half way between knees and ankles and the fullness was made by some slightly circular pieces set in four places. The jacket had a small collar and two narrow lapels; it was fitted at the waist line, closed with a narrow belt and was long enough to make it look like a peplum. The hat worn was of navy blue ribbon, close-fitting and brimless in front, with just a suggestion of a brim at the sides and back. The blouse, of which very little was showing, was of white handkerchief linen and had a V neck to match the jacket. The shoes were black kid slippers with Cuban heels and one strap fastened with a small buckle.

It will be time to think about the fall and winter coats, and the forecast is "dressed and belted," so flared and belted they will probably be; and along with these two requisites goes another—the length, which is a little longer, say two or three inches.

The lightweight wools seem to be taking the place of the jersey suits for sports and school wear, although it is inconceivable that the college girl will ever give up her jersey suit. But the woolen materials are really very beautiful and they will surely have their place for the slightly more formal suits and daytime dresses.

Prints are not so decided now as they have been all summer. The patterns are a bit fussy and indefinite, but their popularity is still undiminished.

Now after all the forecasts and dictates, the important thing, as always is—bring out your own individuality, wear the clothes that cater most to your charm, wear the styles that do most for your own type, wear the skirts at the length most becoming to your height and figure and put the belt line where it does the most for you.

Hats
Paris says hats shall be fancier, with wider brims and perhaps trimming, but they will still have the quality of comfort which women require and which they have been seeking with determination for the past decade.

While some hats have more brim (the close-fitting style is going rapidly into the discard) the brim is often mostly in the back, sweeping down several inches below the nape of the neck. The front brim will be narrower and often turned up. It is also forecast that velvet hats will be much worn (and perhaps there will be feathers) but it is also probable that nothing will be able to supplant the chic and "comly" felt hat.

A DOG'S LIFE
Henry: "What is puppy love?"
Eddie: "The beginning of a dog's life."

Page Twenty-three
The Patterns

Send 15¢ in silver or stamps for our UP-TO-DATE FALL AND WINTER 1930-31 BOOK OF FASHIONS.

Address The Milwaukee Magazine, care The Milwaukee Pattern Company, 15-17 Sterling Place, Brooklyn, N. Y.


6910. Boys' Suit. Cut in 4 sizes: 2, 3, 4 and 5 years. A 4-year size requires 3½ yards of 35-inch material for the blouse, and 1 yard for the trousers. Price 12c.


6759. Girly Dress. Cut in 5 sizes: 7, 8, 9, 10 and 12 years. A 8-year size requires 2½ yards of 35-inch material. Without collar and with sleeves it requires 2½ yards 35 inches wide. To trim the dress with frills or ruffling, will require ½ yard of material cut crosswise and in strips 1½ inches wide and best finished with picot. The shoulder bow requires 1½ yards of ribbon. Price 12c.

6912. Ladies' Morning Frock. Cut in 6 sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38-inch size requires 3½ yards of 39-inch material. To face the belt with the above, add an equal measure of sugar and cook slowly thirty minutes, stirring frequently to prevent burning. Put in jelly tumbler, cover with paraffin and store.

Deviled Tomatoes. Peel and cut three tomatoes in slices. Sprinkle with salt and pepper, dredge with flour and saute in butter.

Page Twenty-four

Good Things to Eat

Raised Loaf Cake. Cream one-half cup butter and add, gradually, boiling constantly, two cups of brown sugar. Add two well-beaten eggs, two cups of bread sponge, two teaspoons of cinnamon, one teaspoon of allspice and nutmeg, mixed, two teaspoons of soda and one teaspoon of salt, mixed and sifted; two cups of yeast and chopped raisins and one cup of flour. The raisins may be mixed with the flour. Turn the mixture into two well-buttered and floured brick loaf tins and let rise three hours. Bake in a moderate oven one hour. Remove from pan and cover with a frosting made as follows: Two tablespoons of cream, two teaspoons of melted butter, one-half teaspoon vanilla. Sugar to make right consistency to spread evenly.

Apple Ginger. Core, pare and chop sour apples to make about two and one-half pounds. Place in stew pan and add one and one-half pounds light brown sugar, juice and rind of one and one-half lemons, one-half ounce ginger root, a pinch of salt and enough water to prevent scorching. Cover and cook slowly four hours, adding water when necessary.

Grape Marmalade. Wash, drain and stem the grapes. Mash sufficiently to separate pulp from skins. Put in preserving bottle, heat to boiling point and cook until seeds separate from the pulp. Rub through a fine sieve, return to the kettle with the above, add an equal measure of sugar and cook slowly thirty minutes, stirring frequently to prevent burning. Put in jelly tumbler, cover with paraffin and store.

Pastry for Custard and Cream Pies. There are few kinds of pies so generally liked as those "open face" custard and cream pies our mothers used to make, where the pastry was light and flaky after the custard had become set and cool. This quality of pastry may be accomplished without puddling the crust full of holes before it is baked, if the crust, after rolling out, is fitted into the pie plate, the edges duly scalloped and then another pie plate of the exact size fitted into the crust-lined plate, the whole inverted and baked. This gives a delicate brown, flaky crust, which after being filled with the custard may be slow-baked to a perfect finish.
THE following named have received special commendation for meritorious acts performed while in the conduct of their regular duties:

On the night of July 27, Wausau and vicinity was visited by a very severe wind storm, and during the evening a large tree was blown over our tracks near the residence of Mr. Clem Helling. Mr. Helling immediately went to the passenger station regardless of the heavy wind and rain and reported the condition to the ticket agent; and arrangements were made to have train No. 152 flagged until the tree was removed.

On the afternoon of August 2, a fire occurred at the Simondson Lumber Yard, 11oot engine crew consisting of Carl E. Woodcox, foreman, Emil Kieser, engineer, Robert Bettin, fireman, and Edw. G. Stockwell and Fred Carlson, switchmen, two cars in on the tracks to their plant were taken out before the fire had done any damage to either car or contents. This good work on the part of the crew probably saved the Company considerable in value.

H. & D. Brakeman C. O. Christie, while inspecting a train at Glencoe, July 20, discovered a broken arch bar on one of the cars, thus averting a more serious damage.

S. C. & D. brakeman on train No. 173 at Chatsworth, July 15, noticed a dragging brake beam on head end of No. 76 train, and immediately signalled the train down, allowing the defect to be removed without further damage.

H. & D. Division Section Foreman Pat Dunphy, on June 12, while inspecting a passing train, observed a dragging brake beam and signalled the crew, then assisted in removing the defect.

Mr. C. S. Brown, signal maintainer on the 11. & D. Division, while inspecting train No. 21. August 15th, between Webster and Holmquist, observed a fire above the track in a car in the passing train, and succeeded in stopping a small fire before it got out of control.

Mr. W. A. Hall, fireman, on the C. & O. Foreman, while in the conduct of his regular duties, observed a piece of waste in a crack in the end of the car had become ignited. Mr. Brown's close observation of passing train saved a property loss.

Division Master Mechanic Kenney at Madison, Wis., tells us that Engineer Wilson was instrumental in getting five passengers to use our Line to Seattle.

Our old friend Bob Young, machinist at Madison, Wis., turned in a tip on a passenger going to Los Angeles.

Roundhouse Foreman G. J. Ryan at Madison, Wis., prevailed upon a number of his business acquaintances to use our Line between Chicago and Sioux City, and Mr. Ryan reports his friends were well pleased with our service.

Car Replacer Harry Van Matre at Madison, Wis., was instrumental in getting eight passengers from Portland, Oregon, via Plummer to Madison, Wis.

Mr. Charles Beyer, employed as equipment maintainer at Bellevue, Iowa, influenced to our Line a carload of coffee from New Orleans to Dubuque, getting it over the long haul route via Lisbon on the Terre Haute Division.

The Operating Traffic Meetings at Aberdeen always have a large attendance of employees representing all Departments. In their meeting July 25, the following reports of business secured were cited:

Mr. Mountain, employed in the Roundhouse at Aberdeen, So. Dak., secured three passengers from Pennsylvania via Chicago, and two passengers from Aberdeen via Chicago to Jersey City.

General Passenger Agent Dixon commends the following employees for their interest and assistance in securing passenger business as follows:

<table>
<thead>
<tr>
<th>Name</th>
<th>Title</th>
<th>Division</th>
</tr>
</thead>
<tbody>
<tr>
<td>J. M. Gillmeyer</td>
<td>Agent</td>
<td>Bellingham</td>
</tr>
<tr>
<td>Frank Shook</td>
<td>Car Foreman</td>
<td>Bellingham</td>
</tr>
<tr>
<td>J. A. Orchard</td>
<td>Switchman</td>
<td>Bellingham</td>
</tr>
<tr>
<td>Walter Boyard</td>
<td>Switchman</td>
<td>Bellingham</td>
</tr>
<tr>
<td>Earl Woody</td>
<td>Bridge Carpenter</td>
<td>Bellingham</td>
</tr>
<tr>
<td>John W. Mohrman</td>
<td>Roundhouse</td>
<td>St. Paul</td>
</tr>
<tr>
<td>Wesely Nehel</td>
<td>General Freight Department</td>
<td>Chicago</td>
</tr>
<tr>
<td>Miss Mary Matney</td>
<td>Nurse, Fullerton Ave.</td>
<td>Chicago</td>
</tr>
<tr>
<td>Mrs. E. W. Hall</td>
<td>Wife, Agr. Vp. Agent</td>
<td>Chicago</td>
</tr>
<tr>
<td>Cha. Woelfler</td>
<td>Clerk, Jr. Auditor's Office</td>
<td>Chicago</td>
</tr>
<tr>
<td>Rev. General Suicler</td>
<td>Agent</td>
<td>Chicago</td>
</tr>
<tr>
<td>Mr. Belman</td>
<td>Switchman</td>
<td>Galewood</td>
</tr>
<tr>
<td>E. A. Rollin</td>
<td>Agent</td>
<td>Donnulle</td>
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<td>D. D. DeVore</td>
<td>Agent</td>
<td>Springville</td>
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<tr>
<td>L. J. Miller</td>
<td>Agent</td>
<td>Beloit</td>
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<td>John Corbett</td>
<td>Engineer</td>
<td>Beloit</td>
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<td>Elior Stewart</td>
<td>Engineer</td>
<td>Beloit</td>
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<tr>
<td>Felix Rane</td>
<td>Asst. Accountant</td>
<td>Beloit</td>
</tr>
<tr>
<td>Miss Mary Howard</td>
<td>Stenographer</td>
<td>Beloit</td>
</tr>
<tr>
<td>Mr. Elliott</td>
<td>Telegraph Department</td>
<td>Chicago</td>
</tr>
<tr>
<td>Mr. Brady</td>
<td>Dining Car Waiter</td>
<td>Kansas City</td>
</tr>
<tr>
<td>Miss C. Bisenius</td>
<td>Office of Genl. Bag. Agent</td>
<td>Milwaukee</td>
</tr>
<tr>
<td>Miss G. R. Schuyr</td>
<td>Legal Department</td>
<td>Chicago</td>
</tr>
<tr>
<td>P. H. Gaffney</td>
<td>Dining Car Steward</td>
<td>Chicago</td>
</tr>
<tr>
<td>J. C. Robbels</td>
<td>Conductor</td>
<td>Iron River</td>
</tr>
<tr>
<td>J. Schumacher</td>
<td>Office of Asst. Compt.</td>
<td>Chicago</td>
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</tbody>
</table>

Division Storekeeper Jay Gove secured two carloads of Kentucky coal. Mr. Gove also said he has the assurance of a large Industry in his district, that quite a number of carloads of manufactured products from points east and south of Chicago would route over The Milwaukee. Mr. Gove is quite aware among concerns at Aberdeen with whom he places orders for Company account.

Mr. Gove reports Mr. Bonnell, clerk in his department, secured a passenger from Aberdeen to Omaha.

O. S. & D. Clerk Frank Faeth secured a carload of plums, long haul to Aberdeen. Mr. Faeth goes to the extent that in making local purchases he solicits the seller and carries a Route Order Book with him for that purpose.

Special Officer Roy Mulbern secured a carload of furnaces, for a long haul.

Mr. William Merts, employed in the Car Department, secured a passenger from Sioux City to Aberdeen.

Brakeman William I. House on the C. & M. Division, secured a passenger from Milwaukee to Houghton.

Chief Clerk Mann in the Twin City Transfer is commended by the Traffic Department for his excellent service rendered a very heavy shipper at Minneapolis, which has resulted in the system referring to favoring The Milwaukee Road with 85 to 90 per cent of all their competitive tonnage.

Operator E. J. Vaught at Ottumwa is so interested in the Company, that he recently sent me a Postal Telegraph wire regarding two carloads of business moving from the Chicago District to Ottumwa, on both of which, we received the routing.

The passenger agent at Cedar Rapids commends Switchman Carl Powers for his assistance in securing a party of sixty people to travel from Cedar Rapids to Chicago and return.

Superintendent N. P. Thurban sends in the following, indicating that employees of all departments are wide awake to secure business:

Fred Jones secured two tickets, Beloit to Los Angeles.

Mr. Marvin D. Brick secured one round trip, Beloit to Los Angeles, via our line and the gateway.

Mr. Bob Smith, of engineer, secured two tickets, Beloit to Columbus, Ohio.

Wm. McKee secured one round trip, Beloit to Belleville, Ont., via our line and Chicago.

Anthony Buttol secured one passenger, Elkhorn to Beloit, solicited in competition with Bus Line.

From Sioux City, we have the following: James B. Shoemaker, dispatcher, secured three "first-time passengers" for The Arrow, Sioux City to Chicago. All three of these customers make frequent trips to New York.

Page Twenty-five
Chicago, July 18th.

My Dear Mr. Brown:

I had occasion last Wednesday evening to go to Atlantic City, returned from Mason City the following evening.

I have not seen this train for some time, but can see a material difference for the better in the dining car, which indicated that the “Rector Way” of service is being absorbed by the employees.

I enjoyed my dinner leaving Chicago and my breakfast returning, very much.

Yours sincerely,

(Signed) C. O. FRISBIE.

Helpful and Efficient Service Brings Praise from U. S. Army Officer

In a letter to President Scannett, Major General Frank R. E. S. Army, expresses his appreciation and satisfaction with the services rendered himself and staff recently on a trip to Camp McCoy, Wisconsin. The letter says:

Mr. H. A. Scannett, President,

My Dear Mr. Scannett:

Please permit me to express my deep appreciation of the courteous service shown by your company in connection with the recent travel of myself and staff from Chicago to Camp McCoy and return, July 14th to 17th. I also appreciate very much the helpful and efficient services rendered by your representatives, Mr. W. C. Kroml and shall be obliged if you will kindly convey my thanks to him.

Very sincerely yours,

(Signed) FRANK PARKER,
Major-General U. S. Army.

Milwaukee Terminals

The Bowling Season is in full swing again. At a meeting of the Milwaukee Road Bowling League held Thursday, July 24, Mr. E. A. Brock and Bill Cary were again elected as President and Secretary-Treasurer. Mr. Cork was elected First Vice President with Mr. F. Olson being elected as Second Vice President. The league also voted to change alleys for the membership of the Wisconsin Valley Division: and the league officers are hopeful of increasing the league to sixteen teams. This can easily be done if the membership of the league will give their full cooperation.

All eyes are turned to Mr. Stubbe whom we know will make a marked standing. Switchman Paul Patin has some good news about good sparklers. The Milwaukee Terminals are proud of their record for July—No Reportable Injuries.

Mr. A. W. Novak spent his vacation this year along a different line than past years. He started to golf and is rather enthused about the game, and each day of his vacation one could look at Mr. Novak with his son on the golf courses in Minneapolis.

Miss Agnes Robertson, stenographer in the Twin City Terminal employes for a speedy recovery.

Mr. J. A. Anderson, A. S. M. F., was a caller at Minneapolis and St. Paul.

Mr. and Mrs. George Rushlow traveled from Long Beach, Calif., to Minneapolis to find out that there will be no Veterans' Convention this year. While it is a disappointment to the Rushlows yet they have plenty of relatives and friends who will take up their time and entertain them royally.

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S. C. & D. Items

M. F. Kueh

TOM CAYNAUGH, second track operator, asks to have corrections made to the statement about the weather in the last issue. Tom insists that we have had about four times eight days of hot weather. Guess that we will all have to agree with Tom, and now we hope you are satisfied.

Jena Mathiouns, who was Cinderella man prior to being laid up account of sickness last January, has returned to work as yard cleaner in Sioux Falls Yard.

Here is a transcript of a clipping concerning Engineer Joe Scott of Sioux City. “Mrs. Louise M. Brock became the bride of Joseph Kueh, to being laid up account of sickness last January, and now we hope you are satisfied.”

Leo O’Brien, recently of the Stock Yard’s Office, is relieving in the cashier’s office at the Methodist Church at 6 o’clock Wednesday evening. Rev. C. H. Kampofner, secretary of the Retired Methodist Ministers’ Fund of the Methodist Church, officiated.

Congratulations!

Miss Alice Butcher of the Superintendent’s Office is relieving in the cashier’s office at the freight house in the illness of Miss Elsie Hansen, cashier. Miss Florence Johnson is taking Miss Butcher’s place in the Superintendent’s Office.

Mrs. Geo. Wean, daughter Margaret and son Lawrence, left for Pittstown, New Jersey, to visit relatives.

Willard Foster, assistant section foreman at East Yard, Sioux City, resumed work after being in the hospital six weeks account of an operation.

Emil Popper, roadmaster’s clerk; F. B. Doull, trainmaster; S. B. McCauley, captain of police, and James Robinson, special agent, attended the Veterans of Foreign Wars Convention which was held at Waterloo, Iowa, June 21st and 22nd. Mr. McCauley was elected department commander for the states of Iowa and South Dakota.

Division Engineer Munson and Chief Carpenter Nichols have just completed the annual bridge and building inspection and report the building renewals as heavy and the bridge renewals as light.

The Sioux Falls Construction Company is getting along very nicely with the new six-stall roundhouse at Sioux Falls. Foundations have been poured and the timber framework erected. Mr. Morton, assistant engineer, who is locally in charge of the work, saw Roundhouse Foreman Forsberg on the ground looking at the new foundations and the framing of his future roundhouse, and asked him if he now thought that he would get a roundhouse. Mr. Forsberg, prefers however, to wait until about September 15th before making a public statement, as according to rumor he has been waiting fifteen years and he will not believe waiting fifteen years and he will not believe it is made.

Engineer W. B. Bowers resumed his run on the “Sioux” after a few days’ lay-off. Bill is our crack engineer on a crack track.

Conductors must be getting pretty scarce again, as Mr. Glenn Hauser was noticed working in that capacity on the West End lately.

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suffered while on his vacation touring the eastern state.

Conductor E. F. Bailey has been the captain on the way freight while Conductor H. L. Jewell was enjoying his vacation.

Don't know what is wrong, but fish stories are pretty scarce this summer. Guess, maybe, this fishing hole has something to do with it. What seems to be the trouble, boys, have the fish all gone on their vacation?

Brakeman Joe Hardina says that as fishermen, he and Brakeman Tom Merrell make pretty good carpenters, as they went fishing recently and the only things biting were the flies. Better luck next time, boys.

Haven't heard from Conductor Henry Furman lately, so don't know whether he and Mrs. Furman have made their annual pilgrimage to Clinton, Ill., this year.

Has anyone heard Conductor "Bunco" Riley's latest song over the radio or at the movies? Passenger Brakeman "Micke" Boll claims it is easy to keep cool in the hot weather. But then you know he sells Frigidaire, so maybe that accounts for it.

Our deepest sympathy is extended to Brakeman Glenn Thomas, in the loss of his mother, who passed away at her home in Ontonagon, Mich., recently.

News from the C. & M. and Janesville Line

C. F. A.

It is reported that Griswold crossing signals are to be installed at the Milwaukee Avenue crossing at Libertyville, in place of the wig-wag signals now in use.

Mrs. Edith Hildebrand, of the Roadmaster's Office, spent her vacation at Minocqua, Wis. Assistant Signal Maintainer H. J. Hady, of Rondout, has been receiving Signal Maintainer Kohl on the Northern Division, at Horicon.

Agent Volta, of Avalon, has left for an extended automobile tour of the west. The last reports from him were from El Paso, Texas. Mr. R. R. Jacobs is relieving him.

Signal Foreman Staley's crew began work August 4, installing remote control interlocking at the cross-overs and Milwaukee "Y" switches, at Steurtevant. This improvement will do much to expedite the movement of R., S. W., and C. & M. trains through that busy section.

Extra Gang Foreman Fred Mallas' gang has been moved to Glenview and is engaged in putting up the new section of the crossing, with connecting to the east end of the first track at Latten's brickyard with the main line, in order to handle the crowds which will attend the Air Meet, to be held at the Curtis Flying Field at that station, August 23 to September 2.

Foreman Lang's signal crew, which has been overhauling the interlocking plant at Rondout, has been moved to Menominee, Mich., to install a new automatic interlocking plant at that point.

The Wrought Washer Manufacturing Company of Milwaukee, has purchased the old Braver Motors' plant east of Stowell that has been idle for a number of years, and is making extensive alterations in order to move their manufacturing plant from the Bay View District, in Milwaukee. The tracks serving the old plant have been removed and new ones will be constructed to handle the business of the plant.

Considerable interest has been manifested during the summer at Rondout in the series of ball games between the "Grown-ups" and the "Quin Ryan". Nick Mochida has assumed the role of the "Quin Ryan", and does his broad-casting from the slopes of the embankment of the North Shore Line.

Signal Foreman McGeough's outfit was entered by robbers on July 24. Clothing and money belonging to members of the crew were stolen.

Section Foreman Sie Shadownows, of Libertyville, has returned from his position ofFrank Allen is acting as foreman in his place, pending bulletin.

A temporary spur track 800 feet in length was put in to give the Roadmaster Allen's section forces during July, to accommodate the Harrison Engineering Company, of Kansas City, this company having the contract for paving the highway between Harvard and Richmond, Illinois, and which crosses the Janesville Line just east of Belden. Quite a heavy movement of road materials will be handled at that station until late in the fall.

Car Foreman Emil Sawisch, of Rondout, spent his vacation motoring about the countryside in the vicinity of Rondout.

The Norbereg Manufacturing Company of Milwaukee, has closed the old Oklahoma Avenue grade crossing and extended the track which paralleled the C. & M. main line, to the east, in order to erect some additions to their plant, made necessary by the increase in their business in the past few years. In addition to the steam and power machinery, this company has gone into the track appliance business on a heavy scale.

Agent Chas. E. Willey, of Hebron Tower, is on an extended vacation, his place filled by Relief Agent A. D. Campbell.

The Western Union has a large gang of linemen re-constructing the pole line between Pacific Junction and Rondout. The work has now been completed as far as Morton Grove.

Rail Inspector Franklin made an inspection trip over the Janesville Line with the roadmaster early in August.

Chief Carpenter Smoot has been laid up with tonsillitis for the past week.

Bridge and Building Department Foreman Nelson and his gang has been on the Janesville Line for the past two weeks.

Wisconsin Valley Division Notes

Lillian

We think the August issue of the magazine one of the most interesting and attractive ever sent out. Through these intense hot days just a glance at this number would make one feel cool and very much refreshed. It is only one of many beautiful spots in and around Wausau, the beauties of which can only be fully appreciated byonetrip out of Lost Lake, was a muskie weighing twenty pounds, and a pike weighing eighty pounds, by L. M. Savin, Chicago.

Dustless Rowl Reality—A dustless highway, long believed to be impossible to attain, has been achieved and is nearing completion, leading from the southern part of the state to the north woods. The highway which is concrete to Merrill, will be covered with a coating of oil from Merrill to Ironwood following state highway 51, and will offer to tourists the ideal way to reach the state's great vacation land. This news will be received with delight by many who have long felt the need of an improved condition on this highway.

Safety First Meeting held at the Women's Club House, Wausau, on Thursday evening August 7, was attended by 72 employees, and the meeting in general was one that was of benefit to all those present. We handled about twenty-five cars of road oil for points between Merrill and Boulder Junction, which was used in oiling Highway 51. Very good revenue in this business.

We received three cars of wild horses from Interior, South Dakota, which were enroute to Marathon City for the Fromm Brother Fox Farm.

Emil Kragtenbrink, Jr. and W. M. Hoeft, while fishing early one morning at Lake Wausau, landed a good-sized fish. It was brought in a northern pike thirty-two inches long, and Mr. Hoeft landed a muskellunge thirty-six inches in length.

Mrs. J. P. Hoel is visiting with relatives at Portage, Wis.

Relief Dispatcher Leo Fredricks is making preparations for a vacation upon the return of train dispatcher H. L. Vachreau, who has spent a month around among the woods and lakes.

On August 30, the Wisconsin Passenger Club will make a trip to the New Log Cabin Station at Woodruff, and have made reserva-
Mason City was honored by a visit from Mr. Byram and party, here July 31. He arrived Thursday morning, and left for the west on No. 11, Friday the 1st.

Leo Montgomery, material clerk in the Superintendent's Office at Mason City, was again on his vacation from July 20 to the 23. He took a trip to the Dells in Wisconsin.

Our sympathy is extended to the family of O. N. Harstad and party in Car Washington, who he spent a week of his vacation, fishing, etc.

Understand two of our Division officials encountered some little difficulty while on a motor car trip recently. In spite of the fact that one of them is a trainmaster and the other a car foreman, I am reliably informed that they had to get off and push. The pushing was rather tough as it occurred on Pt. Atkinson hill.

Mrs. R. F. Ferris, wife of Engineer Ferris at Mason City, was called to Clinton, Iowa August 1, on account of the illness of her sister.

A. J. Larkoski, roadmaster at Mason City, was away on his vacation the first week in August.

R. W. Howard, fuel supervisor, and G. R. Hannaford, district safety inspector, are visiting with relatives at Delavan.

Mr. B. H. McNaney is expected to spend the summer in Black Hawk County, and also from the Harsha territory. The indications are that the potato crop will be very large.

Division Engineer L. R. Boettcher has been transferred to Beloit, Wisconsin and expects to transfer to Murdo, South Dakota, July 23, en route from Sioux Falls to Chicago.

B. F. Finegan, agent at Bassett, Ia., has been appointed agent at Olaton.

A. F. Mikesh, operator, is working third trick at Jackson Junction.

Our sympathy is extended to the family of Mrs. V. P. Sohn taken a trip to the Tri Division the middle part of August.

J. C. Hart rode the supply train, leaving Mitchell Monday, August 11, and going east.

Mr. J. A. Wright, division master in Branchville, has been quite well since that time. He is working in place of L. D. Crane here on account of the death of his sister-in-law, Mitchell Monday, August 11, and going east.

We are informed that we have a Mutt and Jeff at Mason City. Can you find them? Help, help!

Tacoma Shop Notes

Andy

Vacation time seems to be in full swing now. Mr. J. A. Wright, division master mechanic, has just returned from an enjoyable vacation spent on the Olympic Peninsula, and on the photos he showed us they sure must have had a good time, and the fishing great.

Pee-Wee golf seems to be quite the thing for the ton-tons here now. Miss Lulu Keys
Watches, Jewelry and Diamonds

Our Union Station store is daily serving the needs of railroad people. We know your requirements and can fill them.

Let us show you our fine line of railroad watches, all guaranteed to pass inspection.

Watch Inspector for C. M. S. P. & P. R. R.

CHAS. H. BERN
Est. 1896
Main Floor, Adams St. Elevator Lobby
UNION STATION, CHICAGO
Phone Dearborn 0591

Easy terms to railroad employees

spends most of her evenings with a club and a ball pounding up the fairways and byways.

F. Buchanan, our traveling engineer, is also in the same mess, and understand he has dragged Mrs. Buchanan into it also. In the daytime you will find them digging sod on the regular course and at night using rare language on the miniature.

Walter M. Evans, Jr., quit his job of messenger in M. M. Office, and with his folks has moved to Kitchitas, where W. M. Evans, Sr., is second trick operator in substitution.

The gentleman taking W. M. E.'s place as messenger is none other than Elmer Swalley, who formerly did some of the heavy work at the depot.

Gill Garrison and Cliff Anderson, car checkers, have just returned from a trip to Halifax.

Chas. Kellerman, cabinet maker, has retired on a pension.

Gus Haggen, patternmaker, seems to be related to old man hard luck himself. He just got out of the hospital from a series of operations, and back to work, when he had to go back to the hospital and be operated on again. We understand that he is getting along fine, however, and we are glad of that.

We have a report that John Mack broke a chunk out of his store teeth. Don't know how it happened; might have stepped on them; but, anyway, he is on the usual soup diet while the teeth are in for classified repairs.

We also have it from very good authority that our old friend, Dick Note, has a new patent hook, supposedly for the purpose of catching crappies. He calls it a "trick-iron." I suppose because it is full of tricks and he don't trust it out of his sight, he keeps it in his pocket; and not only that, we heard that he has caught nothing on it as yet, but still he has faith.

Speaking of fishing, Wm. Delaney and Carl Johnson are regular visitors at Lawrence Lake, feeding the fish. They have claimed to have made some great catches, but we have had no visual evidence of same.

Mr. and Mrs. Marshall La Vere were seen recently at Longmeire, headed for the mountains.

Bill Johnson says they might just as well get out of the hospital from a series of operations, and traveling in the east, visiting with friends and relatives.

J. E. Brady, our roundhouse foreman, is traveling in the east, visiting with friends and relatives.

P. R. Hopp is relieving Wm. Hense, roundhouse foreman at Port Angeles, who is on his vacation.

Understand that Len Hogan is going to take Safety Inspector Vandalburgh out to the Narrows to show him some plain and fancy fishing. Better watch your step, Van.

Al Simmons has been cautioned in regard to playing croquet at midnight at his American Lake home, so he has taken up horseshoes, so as not to disturb the neighbors.

Geo. Girard, accompanied by Mrs. Girard, is taking a motor tour to Canada.

Kansas City Terminal
S. M. C.

August 12, almost everyone got wet while coming to work, but there was no grumbling, as it was the first rain we had had for over a month. Likewise, the temperature was 56 degrees by the thermometer outside the yard office, at Coburg, just half what it was a week before. Yardmaster Jones says after all this rain we have had, it doesn't make any difference where we go from here.

Now that the business depression is reported to be about over, we can look back and think how it might have been worse, also of the good times we have had. We know there are more to come, so be an optimist and smile—smile—smile, and with every smile, boost "Our Railroad."

Bill Johnson says they might just as well cut out Christmas as the Vet's Convention.

Mr. Owens says "check and double check."

The Bowling Season is about to open and the Milwaukee boys will as usual be on hand bright and early, eager for the fray.

We are glad to report that Mrs. Jas. Talbott has almost completely recovered from the effects of a recent operation.

Roosevelt Ralls, our switching clerk, who has been off duty for some time account of an accident occurring to her during the latter part of July while alighting from an automobile, is on the road again, getting a fine pick-up of his car, clearing a three-foot space in a broad jump and making a perfect four-point landing right in front of her. She is confident it would have broken the world's broad jump record for that class of car had it not been for her. The doctor has just removed the stitches from her knee and she is otherwise doing well.

Grace Sleske has been receiving the congratulations of her friends on the fortunate escape from more serious injury resulting from an accident occurring to her during the latter part of July while alighting from an automobile in front of her house. She averts the driver of the other car was evidently testing the fine pick-up of his car, clearing a three-foot space in a broad jump and making a perfect four-point landing right in front of her. She is confident it would have broken the world's broad jump record for that class of car had it not been for her. The doctor has just removed the stitches from her knee and she is otherwise doing well.

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H. Martin, chief clerk of the Ticket Auditor's Office, toured the Great Lakes during his vacation.

Everetta Barmer of the Typing Bureau was married to Joseph Drews of the Freight Auditor's Office on Wednesday, July 30. They are spending their honeymoon in Colorado.

Miss Natalie Barlett of the Freight Auditor's Office has taken a leave of absence to regain her health.

Eleanor Ott of "C" Bureau was the recipient of a worthy shower on July 2 in the Women's Club rooms, at which she was
Presented with an end table and a very handsome magazine holder, Miss Ott was married August 9, and has left the service to take up his new duties as housewife.

Elinor (Outy) Nelson, sister of Eleanor, also left the company's service on August 15 for the same reason, namely, to devote her entire time to her household duties. Friends of Elinor are in sympathy with her in her good wishes.

We also would like to have said something about Eileen Fuller, our gallant key punch operator, but she absolutely refuses to get into the spotlight. However, we'll get you yet, Eileen.

Florence Ballman of the Freight Auditor's Office is sporting a new diamond ring. Who's the lucky boy, Florence?

Mr. F. J. Lawler, our paymaster, is recovering from a fractured bone in his right leg. We sincerely hope that by the time this is in print you will be with us again, F. J.

Ralph Dukes of the Statistical Bureau has returned from a two months' tour through Europe.

Mr. E. A. Ludwig has just returned from an operation for appendicitis. He is regaining his health rapidly.

M. Mortensen, chief clerk of the Freight Claims Department, spent his vacation at Pelican Lake. For bigger and better fish stories, see M.

We understand that Mr. W. Kruckstein picked up a nail in one of his balloon tires while motoring through Lincoln Park. Ann Shaney of the Switching Bureau is back again after her recent accident.

Margaret Krysha of the Typing Bureau was married to Francis Schenutzer, Jr., on Wednesday, August 6, at 3:00 A.M., St. Alphonsus Church. Honeymoon in Wisconsin.

It has been rumored that F. Meyer of the Ticket Auditor's Office is engaged to a young lady from Washington. How about it, Pete?

Carl Larsen of the Freight Claims Department is sporting a new, shiny Ford.

Morris Weinstein of the Ticket Auditor's Office was relieved of his car by two bandits. We hope it was insured, Morris.

Hazel Weyhe, new Editor, of the Freight Auditor's Office, was married last week. We all wish her an enjoyable trip on the sea of marriage.

B. Barnett of the Freight Auditor's Office is spending a perpetual vacation out at a "first" cottage in Michigan City, Indiana.

Notice

Bowling activities in the Freight Auditor's Office are just about ready to begin. Another successful season is predicted by all who were participants last year. Anyone in the Freight Auditor's Office who desires to join please see Secretary E. A. Ludwig of the Interline Bureau, as soon as possible.

Iowa (Middle and West)

Ruby Eckman

Friends on the Iowa Division were shocked July 28 to learn of the sudden death of Dan J. Crowe, first track operator at Perry, Des Moines, Iowa. Dan has been on the Iowa Division over twenty-five years, and was one of the best-known and most popular operators on the Division. Dan died after an illness of half an hour, having suffered a heart attack. The remains were taken to Gilmore Hill for burial in the family plot. Conductor Frank Dow and wife accompanied the remains to Chicago. First train, Perry, now on board.

Engine Inspector William Barker was off duty for a few weeks in August on account of an attack of appendicitis. Machinist Jesse Black was assigned to Mr. Barker's work during his absence.

Robert Kindig, son of Chief Dispatcher J. J. Kindig, and Wilton Bemhardt, son of Engineer Frank Bemhardt, were among the eleven hundred young men from Iowa and vicinity who attended the Citizen's Military Training Camp at Fort Des Moines in August. The boys had a wonderful experience. Robert enters Iowa State College at Ames this year and Wilton will resume his studies at Perry High School.

Antone Vesely, for many years section foreman for the Milwaukee at Vining, died at his home the fore part of August. Mr. Vesely retired from work as a foreman a few years ago when his health failed, and for a couple of years he held a position as helper, from which he recently retired and went on the pension roll. Mr. Vesely was one of the most faithful workers for years and will be missed by the many friends he made on the Division. He is survived by a wife and several grown children.

Jack Hopkins of the Milwaukee Shops force, while visiting in Perry was taken seriously sick and was removed to a Des Moines hospital for treatment.

Mr. Leinbier, boiler foreman at the Perry Shops, was laid up at home with an infection in his foot, the result of stepping on a rusty nail. The accident happened at his home, where some repairs had been made to his newly-purchased home on his acreage.

Mrs. Blanche Ellsworth, mother of Conductor Marvin and Brakeman Paul Ellsworth, was married July 30 to J. A. Purdon of Anita, Iowa.

D. A. Brown, agent at Van Horne, was off duty in July and August, trying to get rid of an attack of rheumatism. O. J. Atkins, Jr., was in charge of Van Horne station during his absence.

A daughter was born to Mr. and Mrs. Raymond Wilcox of Perry, July 29. The young miss is a granddaughter of Engineer Earl G. White.

The Iowa Division handled ten of the new engines recently purchased by the Union Pacific. They were larger than any in service on the Iowa Division and were handled at restricted speed, so as to be broken in when delivered at Council Bluffs.

Engineer Lon Morgan was in Chicago in July and had a cataract removed from his eye.

A big change is being made in the equipment at the shops and roundhouse at Perry. The steam boilers and direct current motors are being changed for new motors which will carry current in the high tension lines, which will be purchased from the Light and Power Company. Thirty-seven new motors will be installed at the various machines and at the wells. The local force of machinists and electricians is making the change.

Engine Hostler Elhan Johnson and family were in Charles City the fore part of August to attend the funeral of a sister of Mrs. Johnson.

Mrs. Wallace Rawson, wife of Iowa Division engineer, died at the hospital in Perry August 9, following an illness which had extended over a period of six months. Burial was made at Perry.

On August 7 the marriage of Miss Lilian Brigg, only daughter of Conductor and Mrs. John Brigg, and James Francis Brannen, of Lincoln, Neb., was solemnized in Council Bluffs. The ceremony was witnessed by the families of the young people. They will make their home in Council Bluffs for the present.
No Order Too Small

--None Too Big

Write Us for Information

The Webster Lumber Company
2522 Como Avenue, West
ST. PAUL, MINN.
News of the death of Engineer W. H. Dahl, which occurred at the home of his daughter, Mrs. A. J. Elder, in Marion, July 16, was learned with regret by the many friends of the family in Perry.

Vacations were in order during the last few weeks, with most everyone the clerks being able to get away to enjoy themselves. Traveling Engineer Binerous and family went to Northern Wisconsin to visit his folks; Conductor L. G. Homerich and family to Kansas; Assistant Yardmaster E. E. Barnard and wife, and Terminal Trainmaster W. L. Schmitz and wife to Minnesota; Engineer Duane Gardner and wife to Austin, Minn.; Mrs. H. Colburn and granddaughter to Bloomington, Ind.; Yard Clerk Marlow Stotts to Milaca, Minn.; Conductor Jesse Towsley and family to Wyoming; Conductor A. E. Peterson's wife to New York; Operator E. McGuire and family to Marion; Operator Irene Rogers to Chicago; Engineer E. E. Clother's family to Spokane, Wash.; Robert Wilcox, son of engineer, to Chicago; Brakeman Arthur Heiser and family to South Dakota; Dispatcher Byrd's wife and daughter to Winslow, Arizona; Dispatcher Wright's son to Colorado; Conductor Brigg and wife to Minnesota; Engineer W. H. Young and wife to Yellowstone and Estes Park; John Gilligan to Milwaukee; Engineer Smith and family and Boilermaker Bradley and wife to Minnesota; Roundhouse Foreman Kreussen and family to Wisconsin; Assistant Superintendent Dodds and family to Minnesota; Conductor Ralph Goodwin's folks to Nebraska; Kenneth Taylor and Raymond Reel to Minnesota; Ticket Clerk E. Needle and wife to California; Operator Swenson of the Western Agent's Office, to Portland; Conductor Francis Cummings and his mother to California; Engineer Waxson's son and Fred Ling, engineer, took a trip through the Canadian Rockies. They visited Seattle and other points in the west. Miss Jenine Goss spent her vacation at Lake Minnetonka.

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Congratulations are extended to Jos. Marsden and Al Jung of the Test Department.

They are both proud daddies of baby boys. Gerald Al Jung born July 16, and James Jos. Marsden born July 19. The smoke was enjoyed immensely.

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Auto news is plentiful this month. Friend Einar has had his car repaired and runs like new again; says it's good for another thousand miles. Bob Borucki has bought a new Chevy and is breaking it in on his vacation touring the country. L. D. Horton has inherited a family heirloom from his brother, a patriarchal old Studebaker.

Twin City Terminals

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saw, with only 12,000 miles on the speedometer. It is just like new and runs fine, but he is going to throw out the front seat so he will have enough leg room.

"Frisby Night", Shorty Schwab, and "Lighting" Hortenbach went fishing the other night and came back with a string but were insulted when a fellow wanted to get a minnow for bait. "Some String."

Carl Holmgren inserted an ad in a local newspaper that he had a Ford, in good shape, and would sell it to the highest bidder. Guess Carl will have to give it away since no one called and made him an offer.

If Switchman Abern cut some holes in his hat so his ears can come through, they hate to be boxed up in hot weather.

Mr. Summers is the originator of the present Des Moines Division. We understand that many of the guests helped Frank but got no reward—and we do think he ought to pass the tickets around. Congratulations are due Mrs. A. E. Long the DAB's electric doughnut iron.

THE BINKLEY COAL COMPANY are Miners and Distributors of the Best Grade Coals for All Purposes

WRITE US FOR PRICES

230 N. Michigan Ave.  CHICAGO

He is survived by his widow, one son, Grant W. Dahl of Savanna, one daughter, Mrs. A. J. Eldred of Marion, two sisters, Mrs. Mary Dan and Mrs. Geo. Crittenden of Minneapolis, one brother, Charles Dahl of Waterston, and three grandchildren, Janet Eldred of Marion, and Max and Keith Dahl of Savanna.

Brief funeral services were held at Marion Tuesday evening. The remains were taken to Savanna in Superintendent Eldred’s car, where funeral services were held at his late home.

The Masonic Order conducted the services at the grave at the Savanna cemetery where burial was made.

On behalf of everyone on the Division, The Magazine extends deepest sympathy to the surviving members of the family in their bereavement.

Mr. and Mrs. John C. Smith, Mr. and Mrs. William D. Shanks of Marion, attended the funeral services of Engineer W. H. Dahl at Savanna.

Mr. and Mrs. H. Holdorf and daughter spent the week visiting relatives in Cleveland, Ohio.

Mr. and Mrs. J. M. Tobin of Marion, spent several days visiting relatives at Columbus, Wis.

Mr. and Mrs. Edward Claussen of Oxford Junction, were called to Vining, Iowa, on account of the death of Mrs. Claussen’s father. They have the sympathy of many friends on the Division in their bereavement.

The third track operator at Sabula has been taken off. Operator Fred E. Day has been on this job for some time.

While Chief Dispatcher H. C. Van Mathes was off duty July 13, after spending some time at Templar Park, Niagara Falls, after which the bridal pair departed for Niagara Falls on their honeymoon.

A Letter from the West H. & D. D.

DEAR GANG:

Well, folks, about the first thing we see when we walk into the passenger depot is the daily Safety Bulletin and this one coined by Agent W. L. Spriggs of Woonsocket isn’t too bad: "The time to get out of trouble is before you get into it. Practice Safety First and save yourself and others much trouble."

Speaking of trouble, Fireman Tom Tracy is a bear for punishment. We consider ourselves fortunate in securing a "scoop" this time.

One of the most beautiful weddings of the season took place on July 21st when Mr. Thomas Tracy and Miss Esther Ingeborg were united in marriage. In the presence of a host of friends and relatives, the bridal party marched down the flower-strewn aisle to the strains of Mendelssohn’s Wedding March. The bride was attired by a matron of honor, Mrs. George White. The groom was attired by James McGovern.

Following the ceremony a four-course dinner was served in the Alonzo Ward Hotel dining room, after which the bridal pair departed for Niagara Falls on their honeymoon.

Mrs. Tracy is a graduate nurse and is an alumna of St. Luke’s Hospital. We all wish Tracy and his bride good luck and happiness in the future.

Joe Seward and Conrad Detting, better known as "Red," returned from the east a few days ago. We understand the boys have been working in and around Chicago for the past few weeks. Is it surprising that Chicago has witnessed a new crime wave? No doubt the editors like "Red" and Joe caused old lady O’Leary’s cow to go haywire way back in the Gay ’90’s or thereabouts, thereby starting the well known conflagration. That may account for the week’s visit to their relatives in Chicago.

Train Baggage Agent B. C. Sears and family have motored to Massachusetts to visit his mother for a couple of weeks. G. E. Fenlon is relieving on Nos. 3 and 4 between Marion and Council Bluffs.

Conductor W. D. Shank just returned from a motor trip to Pearl City, Illinois, where he visited a brother he had not seen for a long time. Conductor W. I. Farrell relieved on Nos. 8 and 19 between Marion and Chicago.

The Iowa Division now has a trainman on Nos. 125 and 126 between Milwaukee and Davenport, and Braaten C. E. Farrington has gone to Milwaukee to take this run.

Conductor J. F. Briggie has gone to Minnesota on his annual fishing trip and expects to be gone about three weeks. Conductor Lee Tolbert is relieving on Nos. 4 and 3 between Omaha and Marion.

Conductor Theo. Costello is on the north end passenger trains while Lee Tolbert is working on the west end.

Ernest W. Falke and family of Marion visited at Lincoln, Neb., latter part of August.

Mr. and Mrs. C. S. Cornelius of Marion were away on a vacation.

Lester E. Cleveland of Marion was away from duty several days account of illness.

Agent C. A. King of Milan was away several days, going to Omaha on account of the death of a relative. Russell Tarr relieved him.

Agent J. R. Harding of Hawley resumed work August 13, after a three months’ vacation.

Agent C. S. Morton of Hopedale was away on a three weeks’ vacation at Temple Park, Miss Anna May Lafferty of Golden Round House office force, was away on a two weeks’ vacation visiting in New York City.

Pulling Up the Old Water Tank

We asked Railroad Men what they wanted in a Cigar... then produced OBSERVATION

Better than any 10c Cigar you ever smoked... and costs Only $3.75

We offer you this unique feature: Thess OBSERVATION offers a Cigar better than any 10c cigar you can buy anywhere!

Our OBSERVATION, choice of discriminating railroad men, comes to you in special pressed panel box, wrapped in tissue-lined foil with a cedar leaf between each box containing 50 real cigar enjoyment.

"FRESH FROM OUR SUNLIGHT FACTORIES"
for "Big Bill" Thompson's "bull," too. We've often heard that cows don't like "Red."

Louis Yusel has returned from Minneapolis after spending two weeks in the U. S. Veterans' Hospital, and reports that he is somehow improved in health.

The Milwaukee Diamondball Team, under the tutelage of Gus Reuland, won the pennant in the Commercial League and will play the winner of the Fraternal League sometime in August to decide the City Championship. July 27th the team was victorious over Montezvigo, bringing in a score of 5 to 1. The old jinx stepped in, however, for the boys lost to Mitchell, 7 to 11.

Mr. George F. Baker of Chicago made a trip to Aberdeen on July 16.

You folks, who are interested in Wild Cats, use pass these crop estimates. Along the main line we find wheat averaging 10 to 15 bushels per acre, oats 20 to 30, barley 10 to 25, rye 10 to 15 bushels. One farmer near Sisseton reports a 30-bushel field of wheat yielding 35 bushels per acre.

We like to please everyone so we are inserting this little fashion note. The new backless bathing suits and sport frocks enable the girls to get a lovely coat of tan on their shoulders. Can't you just hear "Toll" Smith say "they need a good tanning farther down the back"?

Harvey Ryan has completed a fine new paint job on Murphy's house. When it comes to painting, Harvey should have been an artist's model.

Charlie Boland spent a few days in Washington, Iowa, attending the funeral of a relative.

W. F. Kramer, who has held the position of clerk in the Superintendent's office, and previous to that in the Trainmaster's office, has accepted a position with the Chief Surgeon, Chicago, and will start about August 1 on the new specially built and equipped medical examining car.

The M. and D. Division holds eighth place in Safety First, with a rating of 7 reportable injuries in 1930. H. C. Blake, maintainer of way is in first place on the System.

Richard Murray, manager of the Interstate Lunch Room, is planning a fishing trip, and has been spending his spare time digging wigglers. He has patented a device for catching caterpillars. Mr. Murray claims the use of caterpillars is a more humane system, as the fish merely get tickled and die laughing, and besides it's much easier than digging angleworms.

Mrs. Murray has returned from her vacation. Ed. Solke, yardmaster, has been incapacitated for some time, due to an infection in his eye.

Frank Tschol, car department foreman at Aberdeen, will leave soon for St. Paul where he will fill a similar position.

W. J. Heydt has returned from a vacation of two weeks spent in St. Joe, Missouri. He says the corn is good there.

Conductor Fred Brown spent his vacation in Yellowstone Park.

"Buck" McGovern has been confined to his room in the Schaeffer Hotel for the past few days. "Buck" was overcome by the heat but at the present writing we are unable to ascertain whether it was canned or otherwise.

The Extra Board has moved from the "Hump" to the railing of the Citizens' Bank Building where they now do their railroading. It is almost impossible to walk down Main Street without getting cinders in your eyes.

When the Medical Car comes to Aberdeen, "Bill" Smith is going to look up the Medico and give him some pointers. "Bill" is an advocate of Plastic Surgery. He suggests that an operation should be performed upon every student brakeman to have the bone removed from his head and placed in his back.

This one is on Ripley. Believe it or not! The Orient Line has been on time several days this month. For definite proof of this statement, send a stamped, self-addressed envelope to Guy Wynn, Roscoe, S. D.

"Buck" McGovern and Harvey Ryan are going into the wrecking business.

In addition to raising silver foxes, Emil Rechtle is raising homer pigeons for Christmas gifts again this year.

Fishback took a two weeks' layoff and is working for a Scotch farmer. Fishback says those Scotch jokes aren't jokes. He says a healthy appetite at a Scotchman's table is as appropriate as hat checking privileges in a Jewish synagogue.

Jim Grimm, director of cuisine on the Linqua Line, is becoming quite proficient as a chef and is thinking of "bumping" George Recto.

At a recent Courtesy Meeting held in Aberdeen, July 23, Mr. R. A. Drum advised that his wife when making purchases upstairs, mentions to the merchants that it is Milwaukee money with which she is buying. This would be a fine habit for more of us to acquire. We must remember that our fight is not so much with the chain store as with the trucks and busses.

So long, Gang!

S. M. East

The many friends of Robert Galligan, former division accountant at Austin, were surprised to hear of his marriage to Miss Marjorie Dunn of Deer River, Minn., which occurred August 5. At the present time Robert is connected with the Interstate Commerce Department with headquarters in St. Paul.

Switchman H. B. Hinckley and family, returned from a vacation trip at Clear Lake, Iowa, the first of the month.

Beatrice Hazelton, daughter of Engineer Geo. Hazeltine, has gone to Berkeley, California, to enter the University of California. Mr. Hazelton accompanied her as far as Omaha.

Engineer John McCarthy has been ill for the past few weeks, but is reported as improving.

Car Inspector Thomas Mork and son Thomas Jr., returned from a week's auto trip through the Black Hills July 20. They also journeyed over into Wyoming and returned via Pierre and Aberdeen.

Chester, Iowa can have its "Pants Works"; Laneshov its "Sylvan Park"; but Edie, Ill. has its "GOOSE" (106 years old). For further particulars inquire of H. C. (Chancy) Scott.

Mumon to McCoy: Is Hogan leaving for his trip to Evanston, Ind. on Labor Day? No, on payday.

Mrs. G. A. VanDyke returned August 1, from a seven weeks' visit with relatives in Los Angeles.

Miss Gweneth Hinkley is home for a short visit from Tucson, Arizona.

John Schultz made a trip to Postville for a visit with relatives July 25.

Dwight (Tang) Kneskern has returned from a trip to Iowa. We have no doubt but what the farmers in the vicinity of Tang's visiting area are now well supplied with many new ideas on Farm Relief.

Dudley Z. Robinson, a veteran of the Austin Shops, resigned his position and retired on pension July 12, and has moved with his family to Santa Ana, Calif. The boys at the shop presented him with a golf as a remembrance of his many years of service here.

Mrs. Bernice Sherman, Master Mechanic's office, has returned from a trip to Port Arthur, Canada.

Engineer and Mrs. Matt Lang returned August 10 from a two months' visit in Tacoma, Wash.

Mrs. Orelia Boutilier, clerk in the General Foreman's office, accompanied by her son Wayne, and her sister Mrs. Wm. Torbert drove to Seattle, where the Torberts are now located.

"Till Zoner" the Mayor, Engineer Jacob Becker, attended the Legion Convention at Crookston, Minnesota.

A GOOD INVESTMENT
Life is a Fog of Uncertainties

What has the future in store for you?

What will your financial condition be tomorrow?

Why not make an investment in protection?

A Continental policy is the best protection money can buy and will make your financial independence certain if you are sick or hurt.

The premium for your Continental policy can be handled in convenient installments through your paymaster.

CONTINENTAL CASUALTY COMPANY
Chicago "The Railroad Man's Company" Toronto

Page Thirty-six
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From the Cross Roads of the World

Robert Bair

The chance taker is the accident maker.

Statistics show that about 90 per cent of the accidents are man-made. We are either causing accidents or preventing them. We are either for or against safety.

From now on let's try harder than ever to prevent accidents. Luck can't help you—Carefulness can.

He travelled last in his new Ford.

He thought no one was hotter.

He tried to beat the fast express—

They picked him up with a blower—

Fire prevention was preached in all departments during the recent dry weather and every precaution was taken to prevent this great destroyer.

W. Clinton.

We forgot to mention our roundhouse foreman last month. We wish to say that Mr. Pfeifer is fully established now and seems to like Clinton and the general surroundings and we are glad to have him with us.

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“Irish” Carmody. This is a good balanced team, and they ought to get lots done.

LeRoy Fultz, of the west side, is the latest to accept the ball and chain, taking unto himself a wife. The first ten years are the worst, Roy. Outside of these hard words, we wish you much happiness.

Our Agent M. H. McLandless, started on a two weeks’ vacation August 9, after working all through that unmerciful hot weather. We noted that it rained, and the thermometer dropped considerably on the first day, so we feel that he really enjoyed his vacation.

Tom Goucher, foreman of the Blanford Section, returned the first of last month from a visit and hunting trip out in Montana. He saw several horses out there, something he doesn’t see around Blanford any more, as I think the last one was killed last spring.

During the hot weather, we noted that G. F. Lundwall ran out from under his hat. Revis Males lost eight pounds. Herbert Picka had to leave his toupee at home, and we all nearly blew up when we discovered Charley Francis sitting in front of that big electric fall, and right next to the best water in the country.

Sympathy is extended to Mr. and Mrs. Melvin Phillips in the death of their daughter, Mrs. Hazel Rogers, of Helena, Okla. Bernard Carmichael, son of William Carmichael, former conductor here, received fatal injuries while swimming August 3, and his death occurred two days later. All employees were grieved to learn of this great misfortune, and wish to extend their sympathy to Mr. and Mrs. Carmichael.

We wish also to offer our deepest sympathy to Mr. and Mrs. Guy Sampson, of Chicago Terminals. We were very sorry to hear of their great bereavement in the loss of their son. At this writing we are all looking forward to more business. Every department is eager and ready to shoot—LET’S GO!

“Why take life seriously? You’ll never get out of it alive.”

Station WLE

Harried
A SQUARE DEAL

Smile into the face of the world,
And a smile will come back to you.
Show a spirit of helpfulness,
And that spirit will surely send back aid to you.
Render good service to others,
And good service will be returned to you.
The only way of getting a square deal
Is by giving the world a square deal yourself.

SAFETY WATCH

W. R. W.

Day Dreaming and Railroading
Do not mix.
A Clear Mind and Safety
Always win.

CRACKS

In the July issue, Mr. Wilson asked us the question: “Why do they bury a Scotchman on the side of a hill?” Well, here’s the answer: “Because he’s dead!”

When Al Cardenire returned from his vacation, he reported everything fine and dandy down home in Temple, Texas. However, he still has one or two Wild Cats to tame down there, and had a determined look on his face when telling us about his latest experience.

Ray says: “Most of the modern women of today believe in up-to-date clothes, but they are not entirely wrapped up in them.” “And that too, he who laughs last’, sits in the $1.10 seat.”

Question: “What is the greatest contribution chemistry has given the world?” Answer: “Blondes!”

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

MRS. FRANK WILLIAMS and daughter Frances, accompanied Mr. and Mrs. John Larson and Miss Marie Larson, on an auto trip through the Black Hills, Yellowstone Park and also visited Denver and Salt Lake City. They report a very enjoyable time. Frank hopes to be able to take his vacation soon.

Mrs. Wm. Catsey, and son Fred, are visiting friends and relatives in Indiana and Chicago.

The Organized Labor Unions gave their usual Labor Day Picnic on Monday, September 1, at Riverside Park, with a dance in the evening at Lincoln Park pavilion. Races and sports of all kinds were indulged in and free refreshments served to all youngsters under ten years of age.

Mr. and Mrs. Kellum and daughter Corrine, spent their vacation touring through the Black Hills, Yellowstone Park, and visiting points in the West. During his absence his position was filled by Harry Glenn of Miles City.

Miss Marie Blake spent a few days here visiting friends before leaving for Sisokane, where she has accepted a position at the courthouse there.

Sincere sympathy is extended to the Rollin Crabwall family in the death of Mrs. Crabwall, which occurred on July 14, from a paralytic stroke.

Mr. and Mrs. Martin Walsh of Miles City accompanied the Gillicks on a trip to Mobridge, where they visited with friends.

Our popular Night Ticket Clerk, Walter E. Ball, has returned from an extended vacation trip spent in Canada. “Nuff said.”

Mobridge, as usual, is up and coming. We now have two miniature golf courses in our fair city, one being operated by Bernie Wrenn of Miles City, and the other by Mr. and Mrs. J. L. Caldwell. Both courses are very up-to-date, and nice, will afford amusement for old and young alike. They are being well patronized.

Miss Mildred Risch, clerk at the Roundhouse, is a guest at the home of his mother, Mrs. Chas. Risch, of Deer Lodge, Montana.

The C. M. Bono family are spending their vacation in northern Minnesota, his position being filled by Fred Schottel.

Earl Conrat’h of Morris town, is a guest at the home of his mother, Mrs. R. S. Lowis.

Mr. and Mrs. Ed Larson have returned from a business trip to Meno, Arkansas.

Switchman Robert Wolkopf and family are on an extended visit to California and other points.

Mr. and Mrs. A. G. Fuller spent their vacation touring the Black Hills.

Estrey Swim is becoming more popular every year according to the number of people who spend their vacation there. Among our Mobridge people who have been there at various times this month are: Mr. and Mrs. Moran and family, Mr. and Mrs. Leo Swanton, the Harvy Conger family, Mr. and Mrs. I. Dickey, Mr. and Mrs. C. H. Cartmell, the Thos. Milligan family, the Harold Wrenn family, Mr. and Mrs. Norman Anderson, and Mr. and Mrs. Martin Tannaday.

Charles Paschen and son Clarence are spending some time on their farm at Wessington Springs, South Dakota.

Phil Richardson of St. Mary’s, Idaho, a former roadmaster at Trail City, has been transferred back there and Leo Blanchard will be roadmaster at Stranton.
Mrs. Lela Reed of Faith, South Dakota, has been the home of her sisters, Mrs. R. L. Knott and Mrs. H. L. Benz.

The Lon Green family, Mr. W. E. McCafferty, and Miss Marie Blake took in the Fair at Appleton.

Mrs. Ivan Kern of Harlontown, Montana, spent a few days here with old friends.

Mrs. A. F. Manley and daughters, Helen and Marie, spent the summer at Portland and other points on the west coast.

Mrs. Mildred Richardson spent Sunday at Lennon with "Red."

Splinters from the Wooden Shoe Browning

NEWS this month is going to be scarce. Guess the weather has been too hot for anyone to send in a little gossip.

Mr. T. W. Proctor, assistant traffic manager, E. A. Lalk, assistant general freight agent, spent three days on the Division calling on all of the Industries and found a rather optimistic outlook in the ore territory which developed a feeling of confidence that the business outlook was comparatively good.

Mr. W. J. Hotchkiss, which was a farewell party for the two men who have been transferred from the Superior Division. The Milwaukee Road Women's Club sponsored the little basket party that was given at Bay View Beach for Mr. and Mrs. H. A. Grothe and Mr. and Mrs. W. W. Hotchkiss, which was a farewell party for the two men who have been transferred from the Superior Division. The Milwaukee Road Women's Club sponsored the little basket lunch party and in the evening dancing was enjoyed by those present. Both Mr. and Mrs. Grothe and Mr. and Mrs. Hotchkiss were presented with a little token of friendship.

Mr. J. H. Zieg, trainmaster, came to the Superior Division the latter part of 1928 and since that time has made a good many friends on the Division. On August 1, he was transferred to the Illinois Division and Mrs. A. W. Hervin from Chicago Terminal is taking Mr. Hotchkiss' place at Green Bay.

Everybody is enthusiastic about the passenger business that we are enjoying on the Superior Division, particularly No. 9, the New Copper Country Limited, which train now carries nine cars regularly, including dining, parlor and sleeping cars as compared with three cars a year ago and train is crowded every night.

Mr. Sol Farley was a caller in the office the other day and spent a few days checking time.

Mr. A. S. Abarbaricke, safety inspector, gave a very interesting Safety First talk at the Lions Club, Plymouth, on July 23, which was well received and the people of Plymouth expressed their appreciation most heartily because of the timely talk that was given.

The passenger station platform at Green Bay has been extended 100 feet and is well illuminated in order to take care of the long trains on Nos. 2, 3 and 9.

Jos. Berenden of the Store Department has taken a leave of absence and is now working for the National Biscuit Company.

Eddie Allard and Cecil McAbee have the golf bug. They are starting out in a small way with the miniature courses, but before long will be out to the Country Club and we suppose will play in the tournament in September.

We understand the heating plant at Channing will be constructed shortly and we know that it is going to be a matter of great satisfaction to the force in the Channing Dispatcher, Roadmaster and Agent's Offices to know that they don't have to keep their desks next to the stove next winter in order to keep from freezing.

Martin Cavenberg and Joe Berenden represented the Milwaukee Road in the Horse Shoe Pitching League of the Green Bay Industrial Athletic Association and understood tried some very clever horse shoe pitching, carrying off the honors for the League. Francis Meyer of the Engineering Department had a narrow escape from being stung by hornets. He missed the hornets, but in doing the running act, stumbled and ran a stick through his hand. He is now wondering which would have been the worse, the sting by the hornets or the sore hand.

The one season which started off very slowly during this year has recovered, and during the month of July it is practically the same as handled during July, 1929, which was a banner year. Indications for August point that the tonnage will compare favorably with the same month a year ago.

We understand that Train Dispatcher Bob Held made two trips to Canada during his two weeks' vacation, and then walked through the Delta of Wisconsin. He surely ought to be well ready to start back to work after such a wonderful vacation.

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

Nora B. Decco

Well, since I am not spending eight hours of my twenty-four on the railroad right-of-way I suppose there are some things that have gotten by me the last few weeks, but I'll find them out and tell about them in some other number—never fear—nothing can be hidden from a real good correspondent, ahem. And later on, here and there, first one and then another will say—"Why we thought you knew that, or we would have told you about it." Just the same, no notes, no news.

Last month there was a young lady named Mildred Mahan from Des Moines who came our way after a trip through Yellowstone and one thing I could not help but notice, there were so busy watching Mildred they could hardly take signals from the rear end, or at least that is what I heard. Considering what Mildred looked like, I don't blame them a bit either. Are they all that pretty back there, we wonder.

We regret to write of the very sudden death of heart trouble of Mr. Max Obst in Butte, July 19th. Mr. Obst was well known on this division, coming here from the Northern Montana, from Lewistown as chief clerk for Mr. E. F. Rummler, and later as chief clerk for Mr. D. E. Roseler, in which position he was at the time of his death. He leaves his wife and children, and we know he left them a son to go on and a daughter to go on and do the running act, tumble and race through the years, and we know that she will do it better than before.

Mr. S. R. Spence and two children are visiting at the Earl Wilson home and will stay next to the stove next winter in order to keep from freezing.
several weeks. The lady is Mrs. Wilson's sister and is not a stranger here, having spent many summers in our city. She comes here from Dodge City, Kansas. 

Mrs. R. G. Griffith has as her guest a cousin from Manhattan, Kansas, Mrs. Morris, who will probably remain most of the summer.

Miss Lucy Barnes, daughter of Engineer and Mrs. Barnes of this place, who has been nursing in Cleveland the past year, has arrived (for a few weeks' vacation at her home in this city. While here the family expect to spend most of the time camping and in the park. Antrim Barnes is also home for his vacation from Purdue University.

Mr. and Mrs. Arthur Fairhurst of Chicago, are visiting at the home of T. A. Fairhurst here, and while out this way expect to take a trip through Yellowstone. Mrs. Vanwegen from Seattle is here with them for a short visit.

Due to changing around a bit on the two divisions our Trainmaster A. C. Kohlhase has been moved to Deer Lodge, where the family will make their home from now on. We regret to lose this popular family and can only say that Deer Lodge is just that much ahead.

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However, we hope we will not forget how A. C. K. looks as we hope to see him around this end of the East subdivision now and then, and if he has anything to say to us we hope he will call and tell us and not bother to write about it.

Dr. Steel, father of Conductor Steel, has been quite ill at the local hospital, but he is very much better at this writing and we all hope for his quick recovery.

Bud Torgrimson, son of Fireman Torgrimson of this place, was very badly injured while riding with another boy in Butte the morning of August 5th. Both boys were on a motorcycle and were struck by an automobile, and Bud had several bones broken. He was resting easily when Mr. and Mrs. Torgrimson returned home a few days later and will be brought to Three Forks as soon as he can be moved from the hospital in Butte.

Mrs. Iva Bergquest and Adolph Gorsky were united in marriage here August 2nd, at the home of the bride. Mrs. Gorsky has lived in Three Forks for a number of years and Mr. Gorsky has been lineman for the Milwaukee for the past year at this place. The Rocky Mountain Division extends best wishes for a long and happy life to this couple.

Mrs. Henry Richards of Miles City is visiting at the home of Matt Voss. Mrs. Richards is a daughter of Mrs. Voss. She is accompanied by her two daughters.

Mr. and Mrs. H. O. Switzer of Fort Wayne, Ind., are the guests of Mr. and Mrs. A. E. Workman.

Fireman Sam Haefner and wife have gone to Butte for the winter. Mr. Haefner will work on one of the Butte helpers.

Conductor Fugreba and family are camping at Potols for a week. This is the life, nothing to do but sleep and eat and wonder what the boys are up to when they are out of sight.

**Illinois Division**

M. J. S.

DEEPEST sympathy is extended to Engineer John McFadden and wife account the sudden death of their eight-year-old daughter the latter part of July.

DEEPEST sympathy is extended to Baggage-man A. O. Simpson and wife, in the double grief they have been called upon to bear account the death of two step-daughters in the lapse of two weeks. Mrs. Geo. Zimmerman, twenty-six years of age, passed away at Dubuque, Iowa, July 10. Mrs. Naomi Grigg White, twenty-three years of age, passed away August 3, at Los Angeles, California, due to heart failure. Burial was made at Dubuque, Iowa, August 10. It was necessary for Baggage-man Simpson to return to Tucson immediately to account the illness of Mrs. Simpson, who was not able to accompany the remains of her daughter from Tucson to Dubuque.

Engineer Wade Williams, wife, and daughter Helen, are enjoying an extended visit through the West for their vacation, and at Yellowstone National Park.

**Illinois Division** Engineer James Bailey and wife returned to Elgin, July 22, after a three months' trip abroad. They toured in France, Italy, Bavaria, Austria, Germany (attended the Passion Play), Switzerland, Belgium, Holland, England, Scotland, Ireland and Wales.

Mr. Bailey was born in Lancashire, England, and when one year old his parents emigrated to America. He came to Butte in 1903. Mr. Bailey and the house he was born in and found 1616 cut in the cap stone over the door. All buildings and fences that locality are made of stone.

The principal cities and places of particular interest in the various countries are too numerous to mention. They went with an American Express Company agent and the party had a courier from Havre, France, to Glasgow, Scotland, which relieved the tourists of all care such as transportation, hotels, sightseeing and languages.

Mr. Bailey suggests that anyone wishing a tour abroad to go as soon as possible after May 1, so as to be ahead of warm weather and to get better service before the usual tourist season.

**Tri-City Terminals' News**

C. F. Wylie, Nahant Correspondent

Another eligible has joined the ranks of the benefactors at Nahant. Chris Jagger certainly can keep a secret, for he was married over a month before he spread the glad tidings.

Bill Sass, veteran boater, is still on his vacation. Never mind, Bill, it will soon be cool enough to return to work.

Business on the Kansas City Division into Nahant is increasing again, owing to the movement of wheat which averages two or three trains per day.

The extended drought has caused Old Man River to be at lower stage than it has been for a good many years at Davenport, but even at that the fishing is good as Carl Ferris, blacksmith, went fishing last Sunday and returned with a fine catch.

Miss Anna McDermott, roundhouse clerk, spent her vacation in the West, stopping at the Grand Canyon, Los Angeles, San Francisco and Salt Lake City, and reports a wonderful time.

The evening of August 1 saw quite an interesting and comical indoor baseball game staged between teams supposed to represent the Roundhouse and Car Department. The game finally ended with a score of 21 to 14 in favor of the roundhouse men. John Levens umpired behind the plate and we must hand it to old John, for he handled everything in nice shape and everyone is now convinced that John is an old timer at the game. This fact was brought out more convincingly by the snappy game George Levens played at second base for the roundhouse. Bill Gipper umpired the bases and he was not so hot. Bill seemed to enjoy called them safe or out to satisfy himself. Bill, as an umpire, is a good fire builder. Chas. Van Allen played the game with his usual line of chatter. If Van could only learn to throw the ball with his mouth—what a player he would be! Jim Lord played a good game and ran around the bases like some youngster just out of school, but was part of a spring chicken offered by Ray Roelfeld for the first home run on his side was taken by Chet Wylie, who cracked out a homer early in the game. Eddie Dittmer gave the spectators a thrill when he made a pretty catch—Eddie fell catching the ball and it seemed an awful long time before all of Eddie was on the ground. The Roundhouse Pitcher Hugh Zimmerman lasted the entire game, but the Car Department used Ferris, Shoouty and some more before the game ended. Everyone had a good time. Quite a number of the employees brought their families along and enjoyed their evening meal on the island.
Coast Division

"Kirk"

The Clerks' picnic at Redondo Beach on July 20 was a huge success from every standpoint. Provision had been made for 80 tables, but 136 were needed to accommodate the crowd which consumed 105 gallons of ice cream. Forty pounds of coffee were used to make the Java and then they tipped it off with 100 gallons of pink lemonade. The boat from Tacoma to the beach was well patronized, and many of the clerks came in their own boats. All manner of sports were indulged in from 1:30 to 5 p.m., and the prizes were too numerous to mention.

Our chief dispatcher has obtained that degree of popularity and prominence where even the newspapers take notice of his doings, some of them at least. August 9 was Sam's birthday and due celebration of the fact was taken by the News-Tribune in its birthday column, giving him quite a write-up.

Eddie Herzog, clerk to Mr. T. J. Hamilton, is the proud father of a seven-pound baby girl. Eddie celebrated the event by acquiring a sedan in place of the coupe, so that he now has lots of room. A boy and a girl make a fine family, but need lots of room to grow. Mrs. Herzog is quite a fishwoman, and will soon have the children out to the Point, teaching them the fine points of trolling for salmon.

Mr. J. W. Corbett, wife of Dispatcher Corbett, has been in the hospital for an operation. He tells us that he understands was a great success and that she is now doing nicely.

Superintendent Devin has been in the hospital for several days with a touch of pneumonia, but is now at home, and we trust will soon be strong enough to be up and around again.

Daisy Webb left on July 17 for California, more particularly Los Angeles, to visit with Margaret Olson, formerly of the Superintendent's office, Tacoma. Daisy reports a fine time and looks it. Might say for the benefit of those who know Margaret, that she still intends to marry the sheriff.

Section Foreman Chris Atkinson passed away July 10 after suffering for some time with asthma. Mr. Atkinson had been a foreman for about eighteen years and had made a fine record in the department. His genial disposition made him a host of friends, and he will be greatly missed.

Mike O'Connor took his vacation recently by going up to the Mountain for a few days, and while there, was right on the job soliciting business for the road since my last visit. The following have been instrumental in selling service.

Mr. E. L. Cleveland was in the office last part of the month, and will soon take charge of the Bellingham Division as assistant superintendent.

Mrs. McMahoon and "Bobbie" took a trip to Deer Lodge on the 22nd, and left Mac to shift for himself. Don't believe it hurt him much though as he did not miss any meals that I heard of.

The following have been instrumental in securing business for the road since my last publication:

Leo F. Kord, Geo. A. Loomis, Miss Laura Babcock, Ed. R. Peck, W. J. McMahoon, Earl Woody, Walter Howard, Jas. Orchard, Frank Shook, J. M. Gillin, besides others who are earning a good wad for the railroad, but never telling anyone about it, and sometimes we don't find it out.

Walter Evans, substation operator, Kittitas, has been in the office several times in the past few weeks, the last time to ship his family and household effects to Kittitas, where he is firmly entrenched, and likes it. I'm going over some week-end and help him shoot jack rabbits or whatever else he has locked up.

The warm weather has just reached us and everybody is enjoying the swimming and fishing just as much as possible.

B. & E. Foreman W. E. Palmer died in St. Joseph's hospital on July 28. "Bud" had been discharged from the hospital once and we all thought he would soon be at work, but had to return for further treatment, and lacked the necessary strength to recover. He had worked with the Road since construction days, and left a host of friends. The remains were taken to Christiansburg, Virginia, where interment was made at his old home.

Ernest Bublitz, pump repairman, Coast Division, passed away at Tacoma, July 25, from a heart attack. Mr. Bublitz was another "old timer" on the Coast, having worked since construction days, finally locating on the Coast where he had been continuously employed since. In addition to being an excellent mechanic his genial disposition made him a host of friends who will mourn his loss.

Section Foreman B. G. Saulter, of Doty, died on July 31, after a very short illness. Mr. Saulter had been section foreman on the Idaho and Coast Divisions for the past fifteen years and had an absolutely clear personal record—something indeed to be proud of. He leaves a widow, daughter, and a son, the latter employed as signal maintainer at Piedmont.

Chicago Terminals

Guy E. Sampson

Another month has rolled around, and most of the employees have already enjoyed their vacation. All are now getting settled down for a big fall business which we expect to handle.

Mrs. G. E. Sampson and two children spent a month in Wisconsin where the mother recuperated somewhat from her sad loss of their son, Gerald. Time and a change in surroundings alone could even partially heal the wound left by the sad accident. Mr. Sampson who has been trying to enjoy another attack of inflammatory rheumatism took a two weeks' vacation and went to the old home and returned with the family. He is again able to resume duty and is working in place of third trick Director Frank Reed, who is taking his vacation.

Switchman N. P. Kosloski took a few days off duty this month and hastened to Wausau, Wisconsin, and other dandy fishing grounds in that vicinity, in search of "muskies", "bass" or any other one of the finny tribe who cared to meddle with the enticing bait he threw into the lake attached to a sure catch hook. At time of mailing these items, he has not returned, but we are sure he will return with some big fish—stories at least.

Eugene Lewin and family enjoyed a few days down state, where they attended a family reunion the first part of the month. A few days' rest does a fellow a lot of good, Gene says.

And two more switchmen and their families got the fishing craze and tied away by auto to the Dells of The Wisconsin at Kilbourn City,
success in their new northern home, where work and pleasure both abound for those who enjoy it.

Trainmaster A. W. Hervin, who has been transferred to the Superior Division in a like capacity, moved his family and household goods to their new location the middle of the month during their stay in the Chicago Terminals and their residence at Bensenville, where they made their home. The Hervins have made a host of friends with whom they every success in their new northern home, where work and pleasure both abound for those who enjoy it.

Our absence from the Terminal so much this month has caused our column to shrink a little in length, but we will try and keep better informed as much as possible in planning their intended rail trips by friends, boasting our splendid railroad facilities to them, and suggesting they use all of our line or as much of our line as possible in the future. And again let us say that any item of interest for The Magazine, mailed to us before the 13th of the month will be greatly appreciated.

Chicago Terminal Car Department
H. H.

Back home again after a most wonderful trip along the Pacific Coast, Mrs. H. H. Hewing, formerly Miss Tishabell Andress of DMCB, Mr. Snell's office, and Mr. H. H. Hewing, car foreman at Bensonville, who were united in marriage at Chicago, on June 28, 1930, with pretty church ceremonies, want to take this opportunity of expressing their most sincere appreciation to their very many good friends in the Chicago Terminals for the beautiful wedding gifts given them by the Supervisors and office forces of the Terminal; and from the employees of the Bensonville Repair Track and train yard. These gifts, expressing friendship and good will, are their most prized possessions. Among the many attending the ceremony were: DMCB, F. J. Swanson and wife of the Northern District, Mr. H. H. Snell and wife of the Southern District, General Car Foreman L. B. Fatimsky and wife of the Chicago Terminals, and many others of the railroad field, made this young couple happy with their attendance.

The writer has been interesting himself on the splendid co-operation and solicitation working given by the freight and passenger departments in securing additional business via our line by employees on divisions on our railroad. These tips which secure added revenue are greatly appreciated by the management, and there is no reason why the Car Department employees in these large Chicago Terminals cannot do just as well if not better than their brother divisions. Each and everyone of us should interest himself in our fine railroad and what it has to offer in the line of equipment, freight and passenger service, and broadcast this information to everyone in our community and city, keeping informed as much as possible on intended rail trips by friends, boasting our splendid railroad facilities to them, and suggesting the use of all our line or as much of our line as possible in planning their intended trip. The same goes for freight business, whether carload or less than carload lots. Get familiar with the factories and industries located on tracks or near your community, inquire if possible in a neighborly manner of which railroad they ship and receive their products. And if The Milwaukee Road is not in on the business on hauls where it can be, boost your railroad and its fine modern equipment and facilities; and if you can get any tips whatever where our railroad may get business, even though you cannot convince industry yourself, please, by all means, quietly pass these tips on to your foreman or drop a line direct to General Car Foreman Fatimsky, at Western Avenue, who will see to it that our Freight and Passenger Agents and solicitors get after the parties quickly. The employee who furnishes these tips and he only, will be given the credit and commendations if business is secured. Come on, let's see what we can do in furnishing freight and passenger business tips to our Foremen or direct to General Car Foreman. Don't forget to boost our direct routes to Omaha, Kansas City, Sioux City, Milwaukee, Twin Cities, Duluth and all points on the Pacific Coast, as well as all Eastern Connections which we make with our C. T. H. & S. E. Division. On any Yellowstone Park trips which your friends intend to make, they should be thoroughly informed of our wonderful service to the park via Gallatin Gateway, "Let's All Be Boosters". We need business and we will get it, and what we get and have must be securely held by our good will and 100 per cent efficient handling.

Car Inspector C. F. Friend of Bensonville, has been observed spending his drag days fishing in the Fox River near Elgin. Charles states he has been having luck catching silver bass.

Interchange Inspector Steve Tisnai of Bensenville is still basking it at this writing, Mrs. Tisnai not yet having returned from her trip to Europe.

At this writing, ACF Wm. Bennett of Bensenville and Mannheim, is on his well-earned vacation. Bill informs us he is going to motor his family to Sioux City (Home Town). We would like Bill to tell us why he is taking Inspector Buck Sawyer along. We do know that Buck is single, and, well, you know, Bill may know somebody down in Sioux City.

We are happy to announce that Air Brake Foreman H. Brandt of Chicago Terminals, was married August 2, wedding taking place at his folks' home in Bartlett, III. Best wishes and congratulations from his many friends in the Chicago Terminals. Thanks for the cigars, Harvey, you and the wife must come over.

Safety Section

Keep the Safety Guards in Place AND RE­DUCE ACCIDENTS. Operating a railroad shop is a big job, but operating it safely is a bigger one. In order to effect a no-accident record, the full and earnest co-operation of every worker is essential to accomplish this end, each and every employee must be constantly safety conscious. Our railroad no longer is a place for a careless worker. Accidents which cause suffering and misery of the victims and their dependents can not be measured in dollars and cents. Let each and everyone of us in the Car Department keep safety and safe practices continually in mind, and instead of merely reducing accidents, let us abolish them. It is easy if each and everyone of us co-operates.

The sympathy of the entire Chicago Terminals Car Department is extended to the family of Machinist Aubrey Dalton, who was fatally injured at the Galewood Wheel Shop at Harvey, Wednesday, July 30, 1930. Please, fellows, remember, in this case, the misery of the dependents cannot be measured in dollars and cents.

Get your Red Book of Safety Rules and get more acquainted with its contents and follow instructions outlined fully. Review the Safety Instructions put out by your Supervisors, report unsafe practices whenever you see them to your Supervisor; attend at least one Safety First Meeting on your own time every three months at least. In other words, if you are not in the Safety Line-up, get in and get in quick.

River Division News
M. M.

With vacation plans mostly over and the drought still continuing, everyone is striving to get in touch with the weather man, and get an explanation of all this weather. It really has been too beautiful, and a little rain would be greatly appreciated.

Mr. Fred Brunner, first trick dispatcher of Minneapolis, and son, visited Wabasha and
called on old friends at Roads. Mr. Brunner makes his annual visit to his old home town and glad that he hasn't forgotten it.

General Store-keeper, Mr. J. T. Kelly, Milwaukee, returned to Milwaukue, making an inspection of various stations.

Mr. Fred Goertz, agent at Thelma, is back from a month's vacation and has resumed work.

Engineer Jerry McGrew is very pleased with the new change on the Wabasha Division train. In fact, the trainmen and engineers, are very much pleased with the change, and this gives them the opportunity to be at home every night.

Lineman Mr. E. Bentor of Hastings, has been taking a vacation, and has returned by Mr. R. Shover, of Perry, Iowa.

All the material for the electrifying of the Roundhouse has arrived and work will soon commence.

The Northern States Power Company has completed its work of putting up the necessary lines for the power in the Roundhouse at Wabasha.

Mr. J. R. Peterson, manager for the oiling of highways, recently had the occasion of having oil heated at Wabasha before it was used on the highway. Mr. Peterson handles the oil for use on the highways in the North-west, and has dealings with different railroads, but he advised that he received better and more courteous service on the Milwaukee Road than any other road he has had dealings with. He stated the men acted as though they were glad to have his patronage. This sounds good for the Milwaukee Road, but they always receive prompt and courteous service on the Milwaukee.

Chief Lineman Mr. C. A. Sanberg and family of Milwaukee, stopped over night at Wabasha on their trip.

Mr. John Ostrem, chief carpenter, has been inspecting bridges on C V, Wabasha and River Division, accompanied by Division Engineer Mr. E. W. Bolmgren.

Mr. C. Beherm, car foreman at Wabasha, has been away on a two weeks' vacation and has recently returned. He joined his wife and daughter at Wells, who had preceded him on his trip.

Evidently the drought has not seriously affected this part of the country as the cabbage crop is reported good, and they have started loading at various stations on River Division.

After many futile attempts to supervise the dynamiting along the Lake so that weather conditions would be disturbed and cause rain, Mr. W. W. Daniels has given up, and has decided to make a trip to Washington, and look up the weather proposition. Hope you meet with results, Dinny.

Madison Division Notes

W. E. F.

August 15, News Items, News Items, and News Items. Try to concentrate, everyone saying it's impossible—so I might as well quit. All I can think of are vacations, the circus, specially the "BIG LIPPED" people, and that's what they are. Oh, yes, someone saying they would like to try a 'Soul Kiss' with them, wasn't that you, Irv. Buehler.

And ... Sheldon Jones thinking "If I should die tonight and changing his pension to his wife's name," And he's been married months and months.

And ... Anne stepping out in socks and a new Ford during the hot weather—but then Anne looks like a babe in arms. We all thought she would look cunning in a new Auburn, but I guess she likes Henry the best.

And ... Tarp the 'sleuth' solving a great mystery. Our office shears, missing for years are reposing in the Division Engineer's office.

Now Tarp to recover them (the shears) not the guilty party.

And ... Frank Lamanski had a tooth pulled. Oh, was he ever hot and bothered. He appeared at the office a few days after saying he had a new tooth in place of the one pulled. Yeah, hope it's a wisdom tooth, Frank.

And ... somebody said Car Foreman John Potts was at the circus carrying his hammer looking for monkeys, elephants or hot boxes.

And ... C. H. Agner and family are spending their vacation in the east visiting Washington, D. C., New York, and other points of interest.

And ... Frank Shipley, our old-time agent, caught a 4-1/2 pound trout in the creek at Cross Plains. He had all the family out to Sunday dinner.

And ... I missed the notes from Janesville, but suppose everyone is busy with the new Freight House. It is one grand building. You will read all about it in this issue of The Magazine.

S. M. West
F. W. L.

On August 1, occurred the death of Mrs. C. J. Cawley, wife of Agent Mr. C. J. Cawley, Pipestone, Minn. Deepest sympathy is extended to Mr. Cawley, and daughter Margaret.

Since the dispatchers at Madison have had their vacation, Relief Dispatcher O. D. Theophilus, is back at the old stamping grounds as first trick operator at Jackson.

L. M. Olson relieved Agent Hubbard, at Napoleon, for few days first part of August, while R. W. Schulte relieved Agent Whalan, Fulda, Minn., for two weeks.

Grain loading is now in full swing in this territory, the grain being of excellent quality and also of good average. Some report an average of barley running from 40 to 58 bushels an acre, oats all the way from 40 to 70

We recently started on the construction of 700 new refrigerator cars, all of which will be in service by fall.

These, added to the large number already in service, assure patrons of C. M. St. P. & P. Railway an adequate supply of modern type refrigerator cars.

Union Refrigerator Transit Company

MILWAUKEE, WISCONSIN
Start a Bank Account

These Banks are Recommended to Milwaukee Railroad Employees.

You will find willing and able counsel among their officers. Take your problems to them and let them help you.

Save

More than 77 years of helpful service...

The First National Bank
Of Saint Paul

A Clearing House Bank

Fullerton State Bank
1423-27 Fullerton Avenue
Chicago
(One Block West of Southport Avenue)

You Can Safely Put Your Trust in the

Spokane and Eastern Trust Company
Founded 1890
Affiliated with Northwest Bancorporation
Spokane, Washington

You Can Afford the luxuries others have if you save for them in advance

Find out the cash price of the thing you’d like to have—a new radio, perhaps. Then open a special savings account and accumulate the necessary cash by regular weekly deposits. This is a practical way to finance important purchases without burdening your income at any one time. And you’ll find that there is a lot of pleasure in being able to afford the things that make life more interesting.

First Wisconsin National Bank
Milwaukee
Unit of Wisconsin Bankshares Group

The First National Bank
In miles City
Miles City, Montana
Capital, Surplus and Undivided Profits — $300,000.00
G. M. Miles, Chairman
H. H. Bright, President
T. O. Yoshimura, Vice-President
I. C. Laughlin, Cashier
W. C. Henderson, Asst. Cashier
A. A. Schmidt, Asst. Cashier

He always practiced Safety.
A duty he’d never shirk;
One of our “youngest” engineers,
Trust he’ll hurry back to work!

First National Bank
of Everett, Washington
on the Chicago, Milwaukee, St. Paul and Pacific Railroad, on Puget Sound, has resources of $12,000,000.00. Pays liberal interest on deposits. Established Since 1892

Did ya ever hear Engineer Mike Mulgrew eulogize his car? Here’s his line:
Now there’s MY car—
Best boat to be had:
Drive it out on any road—
Good, indifferent or bad.
Runs a week on a pint of gas;
Hasn’t had a puncture yet.
Have driven her “steen” thousand miles—;
Yup! You better bet.
Gotts a headache? Need a pill?
Can fix you up—we surely will!
Would recommend a “Doc” for sure;
Who has for everything a cure;
Dandruff? Skeets? Or jigger bites—
Say that boy simply delights
In taking from his right-hand drawer
The contents of a real drug store.

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One hundred twenty-two banks, trust companies and security companies located throughout the middlewest and northwest, are affiliated with the Northwest Bancorporation.

This great banking group serves the same territory as the Milwaukee Road... Look for the emblem of the covered wagon.

Northwest Bancorporation
Minneapolis
Resources Over $483,000,000

Dubuque Shops “Jingles”

Oxie

Sorry to learn that August Wienecke, locomotive engineer on the Dubuque Division for the past 26 years, is seriously ill at his home in Dubuque. You know—
It doesn’t seem quite natural
To watch the yard engine go by,
And not see “Gus” up in the cab
(Say—maybe he wasn’t spry!)

Page Forty-four
ment; ask for Mister Frick.)

But friend Hubert says she's a daisy—
That his Mrs. is right up to snuff;
While it's true she browns things thoroughly—
They are always done enough!

We know a real fisherman—
His name is Chas. Foster. (If you haven't met him,
We'll say that you oughter.)
For all it's surprising
To see where he'll choose—
From last summer's bet
To a hair of old shoes.
He drifts in nice fishes.
For his task is to lengthen our days.

He drags in nice fishes.
For bait it's

Is a mystery. by heck!

Our little bride—Georgina
Girls, it's a pretty red, though, isn't it?

As long as your neck—
He made and by learning of the accident to our Miss. J. E. Bjorkholm, assistant superintendent motive power. Would have him to know:
We are boosting for you, J. E. B.,
And we hope it'll only be
A very little while,
When your sunny smile
On this railroad once again, we see.

OLD MAN SAFETY
In our zealous desire to do our work well,
Let us remember always,
That Old Man Safety is our best friend;
To forget him is dangerous, you see—
So let us be up on our toes all the while,
And thus show him our loyalty.

Red Hot Coals from the Racin and Southwestern Divisions
L. J. L.
A LARGE Safety Meeting was held in Beloit, Monday, August 11. There were about eighty employees present. Meeting was opened by Superintendent N. P. Thuer, who gave a nice talk on working and practicing safety at all times. District Safety Supervisor J. L. Bauer, gave a report on the standing of the different divisions, and their records in the safety campaign. Some very nice showings have been made in the past year, and the Southwestern Division is doing its part in the up-lifting of Safety.

"Bob" Smith secured two tickets, Beloit to Columbus, Ohio, via our line to Chicago. Brakeman Floyd McKee, one round trip ticket from Beloit to Belleville, Ontario, via our line to Chicago. This work is certainly appreciated by the Traffic Department, and the employees shown above are to be commended for their interest in boosting the revenue of the company. Any employee who knows of some one taking a trip, and will not put in a good word for his company, or I should say railroad, is doing not only himself an injustice, but depriving his employer of a chance to build up his service. MORE BUSINESS MEANS MORE REVENUE—MORE REVENUE MEANS MORE SERVICE AND MORE SERVICE MEANS MORE EMPLOYMENT—AND MORE EMPLOYMENT MEANS MORE Prosperity. LET'S ALL DO OUR BIT.

On the job there is no substitute for steady light—plenty of it and where you want it. For work under ground, for night construction, loading railroads, etc., or work on dark Winter afternoons, this "portable day-light" is always at your command to increase the speed and efficiency of the job. A reflector of new design spreads a full beam of about 8,000 candle power right where you need it. It is always ready for instant use and will run either intermittently or continuously.

If Every Dollar Counts

If you have a use for every dollar you earn—
If food, rent and clothing use up most of your wages—
You should insure your working time by buying an Accident Policy in The Travelers. One of our policies will provide a substitute for your pay check if you are hurt in an accident. Send for details.

The Travelers Insurance Company
Hartford -- Connecticut

When and Where You Need It

The Handy Light is of the safe and economical carbide-to-water type. The feed plunger automatically drops the carbide into the water only when the light is in use and shuts the carbide off instantly when the light is turned out.

Greater Candle Power

Stronger and better diffused light—Sturdy Construction.

Burns eight hours on eight ounces of Carbide with only one filling of water.

Especially adaptable for Car Inspection, Maintenance of Way and Signal Department. Supplied with spring bracket for vehicle if specified.

WRITE TODAY FOR FREE BOOKLET AND SPECIAL PRICE. USE COUPON BELOW.

MAIL THIS COUPON TODAY

National Carbide Sales Corporation,
Lincoln Building, New York. Gunny Grants Centre

Gentlemen: Please send me complete information about your lights shown above.

I am a ........................................ on the (Occupation)
........................................................................ of The Milwaukee (Division)

Name ...........................................................
Address ...........................................................

Page Forty-five
Robert Morgan, son of Engineer Nathan Morgan, does not think very much of these so-called Rumble Seats. He recently took a ride from Beloit to Burlington, and stated afterward, that he would never have undertaken the trip, if he knew he had to sit on a wooden box all the way.

Several employees in and around Beloit have taken up the new golfing lid, Tom Thumb and Peter Pan. We have some who turn in very low scoring. Mr. J. Clonl has received several free trips around the course for his ability to make the Hole in one score. anyway he "makes the proprietor believe it. Morrissey and Lightfield also do their bit.

J. Clonl, chief clerk at the Master Mechanic's office, is all set for the World's Series. I have a little friendly tip, don't bet with him, as he has an uncanny way of picking the winning teams. I found this out last year, and am still cutting down on expenses trying to pay for the family expenses.

Clarine Halselme, bill clerk at the Beloit Freight Office, is spending a week's vacation in the East.

If any employees have pictures they would like published in the paper, send them to the ticket agent at Beloit, and proper care will be taken of them.

Mr. Boettcher of Milwaukee has taken the position of district agent at Beloit, by Mr. C. Holland, who has taken a similar position at Milwaukee.

Under Mr. Hamilton has made a report of some mystery that has happened. Can anyone offer an explanation?

Carmen Marnie Spurgeon and wife are spending a few weeks' vacation in and around Shawano Lake and Shawano, Wis.

Assistant Accountant, Felix Raut, Superintendent, district Beloit, is away on a two weeks motor tour. Our humorous Baggage agent and Porter, August Zick, almost had himself involved in a scandal recently. We heard him in the waiting room, saying, "O Dear, O Dear!" and when we investigated we found he was talking to himself. L. H. Carter says this is the symptom of insanity, but Gus claims it was the best.

Trainmaster Woodward has been quite busy during this warm weather, taking care of the special trains, and what not.

Passenger Conductor "Jack" Casev, captain of the baggage train south West Limited, stopped in today while motoring through from Rockford to Milwaukee, to extend his regards, and give us the privilege of examining his new 8-cylinder Buick sedan. It is surely a wonderful car, and nothing has been left undone in the making of the machine in a class by itself. Here we may have the honor of riding with you, Jack, in the near future. Mrs. Casev and Mrs. Martin Casev of Delavan were passengers in the initial trip of the new Buick.

Conductor A. Hermes is spending a few days at Hampton, Ill.

News is rather scarce this month as the weather has been too warm for anything unusual to come up. We think, at least, that next month we can make up for shortage that occurs at this time.

Mino Florence Buck, Superintendent's office, Beloit, took a trip to Stevens' Point during the first part of July.

We received no news from Rockford this month, so we hope the manager is on a vacation. Does anyone know where he is?

F. J. Fairchild, former baggageman, dropped in today, to invite us to his golden wedding anniversary. Mr. and Mrs. Fairchild united in marriage on August 30, 1880. They are both enjoying the best of health and are very active. We trust they may enjoy many more years of happiness.

La Crosse Division Items

"A Pair of Devils with the Ladies" starring Kelly and Ogden.

Brakeman John Grotke and Mrs. Grotke announce the birth of a daughter, Beverly Ann.

Dewey Hiler, with a brand new marble, etc., was all dressed up for the festive occasion. Oh, his wedding, of course. But to know a thing about it except that the new Mrs. Hiler is a charming young lady from Tomah.

Some of the old timers will not have to stretch their patience too long to remember way back when Bill Colgan took a correspondence school course in auto mechanics and made an attempt to overhaul Eve's "Sensible Six." No trouble at all for him to get it taken apart, but after it had been reassembled, there were enough surplus parts for a couple, or maybe three engines. Had he been a little more worthy of mention, but the good old six began to move about. Bill deemed it best to trade her in, but as everyone in the vicinity had "heard" Bill trying to move around here and there, he decided to take it to Bangor. When approaching that metropolis the natives began to wonder who was bringing in a threshing machine for repairs at that time of the year. Moral: People who live in glass houses should never take a bath in the day time.

Brakeman Paul Brandenburg is in line for special commendation. While riding a motor car to catch No. 58 at Tomah he discovered a broken arch bar on No. 263 about a half mile east of Tunnel City and signalled the crew to stop. The car was set out, but had he not taken this action there would probably have been an accident. We are very sorry to hear of the death of Engineer Ed. Heurathy at Milwaukee. He will be missed by his many friends and fellow workers.

Sherlock Holmes? No. Just Johnny Wind shadowing Pat Muldoon to find out how it's done. (Maybe he offers suggestions).

Switchman Ed Kessler and P. K. Mahoney played an elimination contest of golf on the Winnieke course at La Crosse, which turned out rather bad for P. K. Due to the sticky weather, Ed's club slipped and struck P. K. in the left arm, leaving him out of the running, but Paul claims that is the only way Ed could beat him. The bone was fractured in three places so Paul won't be out for a while (that is on the golf course). Ed claims his chances are splendid for winning.

Paul bright, assistant yardmaster at La Crosse, has returned from his vacation spent at Brice's Prairie and reports the crops are in good condition there.

Switchman Otto Riesow has started on a sixty day tour to the coast with his car, which should be a most interesting trip.

The Mississippi river is the lowest in the history of the U. S. Weather Bureau and La Crosse switchmen have not been slow to take advantage of it, for the fishing is wonderful.

Conductor H. B. Martin, while working in his garden last spring, discovered a swarm of bees in a plum tree. He captured them in a tin pail (which is considered a clever piece of work for an amateur). With the instructions he received from Conductor Van Waterman, who has had many years experience in handling bees, H. B. figures he should have more than a half ton of honey—that is, if the dawgones don't fly away.

Switchman Scoop Shamway has returned to work after spending two weeks' vacation at his summer cottage "Idile Hours" located on French Island.

Engine John (Chaw) Murphy and Theo. (Turkey Neck) Comeau have gone to Chicago to see a couple of ball games. They'll tell us how to bet on the World's Series when they return.

Eugene Rathbun, that good looking car clerk at La Crosse, has been dickerling with furniture dealers lately. Looks quite serious.

Understand Frank Gorski and Max Bulgrien, firemen, have sort of been looking over the jewelry catalogues. That's absolutely all we know about it, but really we think they should give us a little advance notice on when the events are to take place.

Kansas City Division

C. M. G.

Although it was one of the hottest days of the summer, with the thermometer registering at 108, we had a good attendance at the Annual Milwaukee Picnic, held on Sunday, July 27 at Leighton Park. About 100 were present; many who had planned to attend remained at home account of the intense heat. Mrs. H. F. Gibson served as general chairman of the picnic committee and was assisted by Mesdames Tom Kemp, W. C. Givens, M. Reynolds, James Morlock and Perry Grubbs. Most of the arrangements were handled by Mrs. Tom Kemp, who very ably assisted Mrs. Gibson in planning the affair. Games and contests were provided for the pleasure and amusement of everyone, although it was almost too hot to enter into any unnecessary exercise. The men were the most active and proved to have among them some exceptionally fast runners, good handclappers and high jumpers. Billy Givens assisted in putting on the games and contests and had charge of distributing the prizes to the winners.

Two contents of the well-filled baskets, brought by the various guests, were arranged on a long table, and at 6:30 p.m. all enjoyed a real picnic dinner, with plenty of ice cream,
cake, coffee and pop. From comments heard all seemed to have had a good time and the committee should have special thanks for the work and effort involved in making a success of the affair. The ice cream, coffee and pop were furnished by the Milwaukee Women's Club. The only mishap of the occasion was that Trainmaster Givens played a little too hard and got his face dirty.

Engineer Tony Genochio was off duty for a week, during which time he had his tonsils removed.

Mrs. Joe Link, wife of Machinist J. Link, and sons Edward and Mike, and daughter Mary Margaret, spent several days in Cedar Rapids with relatives. Ed and Mike were selected to act as caddies to the Ottumwa ladies who had entered the State Golf Tournament held in Cedar Rapids at the C. R. Country Club during July.

Dispatcher F. R. Moore and Mrs. Moore were visitors in Colony, Kansas, during Mr. Moore's vacation period.

Mr. and Mrs. John A. Sanford and young son recently visited in Champaign, Ill., at the home of Mrs. Sanford's brother.

Chief Clerk E. Hammond, Ottumwa freight house, while on a vacation in July visited with his brother in Chicago.

Frank Hampshire, O. S. & D. clerk, freight house, Ottumwa, has returned from his vacation spent in Texas, Oklahoma and Missouri.

Capt. R. E. Dingeman, wife and four children have been guests during this summer in the home of Mrs. Dingeman's parents, Mr. and Mrs. J. W. Calvert. They came to Ottumwa from Panama and will remain here until August 15, when they will depart for Charleston, S. C., where they will make their home in the future. Captain Dingeman will be instructor in the Citadel Military College in Charleston.

A tour through the Southwest, including a visit in Los Angeles and Colorado Springs, is being made by Mrs. C. W. Jordan, wife of yardmaster at West Yard.

Ole Kenney, for many years in service as a switchman in the Ottumwa Yards, died at his home recently, after a lingering illness. The funeral services were held in the First Christian Church, Ottumwa, and burial in the Ottumwa Cemetery.

Leland Coffman, carpenter, made a trip to the northwest coast over The Milwaukee and took in the sights of Tacoma, Seattle and Spokane, with several stopovers en route.

G. E. Stickler, employed temporarily as traveling inspector working out of Mr. Sievers' office, Chicago, has returned to the position of maintenance timekeeper in the office of superintendent, Ottumwa. We understand that since returning he has invested in a new car and we expect to see him sporting a new Chevrolet coupe in the very near future.

Through the efforts of a member of the family of a Milwaukee employee, we secured the handling of several shipments of shoes from Milwaukee and Chicago for the Stevens Shoe Company, Ottumwa. These shipments have been routed via the C. B. & Q until just recently when 28 cases from the Ideal Shoe Co., Milwaukee, and a similar shipment from the Florsheim Shoe Co., Chicago, were routed via our railroad.

Mrs. Ed Hagerty, wife of Conductor Hagerty, and daughter Mildred have been residents in Hollywood, Calif., for several weeks and expect to remain there for a few months, account of the ill health of Mrs. Hagerty. Mildred

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**For Sale—**To my fellow employes I am offering eight choice peony plants and eight choice iris, all labeled, for $5.00. One package of hybrid delphinium seeds will be given with the first 200 orders received. A picture of one of my personally originated delphiniums, "The Olympian," named after one of our trains, may be seen in this Magazine. Will give very reasonable prices on choice novelty peonies which I have been collecting for the past fifteen years from all over the world. Send check or money order to A. L. Murawski, River Grove, III., Box 284, Eng. C. T.

**For Sale—**Ten-week-old White Leghorn Cockerels bred for egg production. Week by week at $1.00 each or $10.00 per dozen. W. E. Brown, Davenport, Iowa, Rural Route No. 2.

**For Sale—**One large electric Victrola. Original price of machine $350.00, will sell for $100. Also smaller Victrola, price $10.00. Both Victrolas have mahogany cabinets in very good condition. A number of records with each machine. For information, write M. G. Couklin, c/o Supt.'s office, C. M. St. & P. R. R., Wauau, Wis.

**For Sale—**Simile motor car, good condition, with extra motor and four extra wheels. Four horsepower, $60.00. F. C. Kuhn, Agent, Prairie du Chien, Wis.

**Cemetry Lot For Sale—**Five-grave lot in Memorial Park Cemetery, Evanston, Ill. Well located and in perpetual care. Lots in vicinity selling for $275 to $300, but will sacrifice for $250. Address C. H. Rogers, 2621 28th Ave., S., Minneapolis.

**For Sale—**Poultry farm of 53 acres. Thirty acres under cultivation and balance in good pasture with creek running through. Good well on place. Good 16x25 6-foot hen house; a 55-barrel cistern under house. Three good wells on place. Good barn for 16 head of stock with hay loft. Two-car garage, and good root cellar. Half mile from town, nice school and church. An ideal place. Anyone interested will be given a bargain. Write to Box 112, Raleigh, N. C.

**Lot for Sale—**Cedar Rapids, Iowa. On 22nd Avenue, West, near 10th Street. Two bedroom, two bath, two car, one 6x12m. house. Good location. Price, $3,500. Write to Mr. Carl H. Stas, 401 34th Ave., South Minneapolis.

will continue her study of dancing with one of the studios of Hollywood during the summer.

Head Material Clerk, Sodie Blake and family visited both Mount Falls, Oregon, during July. Mr. Blake reported the weather there quite cool and was glad to return to Iowa to get warmed up.

The death of Mrs. Emma Clapp, mother of Chief Clerk J. W. Stapleton, which occurred during the latter part of July. Mr. Stapleton was Superintendent on the Dubuque Division for a good many years, and left this Division about two years ago, account of poor health. His many friends on the Dubuque Division extend their sympathy to his family.

Ed. Grimme, our efficient caretaker about the Dubuque passenger stations, says that he had no difficulty in keeping the "ice-creamy" from falling off the roof onto the station platform, during the past month.

Seems to me some of the employes on the Dubuque Division are holding back some interesting news items each month. Let's have them, boys, large or small, they'll certainly be appreciated.

(roll of paper)

**Dubuque Division**

_F. E. Eckstein_

"NO NEWS IS GOOD NEWS," but not QUITE SO GOOD, when trying to write something for the Magazine.

But then, we were very happy to receive the candy and cigars in honor of the new arrival, a baby girl, in the E. W. Olson family, which event took place July 27. If this isn't NEWS, "ASK THE MAN WHO OWNS ONE."

"Old Timers" on the Dubuque Division were indeed very sorry to hear of the death of Mr. J. W. Stapleton, which occurred during the latter part of July. Mr. Stapleton was Superintendent on the Dubuque Division for a good many years, and left this Division about two years ago, account of poor health. His many friends on the Dubuque Division extend their sympathy to his family.

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(roll of paper)

"Lost and Found"

"Has anyone ever been lost in crossing here?" asked a timid woman who had hired a boatman.

"No," was the reply. "Mab brotner's drown'd heah last week but they foun' him the nex' day."

_page Forty-eight_
HOOD RUBBERS
are built to scuff around in

On the trains, kicking "the dogs," scratching through the yards—railroad work knocks the spots out of ordinary rubbers. That's why Hood sends men right out to talk to the fellows who use their shoes, finds out just the kind of stuff to put into every Hood rubber—and here's the result—We're building rubbers that stand the gaff—Extra thick soles that wear and wear—Bumper edges on heels and toes—Reinforced tough uppers that don't crack or check—All in all, a rubber that gives you more than your money's worth of real wear.

We make a complete line of all kinds of rubber footwear for the whole family. Honest values every one. Look for the Hood Arrow when you buy the next pair.

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HOOD MAKES CANVAS SHOES, RUBBER FOOTWEAR, TIRES, RUBBER SOLES AND HEELS, RUBBER FLOOR TILING

"Oh, I say... is there no end to this?"

It's Sir Walter speaking. What, Sir Walter Raleigh? The same.

Some months ago he offered pipe lovers a free booklet on "How to take care of your pipe." And the poor chap's been buried under requests ever since.

However, we've succeeded in engaging two of Queen Elizabeth's ladies-in-waiting to help the old boy out with his mail—so don't hesitate to send for your copy. It tells you how to break in a new pipe—how to keep it sweet and mellow—how to make an old pipe smake smoother and better—the proper way to clean a pipe—and a lot of worth-while hints on pipe hygiene.

If you're a pipe smoker, you'll want to read this booklet. It's free. Just write to the Brown & Williamson Tobacco Corporation, Louisville, Ky.

SIR WALTER RALEIGH
Smoking Tobacco

It's 15c and it's milder
SAVE 1/3 to 1/2 at Factory Prices

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A wide variety of Cabinet Heaters—the NEWEST styles, in Black and in rich, Walnut Porcelain Enamel finishes, Bargains that will open your eyes. Quality unbeatable. Don't order a Cabinet Heater until you receive this NEW Book and compare Kalamazoo Quality, Terms and Prices with others. Look through the Furnace Section, too. NEW improvements—easiest terms.

Beautiful Colorod Ranges
Modern Coal and Wood Ranges, and Combination Coal and Gas Ranges, in dazzling, colorful, Porcelain Enamel. (Your choice of 5 beautiful colors—Pearl Gray, Delft Blue, Ivory Tan, Nile Green, Ebony Black) NEW gas stoves, NEW gas ranges, and NEW oil ranges—all in fascinating colors. Also Washing Machines, Refrigerators, Kitchen Cabinets, Vanities—and other Household Goods.

750,000 Satisfied Customers
Mail coupon TODAY! This sensational NEW FREE Anniversary Book has more bargains than 20 big stores—a thrill on buying power—that means purchasing every page for thrifty families. 750,000 satisfied customers have saved 1/3 to 1/2 by buying direct from the factory. Terms are NOW easier than ever before—some as low as $3 down, $3 monthly—and a YEAR TO PAY. No stove or furnace over $2 down. Kalamazoo gives you 30 days' FREE TRIAL, 360 days' Approval. Test, a 5-Year Guarantee on materials and workmanship, a $1,000,000 Bank Bond Guarantee of satisfaction.

24 Hour Shipments
Kalamazoo is close to you—all stoves and ranges shipped within 24 hours from Kalamazoo, Michigan, to factory branch in Utica, New York. Furnaces in 48 hours. No 2-day Sale delivery guaranteed.

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Where's your pencil? Sign the coupon NOW, and mail today. Modernize your kitchen with a colorful Kalamazoo Range—as easy to clean as a china dish. Brighten your home—tighten your work. All Kalamazoo Ranges are approved by Good Housekeeping Institute.

FREE FURNACE PLANS—FREE SERVICE
Send us a rough sketch of the floor plan of your home. We'll furnish you FREE plans—no obligation at all. We'll show you how easy it is to install your own furnace—thousands have. You can save $30 to $60 on a Kalamazoo Furnace. Exclusive Kalamazoo furnace features are Hot, Blast Firing, new high type Radiator, easy skidding Grates, upright Shaker.

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Nothing will bring you such comfort and happiness as a NEW Kalamazoo Cabinet Heater. Built like a furnace, gives you healthful circulation of warm air. Holds fire overnight. Heats 3 to 6 rooms. Your choice of Black or Walnut Porcelain Enamel—only $5.95 up. And just think, you can order NOW for only $5 down.

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You have heard of Kalamazoo Quality for 30 years. Kalamazoo has tremendous buying power—that means purchasing the best raw materials at the lowest prices. Big scale production enables us to manufacture efficiently at extremely low cost. By selling direct from factory to you, eliminating every "in-between" profit, you get absolutely rock-bottom factory prices. Understand, you buy from a factory—not from a mail order house, a wholesale house, or a retail house. You get lowest Factory Prices.

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