

The MILWAUKEE MAGAZINE

CHICAGO
MILWAUKEE
ST. PAUL
AND PACIFIC

JULY, 1932

America.

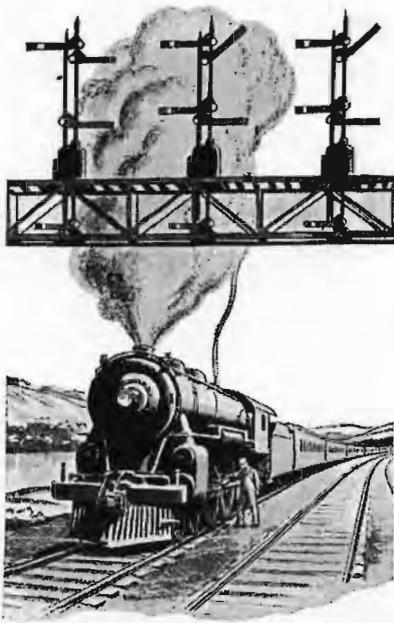
My country, - 'tis of thee,
Sweet land of liberty,
Of thee I sing;
Land where my fathers died,
Land of the pilgrims' pride,
From every mountain side
Let freedom ring.

Let music swell the breeze,
And ring from all the trees
Sweet freedom's song,
Let mortal tongues awake
Let all that breathe partake
Let rocks their silence break,
The sound prolong.

My native country, - thee -
Land of the noble, free,
Thy name I love;
I love thy rocks and rills,
Thy woods and templed hills,
My heart with rapture thrills,
Like that above.

Our fathers' God, to Thee,
Author of liberty,
To Thee we sing;
Long may our land be bright
With freedom's holy light -
Protect us by Thy might,
Great God, - our King.

P. F. Smith.



These signs say

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LOOK out for headaches, loss of appetite and energy, sleeplessness. Frequently, these are the danger signals of constipation.

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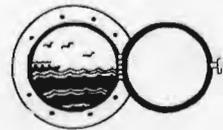
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“My Country, 'Tis of Thee”

F. E. Weise

THE cover design of this issue of the Milwaukee Magazine is a facsimile of the hymn “My Country, 'Tis of Thee” as it was written by the author one hundred years ago and this is therefore a good time to review its interesting history.

Samuel Francis Smith, the author, was born in Boston in 1808, graduated from Harvard University and Andover Seminary and at the time he wrote this hymn he was pastor of a Baptist church at Waterville, Maine, and at the same time professor of modern languages at Colby University. Some German music books, brought from abroad by Dr. Woodbridge and given to Lowell Mason, came into his possession with the result, as told by him some years later, “Turning over the leaves of the books one gloomy day in February, 1832, I came across the air, ‘Heil dir im Sieger Kranz.’ I liked the music. I glanced at the German words at the foot of the page. Under the inspiration of the moment I went to work and in half an hour ‘America’ was the result. It was written on a scrap of paper I picked up from the table and the hymn of today is substantially as it was written that day.” On another occasion he said, “It is not, however, a translation, but the expression of my thought at the moment of glancing at the tune.”

He sent a copy to his friend, Lowell Mason, a musician and composer, who was at that time active in developing music in the public schools of New England. Dr. Mason was much impressed with the words, composed a tune to fit them but was not

satisfied with it and wrote Dr. Smith that there was no more fitting music for that poem than the one he had in mind when he wrote it, namely, the tune we now call “America.” Dr. Mason’s judgment has been borne out through the years, because many tunes have been written to fit these words; music publishers and others have offered prizes for an original and more appropriate tune but without success.

There seems no good reason why we should not continue to use the present tune as it is a heritage from the past and cannot be claimed by any one country. Many years ago The New York Sun made an attempt to trace the origin of the tune and found traces of it in the music of England, Scotland, Germany, France, Russia and Sweden and concluded that it must have originated with the early peoples of Asia.

“My Country, 'Tis of Thee” was first sung in public at the Park Street church in Boston, July 4, 1832. At first it did not have a wide popularity and was not used as a national song until our flag was shot down at Fort Sumter. Since then it has been recognized as a great national hymn. In speaking to some friends in his later life Dr. Smith said, “There was, on my part, no thought that it would ever become a national hymn.”

During May, 1887, Dr. Smith visited Chicago and one day sat in the gallery of the Chicago Board of Trade. He was pointed out to some of the members and

at once became the center of attraction. Trading on the floor ceased, some one in the wheat pit began to sing, “My Country, 'Tis of Thee.” Two stanzas were sung and Dr. Smith stood up and bowed. There was loud cheering and he was led to the pit where the members grasped his hand. Hats came off and all present sang the rest of the hymn.

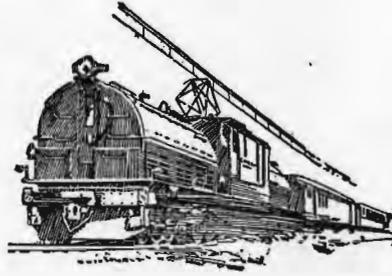
Sixty-two years after it was written, in 1894, Oliver Wendell Holmes, a college classmate, speaking at a class reunion, made the following statement:

“Now, there’s Smith. His name will be honored by every school child in the land when I have been forgotten a hundred years. He wrote ‘My Country, 'Tis of Thee.’ If he had said ‘our country,’ the hymn would not have been immortal, but that ‘my’ was a master stroke. Everyone who sings the hymn at once feels a personal ownership in his native land. The hymn will last as long as the country.”

Some one in commenting on the tune has very fitly and pertinently summed it up in this brief statement, “The American history of it simply is that Woodbridge gave it to Mason and Mason gave it to Smith—and Smith gave it ‘My Country, 'Tis of Thee.’”

At this centennial anniversary of the first public rendering of “My Country, 'Tis of Thee,” this country of ours is facing a grave crisis, a situation that is testing our patriotism as it has never been tested before. All the members of the Milwaukee family are deeply concerned in the outcome and are working courageously and willingly to bring about the desired improvement. Let us all express our faith in and loyalty to God and country as we sing the words.

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



OPTIMISM

When dealing with the public a disposition to display hopefulness and optimism is better than to show pessimism.

Those who are cheerful and courteous are welcomed by everyone while peddlers of gloom are shunned.

Optimism, together with Courtesy, Cooperation and Good Service, is a combination necessary for the welfare and success of any business, particularly the business of transporting persons and property.

Friendly, cheerful greetings inspire confidence and bring about better business relations, affording an opportunity to show our willingness to cooperate and ability to give satisfactory service.

The extent to which the railroad will develop and hold the goodwill and patronage of the public will be governed by the extent to which members of the Milwaukee Road family put this principle into actual practice. It will help to increase earnings and thus increase employment.

(Contributed by J. A. McCormick, Asst. to Supt. Motive Power, Milwaukee)

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

Vice-President



May 1880—The Milwaukee Goes Through to the Black Hills

Mary Lawler

“THE Milwaukee Goes Through to the Black Hills.” There we have the headlines of the press fifty-two years ago. That achievement meant as much to the progress of civilization in 1880 as a flight to the Pole means today. The builders of our Road had, after years of hardship, reached the boundary of the Black Hills country. That boundary was not merely the geographical boundary line; it was the dividing line between savagery and civilization; it was the barrier set up by the United States Government to protect the white man from the red, and in justice, to protect the red man from the seemingly merciless invasion of the white.

About this time, the Indians became so dissatisfied with the ever increasing encroachment on their territory, and their hatred for the white man was so intense, that the government found it well-nigh impossible to pacify them. They had been defrauded and imposed

which the lower Brule Sioux will permit the Milwaukee and St. Paul Railroad Company to extend their road through the reservation of the tribe so as to reach the Black Hills country. An effort will also be made to get permission from Spotted Tail to build the road through his reservation. If S. S. Merrill and John Lawler think that the best way to the Black Hills is through Spotted Tail's domain, that is the way the road will go, if they have to buy the reservation, and you can bet on that.”

Well, whoever wrote that, knew S. S. Merrill and John Lawler, and knew them pretty well, you can bet on that, too.

However, this Spotted Tail had a few ideas of his own regarding his rights and his reservation. Deep in his savage heart was the secret of the gold in the hills. Millions upon millions of gold dollars could be coined from the

ore hidden in the ground given to his people by the Great White Father in Washington. He was a warrior ready and able to defend his own. He could not boast of being a hereditary chief, but he had won his title by combating a ferocious sub-chief of the tribe. After fighting for hours, they were found in a death grip; Spotted Tail exhausted and horribly wounded and the sub-chief dead. According to the Indian custom, all the honors which had been bestowed upon or won by his fallen foe, descended upon Spotted Tail and when the great chief of the tribe died, he was proclaimed chief. In 1877, he was at the suggestion of General Crook, Commander of the Military Department of the Platt, crowned King of the Sioux. He had proved to the satisfaction of the United States Government that he was an able and judicious leader of his own people. There was much unrest and dissension among the various Sioux tribes and by bringing them together under the leadership of one chief, it was hoped that they would at last become reconciled to the laws by which they were being governed. Spotted Tail's friendship for any white man who treated him honestly and kindly was as sincere as his love for his own race.

But should anything go wrong Indians by the thousands would respond to his war cry.

And that was the man who stood between the Milwaukee Road and the Black Hills of Dakota. He was the one that S. S. Merrill and John Lawler had to win over to their way of thinking. They knew that the best route to the Black Hills was right straight through that reservation and Mr. Spotted Tail was going to know that same thing be-



Spotted Tail



Red Cloud



Little Pheasant

upon so many times that when President Hayes sent a delegation from Washington to hold council with them, they drew a death line and stood with weapons ready to kill the first white man who advanced. Such were the conditions when the Milwaukee Road reached Dakota.

A well-known Wisconsin paper of May, 1880, contained this item:

“Arrangements have been made by Mr. Horworth, Indian inspector, by



Dead Hand



Blue Bird



Big Mane

Three

fore they were through with him. But there was that death line. Finally, a missionary, who was a friend of John Lawler, and who had gained the friendship of the Indians, succeeded in crossing the line to plead the cause of the Milwaukee. He begged the chiefs to accept the offer made by the white man. He told them that they could even go to Washington to sign the treaty and that they could see their Great White Father, who had given them the land. They could tell him about these men who wanted to buy part of it and ask him if they should sell it.

After considerable discussion among themselves, they decided to go to Washington on one condition: "Big Eyebrow" would have to take them. John Lawler was "Big Eyebrow" to them. Big Eyebrow smoked the Pipe of Peace with them and in the name of the Milwaukee Road promised not only to take them to Washington, but to bring them safely back to their tribes. That was the point that saved the day. The knowledge that they were to be brought back to their homes and tribes dispelled any doubt that they might have had regarding the sincerity of the promises made to them.

Here are their names: Spotted Tail, Red Cloud, Bear Bird, William Nizi, Yellow Robe, Standing Elk, Dead Hand, Big Mane, Dog Back, Little Pheasant, Little Bear and White Ghost. They were all dressed in full Indian regalia for the journey; furs, feathers, beads, blankets and everything needed to complete the correct costume of an Indian Chief.



John Lawler

They had a private car and nothing was too good for them so long as they could be kept from reverting to their savage state and scalping Big Eyebrow. But they trusted him, and he, in turn, trusted them, so they were very happy. A royal welcome greeted them at all the stations along the line. Every evening a banquet was served instead of just the customary evening meal. By the time they reached Washington, the Milwaukee Road could have had the whole Black Hills region for the asking. In all their dealings with the

White Man, these Indians had never been treated so honestly. Their faith was restored and they were really proud to sign the treaty that gave the Milwaukee Road a route to the Black Hills. While in Washington they had their photographs taken. Some in their Indian robes, others in the new suits they asked Big Eyebrow to buy for them. Red Cloud, who owed his prominence to his hostility to the Whites, looks very grand in his new derby, but Red Cloud was Red Cloud always, so he wore his moccasins and carried his blanket, too. That fellow signed the treaty all right, but he was never conquered or even subdued. And out of respect for the Milwaukee, Spotted Tail discarded his Indian outfit and posed in what he thought a well dressed White Man should wear.

If you do not believe in ghosts, dear reader, the following note will not interest you, so do not read it.

(Spotted Tail, from your allotted place in the Happy Hunting Ground, have you proudly watched over your land? Have you noted the steady progress that civilization has made in the country you called your own? How happy and contented you must be in the knowledge that this progress was made possible through your generosity and good-will. The gold from your beloved hills has been carried to our Government Mints. The corn and wheat from your fertile plains have fed thousands throughout this world of ours. How nobly you have served all other races of this earth, Spotted Tail, King of the Sioux.)

The Development of Transportation

By F. J. Swanson,
General Car Dept. Supervisor

“A SINGLE Breaker May Recede But the Tide Is Coming In.”

“On what principle is it, that when we see nothing but improvement behind us, we are to expect nothing but deterioration before us,” writes English Essayist Macaulay, during the trying time of year 1830.

What a wonderful improvement has been made in railroad transportation during the past century. Turning back to history we find that the first white settlers in North America traveled overland, as did the Indians, by foot. Through forests they made their trails and over streams they improvised bridges of fallen trees. Trodden down paths improved to permit the passage of carts and other vehicles. This dates back to the year of 1639. Paths or roads were soon ordered built between towns, settlements were soon linked with each other, and in this way it did not take long to get started in other forms of transportation, which had such an important part in forming cities or towns throughout this great

country, which had to do with its wonderful development during the past century.

Travel by Horse

Travel by horse was convenient for short journeys, but not for long distances nor for transportation of goods. Commerce was carried on by water and to facilitate this most of the settlements were made on the coast or along rivers. As the country developed, however, trade or handling of commerce could not be dependent altogether on waterways and for inland commerce, it became necessary to employ pack horse trains. Then we came to the use of wooden vehicles, horse-drawn. These wagons carried from four to six tons each. These were the great freight-carriers of pioneer days. They rendered great service during the war of 1812.

Stage Coaches

Then came the stage coaches, the train of our forefathers, for transporting the traveling public. Back as far as the twelfth

century it was predicted that ships would some day move without sails and carriages without horses, but this prophecy was doubtless laughed at, yet it became a true assertion. The stage coaches at the best of speed averaged fifty miles per day. Winter months, muddy or slippery roads, the day's run was about thirty miles. Highway robberies were very common.

Prediction of Steam Carriages

Then came the prediction that steam might be employed for the propulsion of carriages on land and of ships at sea. During the year 1641 the idea of expansive power of moisture rarified by heat was promulgated and after many experiments a rude engine was constructed which was called the "Fire-water." This did not prove successful. Further experiments were tried, but no success. In the year of 1784 a steam carriage was constructed on the high-pressure principle, mounted on three wheels, boiler-heated with a spirit-lamp. Then during 1802 a steam carriage was constructed, looking like the ordinary four-wheel stage coach. It had one horizontal cylinder, which, with the boiler and the furnace box, was placed in the rear of the rear axle. The motion of the piston was transmitted to a separate crank-axle from which the axle of the driving wheel derived its motion. This was the first successful high-pressure engine built on the principle of moving a piston in a



F. J. Swanson

cylinder by the exertion of steam molecules against the piston. All of these tests were somewhat successful and led to further trials.

Tram-Roads

In these days the roads known as the wooden tram-roads—rails on which trains operated were built of wood. Then later on a thin sheathing of iron was added to the wooden rail to preserve its life. Later we had the first all-iron rails known as the "plate rail," made of wrought iron. The style is most interesting; each rail was three feet long and four inches wide, on the inner side was an upright ledge or flange three inches high at the center and tapering to two and one-half inches at the ends for the purpose of keeping the flat wheels on the track. Later on another flange was added below to strengthen or reinforce the rail. Wooden ties, then known as sleepers, were used and the rails were secured to them by spikes. Prior to this time cast iron rails were used in lengths of five feet, four inches wide and one and one-quarter inches thick formed with three holes through which they were fastened to oak rails which were placed longitudinally or the same position as rails. Thus the invention or employment of the continuous flange or ledge on the inner edge of the track to keep the wheels on track is evidently where the word "tram-roads," an abbreviation of trammel-roads or trammels, originated.

During the year of 1789, a cast iron rail known as the edge rail, raised above the ground so as to allow flanged cast iron wheels to operate on them, was laid down. Then in the year of 1820 came the wrought iron rail which later on developed the steel rails which we now use.

Building of "The Rocket"

In the year 1804 a new type of steam-carriage was built to operate on steel rails. Its first demonstration succeeded in drawing after it several wagons containing ten tons of bar iron at a rate of about five miles per hour. The boiler of this engine was cylindrical, flat at the ends, and made of cast iron. The furnace and flues were inside the boiler, within which the single cylinder was immersed upright. The motion of the wheels was produced by spur-gear to which was added a fly-wheel on one side. On account of its construction and weight to operate on cast iron rails it proved a failure after various tests. Then

came the year of 1825 when that great engineer and inventor, George Stephenson, attracted the attention of the entire country. He recommended a railway in preference to a tram-road, discussing tractive and horse power to be operated on an iron road. The train consisted of six wagons loaded with coal and flour, a passenger coach, twenty-one wagons fitted with temporary seats for passengers and six more wagons of coal, total weight amounted to about 90 tons. The distance of about 83½ miles was made in 65 minutes. The trip was entirely successful in all respects.

Then came the building and trial of the locomotive, "The Rocket," in October, 1829. This engine had a cylindrical boiler with flat ends, six feet in length, three feet four inches in diameter; upper half of boiler used as reservoir for steam, lower half for water. Through the lower part, twenty-five copper tubes of three inch diameter extended to the open fire box at one end and to the chimney at the other. The fire box or furnace, two feet wide and three feet high, was attached behind boiler, the cylinders of the engine were placed one each side of the boiler, wooden driver wheels one on each side. The engine, together with its load of water, weighed only four tons and was supported on four wooden wheels which were not coupled. The tender had four (4) wooden wheels and was similar to the shape of a wagon, on the rear of which was mounted a wooden barrel or water cask—the front part for fuel (coke burning). The trial proved successful, the average speed being fifteen miles an hour, drawing about thirteen tons weight.

Appreciation of Railroads

As the people gradually became accustomed to seeing the railways at work and appreciated their advantages in simplifying commerce and travel, they gave over their opposition and even advocated them. Thousands who had never been able to visit the metropolis came there by train. Fresh meat and vegetables were supplied from the country and these, as well as coal and important commodities, by being handled to the different cities, cost less to the populace. Passenger travel found that time and money could be saved by such travel over the stage coach or other forms of transportation. Injuries and casualties were lessened a great deal from stage coach days and railways became the popular thing. This caused, also, the growing manufacturing wealth of the country.

The First Railroad in America

Then came the building of the "Granite Railroad," built in 1826, which had so much to do with the building or erection of the Bunker Hill Monument; then the De Witt Clinton, Old Ironsides and Atlantic, built during the year of 1831-1832. These great ventures proved the starting or connecting link which was such an important undertaking in connecting the east, west, north and south and into Canada, so as to transport and form the commerce throughout this country which had to do and was responsible for our great inland cities, thus producing manufacturing plants throughout the country which gave employment to mil-

lions and brought on prosperity and freedom.

It is interesting to consider what the history of the United States and Canada would have been without the bands of steel which bind their parts together. It is likely that without railroads stretching all the way between the two great oceans, the United States would never have remained one indissoluble union of states; what is now the American republic, would probably have become two or more independent countries. The same applies to other countries. Without railroads, factories would have been even more limited, farms would have been less and most of the wonderful mineral wealth of the continent would have lain untouched, for it would have cost more than the value of the iron, copper, coal, cotton and other products to bring them to market by slow, tedious and expensive methods.

The people of one section of the country would have been strangers to their fellow countrymen of another; after a time it would have been impossible to hold them all under one government. Easy communications which railroads provide are socializing factors beyond the comprehension of people who never have been deprived of them.

(To be continued)



Wisconsin Gets Million and Half from Milwaukee Road for Taxes

STATE Treasurer Solomon Levitan, left, on Wednesday (June 15) received from A. S. Dudley, tax commissioner for the Milwaukee Road, tax payment voucher to cover the first half of the \$1,565,543.36 the railroad pays to the state of Wisconsin this year.

The earnings of the Milwaukee Road in the past 15 years have not been sufficient to permit payment of any return to its stockholders, but in that period it has paid to the state of Wisconsin in taxes more than \$24,500,000. In light of increasing default in tax payments from other sources it is significant to note that the railroad's taxes have been paid regularly.

The nucleus of the present Milwaukee Road system, comprising more than 11,000 miles of railroad, had its inception in Wisconsin in 1847, co-incident with the state's admission into the Union. In normal times its payrolls in Wisconsin amount to more than \$22,000,000 annually, divided among nearly 13,000 employees. Its purchases of materials and supplies from producers and manufacturers in the state in normal times amount to over \$3,000,000 per year. In addition it advertises extensively Wisconsin agricultural and industrial advantages and scenic attractions.

It is one of Wisconsin's important home industries.

Chronicles of Sioux City

Part 2

Lillian Rose

THE historical episodes of Sioux City during the years prior to and following the Civil War were depicted in beautiful panoramic form during the Diamond Jubilee Celebration held here in June 1924. Mary Wilkins (first teacher) was shown opening the first school, shortly after Rev. Landon Taylor rode into the village and preached the first sermon, and the first stage coach bringing future citizens and the first mail, caused all who witnessed these reenacted pages of history to contrast vividly the onward march of civilization of today with the other onward march of civilization across unknown lands and treacherous rivers of that earlier day. And, while it is characteristic of Americans to look ahead, the past will never be ignored nor forgotten. We treasure its traditions. In retrospect we gaze thoughtfully at its phantoms and shadows, and by looking back, we are better able to understand ourselves and our designated places in life. The monuments we erect and the tales we pass on to our children deserve the most cherished preservation. For the past is our heritage.

All growing cities have decades of abnormal population gains, as well as periods of slower growth. The panic of 1857 and oncoming Civil War nearly caused the death of our little town of 500 inhabitants. As we are doing right here in Sioux City today, so did they then, everyone turned farmer, raised a garden to avoid hunger, and the records tell us they "somehow struggled through the depression and their faith and optimism held, as they planned for the future." Ten years later the population had grown to 1500. This beautiful northwest Iowa town and adjoining lands with its fertile valleys and numerous rivers was at last discovered for what it had always been intended in the original scheme of things—

Agriculture

At that time Iowa was quite well covered with a network of stage coach roads and the new citizens of northwest Iowa, who were in a state of pecuniary embarrassment, plodded along these "highways" of the earlier days with ox teams or prairie schooners. Days turned into weeks and weeks into months, oftentimes, before the weary travelers arrived at their destination. Those who could afford to do so, came by stage coach, an enviable luxury in pre-railroad days. What a picture they must have made—those big swinging stage coaches, as they topped the hills, dashed around curves and came bowling in to the little villages and hamlets of that era. The caparisoned and spirited horses, the swash-buckling, whip-cracking drivers and at the end of the day, the hospitable landlord of the crude but romantic tavern—with its bar and plenty of good liquor—all this must have been a luxury indeed over the covered wagon method of transportation.

The stage coach days passed the crest

of their popularity in the 60's. The first noticeable sign was the shifting of their schedules and terminals to make connections with the advancing railroads.

Standing tenth among the railroad centers of the United States today, Sioux City reflects with justifiable pride on the growth of the rail facilities since March 9, 1868, when the first train entered the little town of 1500 inhabitants. From an old newspaper we glean the following account: "The completion of the Sioux City and Pacific railroad gives us an all-rail connection with creation. Our railroad is a success! We have an all-rail connection with Chicago." So much for inter-city rivalry in 1868. To Congressman Hubbard goes the glory and honor of securing the land grant and with keen foresight he kept the road on the east side of the Missouri river. Later, with the aid of local taxes, Mr. Hubbard started a road along the Big Sioux, called the Sioux City and Pembina, which later merged with the Dakota Southern and finally passed into the hands of our own Milwaukee.

The coming of the railroads brought further impetus for a time, to the steamboat traffic. The Northwestern Transportation Company established a line of boats here with warehouses, so that goods shipped

this far by rail could be taken by boats up the river (Missouri) to the forts, Indian trading posts and mining camps, in all, traveling as far as Ft. Denton, 1900 miles northwest.

The arrival of the boat, especially the first in the spring, was a town event. As the boat neared the city below the present site of Floyd's monument, it would blow several long loud blasts, repeating at short intervals. Its engines would be freshly stoked with coal and the heavy black smoke would be visible long before the boat came around the point, below the present stockyards location. At the first sound of the whistle, Charles Howard, a druggist and early-town character, would step out of his store and with foghorn voice bellow, "S-T-E-A-M-B-O-A-T," and the echoes would be immediately taken up by children and townsmen (unique telephone) until everyone had heard the news. The whole town would flock to the boat landing and eagerly watch the unloading and loading of the outgoing freight. Upon one occasion as the boat was leaving, an anchor rope became caught for an instant, but was jerked straight with such force as to catch a Negro roustabout standing near, and it toppled him in the river. The steamer never slackened its speed. Seemingly only those ashore witnessed the tragedy, for he completely disappeared in the water, then at high mark, and was not seen again.

One shiplod of furs from the Frost, Todd and Company, commission and forwarding merchants, received here by steamboat from the upper waters of the Missouri



The Sioux City Corn Palace of 1887



In and Around Sioux City

and Yellowstone, is recorded as follows: "7567 buffalo robes, 739 beaver skins, 1 moose and 34 packages of peltries composed of deer, wolf, coon and badger" and was forwarded to eastern markets. The decks of the steamboats were decorated with immense elk antlers, which with the fresh buffalo meat hanging up to dry, the half-breed crew and the buckskin dressed passengers presented a fine picture of the upper Missouri steamer.

The last large fleet of steamers went up the Missouri in the spring of 1883. The development of the railroads had done away with the use of steamboats. So

strongly was Sioux City's location as a railroad center, impressed upon congress, that the original franchise granted the Union Pacific called for a line from Sioux City west, to connect with its main line west of the 100th meridian. Thus recognizing this location with Kansas City and Council Bluffs as one of the three great river terminals. For some unknown reason this was not built as indicated and Sioux City lost her strategic point of being on the shortest line between Cheyenne and Chicago. Be that as it may, Sioux City gradually forged ahead from the 1500 inhabitants of 1868 to 7500 in 1880. In 1869 the Milwaukee purchased the S. C. and Pembina, as previously mentioned, and some years later built the road between here and Manilla. Also during that period, other railroads either extended their lines to or built into Sioux City. Thus, today, we have six trunklines which make direct connections with 15 others operating in this section of the country. The railroads as an industry in Sioux City are the second in importance from a standpoint of employment.

The days of promotion and empire building have held their sway, their great work is done and the "Silver Ribbons of Romance" reach out in every direction, facing the present critical situation with a mute testimony of their unsurpassed stability, against the encroachments and uncertainties of other transportation methods.

Not to be outdone by bigger and better cities Sioux City built an elevated railroad during the boom years and boasted the third elevated railroad in the world. This road was five miles long, operating between the heart of the city and its farthest outlying suburb. Even the great Chicago was without an 'elevated' then, and her engineers came here to study the system before designing their own. One of the engineers on that now-long-gone-but-then-famous road was Carl E. Haakinson, son-in-law of our oldest engineer in Sioux City, W. W. Bowers.

During all these years of stage coach, steam boat and rail development, this great agricultural belt of which we so repeatedly speak, was gradually but surely coming into its own. Wheat! Corn! Hogs! "And such luscious hogs!" To quote an early newspaper, "What, anyway, is a hog but fifteen or twenty bushels of corn on four legs?" And the next thing the citizenry knew, they had a surplus. Yes, even in those days, and it was this surplus which paid for goods from the markets of New York, Pittsburgh and New Orleans. "Satin, cassimeres, canton flannels, pink plaid gingham, fancy prints, tambered Swiss capes and pelerines, bombazettes, coats and hunting frocks, blue and satinette striped

pantaloon, brass and iron candlesticks, Britania tea and coffee pots, spades, shovels and pot metals." Mystical and practical corn, a well-filled ear might well have been Iowa's coat-of-arms.

It was, of course, only the logical outcome—just as our forefathers established Thanksgiving Day in gratitude to a beneficent Creator—that the people of Sioux City and adjacent territory should desire to express their appreciation to kind Providence in some gigantic project, which would show the outside world, the coming of the white men to this "beautiful prairie land" had not only not been in vain but had been to their exceeding good fortune.

Thus the first Corn Palace opened in the fall of 1887. An imposing affair with a high central tower flanked by numerous cupolas and minarets. Every foot of the surface of each Corn Palace—inside and out—was covered with corn. Whole ears, some unhusked, ears split lengthwise and crosswise, some shelled, also whole stocks of corn, corn tassels and corn silks. Every



A Glimpse of Modern Sioux City

square inch was utilized for working out an artistic or geometric design, or some pet scheme or historic figure—all in corn. The Corn Palaces were made possible by the cooperation of everyone residing in or near Sioux City. Not working merely a few weeks each fall but during the entire year. The farmers eagerly grew the various kinds and types of corn. All colors—red, white, blue, yellow, Plymouth rock speckled, blue, red mottled, black, strawberry roan and popcorn. The small grains were added as background or trimmings, but only to enhance the Great King Corn. Thousands of feet of lumber, ten thousands of bushels of corn, tons of nails and other material were used in each of the buildings. Although most of the work was done by volunteers, the cost of the larger palaces ran well over \$100,000.

Around the walls of the interior, booths were built. The adjoining states as well as all the northwestern Iowa counties displayed exhibits of hand work with the farm and garden produce. On the walls of the booths, waterfalls, mountains, copies of famous paintings and statutes, historical and allegorical figures were cunningly

worked out in various forms of corn-artistry. On the roof of one of the palaces a huge globe 50 feet in diameter was erected. The map of the world displayed in different colored grains of corn. North America was placed directly over the main entrance with Sioux City prominently located.

A special train from Boston, bringing 150 editors and capitalists, was one of several big features arranged and paid for by the Sioux City Corn Palace promoters as an advertising scheme. At another time, a special train carrying the Corn Palace Promoters, was run from Sioux City to Washington, D. C. The six coaches were entirely covered with corn and other agricultural products. Sparks from the engine were constantly igniting the decorations, and only by eternal vigilance did it reach its destination in good shape.

The Honorable Grover Cleveland made a special detour on his wedding trip to bring his bride to Sioux City to see the now world famous Corn Palace. On this occasion an immense parade was staged, headed by the famous Reed band, followed by the firemen and policemen of the city. Then came a barouche (the only one in this section of the country and owned by a livery stable firm) and in it rode the President of the United States and the First Lady and Sioux City's most picturesque mayor, Jonas Cleland. Behind this came the large party of government officials who were a part of the executive's entourage. Indians from the nearby reservations added color to the affair and every family carriage in town and for miles around proudly followed the presidential equipage down Fourth street and up to the entrance of the Corn Palace. President and Mrs. Cleveland were astounded at the immensity of the structure and most gracious in their praise of the tremendous undertaking and the original and unique schemes employed to beautify it.

The Indians staged several events especially for their White Father, pony races, relay squaw races and dances, and their large camp at the east end of Fourth street was an object of great interest to all visitors from the east.

The population of Sioux City at that time was about 30,000, and it was estimated by the promoters of the Reign of King Corn that the number of visitors—who by the way, came from all parts of the United States—outnumbered the residents during the festivals.

There were in all five corn palaces, the like of which has never been duplicated. Had the promoters been more conservative, the affairs might have been continued. But it was an age of boom and speculation and each succeeding year registered larger and larger losses. In the spring of 1893 the great panic of that decade struck Sioux City and those who had been regular and generous contributors went down under the financial crash and the Corn Palace Association passed out of existence.

To the people of Sioux City who were residents here during those bizarre and colorful days, there never has been anything—here or elsewhere—that matched the splendor and glory of the Corn Palaces.

(To be continued)



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CARPENTER KENDALL, *Editor*

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

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Extension of Waterways a Waste of Public Funds

How Much Has Been Spent

Up to June 30, 1931, the government has spent \$535,000,000 for improving inland rivers and channels and the building of canals, and has spent \$235,000,000 in maintenance and operation of these waterways. These figures do not include sums spent on the Great Lakes nor for harbor improvements, nor for flood control. The pending Army Appropriation Bill carries \$60,000,000, most of which will be spent on inland waterways. This is enough.

Water vs. Railroad Transportation

The railroads function all the year around; the waterways only eight months in the North, and even in the South there are interruptions due to droughts and floods. The movement of freight by rail is four times as fast as by barge. Railroad traffic moves everywhere; water traffic only on navigable rivers. Railroad transportation serves every part of the country; water transportation only a limited territory. Railroad transportation facilities are now more than adequate to take care of the transportation needs of the country. To build additional waterways is a duplication of existing service and adds to the evil of over-production.

Water Transportation Not Economical

If all costs are taken into consideration, railroad transportation is cheaper than water transportation. It is only because the water carrier is furnished, at public expense, a free waterway that he can charge less. His lower rates are at the expense of the taxpayer. For every ton of freight transported on the Mississippi River in 1931 the taxpayer paid an average of about 48c in hidden costs. In 1931 over one-half of the total cost of moving freight on the Mississippi River System was paid by the taxpayers. The government-owned barge line pays no taxes on account of water transportation service and private inland waterway boat owners pay very small taxes. On the other hand, the railroads of the United States paid taxes in 1931 equal to 25c a ton for every ton they handled. Why should the taxpayers of the United States bear this huge burden for the benefit of a comparatively few persons located on or near inland waterways?

River Terminals

Under the law, cities on navigable rivers must build their own terminals. Those terminals located on streams on

which the government operates barges are leased to the government barge line company. The expense of these terminals is out of all proportion to the rent received. In Peoria, Illinois, in 1931 the city paid out \$39,000 on account of the river terminal and received in rent \$2,500. In Rock Island, Illinois, the taxpayers in the year 1931 paid out \$21,000 and received in rent \$1,700. In Dubuque, Iowa, the taxpayers in the year 1931 paid out \$27,000 and received in rent \$2,000.

Inland Waterway Transportation Not Profitable

The Inland Waterways Corporation, owned by the government and operating the Federal Barge Line on the Warrior and Mississippi Rivers, has barely earned its expenses. The government has received nothing for interest on its investment or for taxes. If the barge line company had paid taxes and charged itself with even 4 per cent interest on its investment, it would have shown a loss of almost \$5,000,000 during the period of its existence. Why should the taxpayers continue to subsidize this form of transportation?

Incidental Costs

Under the law as administered by the War Department, bridge owners (including railroads, cities, etc.), are required to build or rebuild their bridges so that barges and boats may not be hampered in their movements. Large horizontal openings are demanded and large vertical clearances are required. The annual charges for construction, maintenance and operation of these

bridges for water transportation purposes are \$20,000,000 more than they would be if the bridges were built solely for the purpose of accommodating land traffic. This increased cost must fall upon the transportation agencies moving the great bulk of the traffic of the country, and hence adds to transportation expenses, or it must be borne by the local taxpayer in cases where the bridges are owned by cities, etc.

The Outstanding Issue

There is one great question before the American people. How may government expense be reduced in order to relieve from the present crushing burden of taxation? In 1931, governmental cost absorbed 27 per cent of the national income. There is a crying need for economy; the whole country demands it. Business cannot recover in the face of the present staggering tax bill of the nation. At such a time it is folly to expend large sums in waterway extension for the benefit of a limited class, since it is a demonstrated fact that such transportation is unfair to rail transportation, and when hidden costs are brought to the surface, is more expensive.

Railroad Rally at Adell, Wis.

Agent A. A. Cramer Invites His Fellow-Citizens to Meet with Him and Some of Our Officials to Discuss the Railroad Situation

THE auditorium of Adell, Wisconsin, public school was filled to capacity on the evening of June 3 at the invita-



CROSSING the continent to participate in the Intercollegiate Rowing Association regatta at Poughkeepsie, N. Y., the husky crewmen of the University of Washington arrived in Chicago on June 13th on the Olympian from Seattle.

After the regatta, the crew will go to Worcester, Mass., to participate in the Olympic trials.

In the rear row at the extreme right is Al Ulbrickson, coach.

tion of Agent Cramer, to hear matters of importance both to railroad and townspeople discussed by representatives of the road who were present as speakers of the evening. The occasion was also the twenty-fifth anniversary of Mr. Cramer's service as agent at Adell, and in honor of the event, the stage was decorated with plants, cut flowers and the railroad emblem.

A program of readings and music was interspersed with the speeches, and Mr. Cramer was master of ceremonies. Opening the program he expressed his pleasure at seeing so many people, old friends and new and continued reminding those present that he was not only the local station agent, but that he was also their servant—holding in that capacity four honorable positions, servant of the railroad, of the community, of the public and of his family; and in rendering this service, he said he had always endeavored to give to the best of his ability. He also said that the railroad had always served the people, but now badly in need of a tonic—more business.

He introduced Mr. E. A. Lalk, Assistant General Freight Agent of Milwaukee, who made a short talk congratulating Mr. Cramer on this twenty-fifth anniversary.

Superintendent E. A. Meyer spoke on the problems of the bus and motor competition. Drawing the comparison between the kind and quality of the



Mr. Cramer, His Family and Part of the Stage Decoration

service of the railroads, with the vast amount of equipment built and facilities for the use and accommodation of the people and of the motor trucks and buses that use the highways which were built with the taxpayers' money, the railroads also being among the largest taxpayers in the country. He said "These are pertinent questions and of paramount importance. If trucks and buses increase in the next four years as they have during the last four years, there will not be any railroads left."

Harry Held, traveling freight and passenger agent was also present and congratulated Mr. Cramer.

Mr. Cramer was the recipient of many congratulatory letters from the business men and business houses of Adell.

Hawley R. Drum

WORD has been received that Hawley R. Drum, former Chief Carpenter, passed away at Pasadena, Cal., May 22. Mr. Drum was born in Vermont, Oct. 10, 1851, entered the Railroad Company's service July 1, 1879 as a carpenter foreman, first on the I. & D. Division and later on the H. & D. and S. M. Divisions. In 1907 he was appointed Chief Carpenter of the West End of the I. & D. Division and the White River Valley Railway, usually referred to as the Black Hills line, and which has since become a part of that division. He was especially well known and liked at Mitchell, Aberdeen and Chamberlain.

He rendered valuable service in building and maintaining the extensive stock yards at Everts, S. D., on the east bank of the Missouri River, one of the most important stock receiving points in the country, and the long pontoon bridge at that point connecting with a trail more than 100 miles long into the prairie country.

For more than forty years he served the Railroad Company faithfully and efficiently, and a number of years ago was obliged to give up his position because of ill health and moved with his family to California.



Delegate to the Republican Convention

Above is a picture of the Honorable Samuel R. VanSant, civil war veteran and a former governor of Minnesota, as he was stepping off from The Olympian on the morning of June 13th.

Mr. VanSant was a delegate with the Minnesota delegation to the Republican Convention and is a former Mississippi River steamboat captain. He is 88 years of age, but still going strong. He said that just 71 years ago, he stopped at a Chicago hotel for dinner on the way to the Civil War, and that he is looking forward to again having dinner at the same hotel—the Sherman House.

The Railroad

When skies are clear and roads are dry
And trucks and buses hustle by,
How few there are who wish to try
THE RAILROAD.

But when the roads are blocked with snow
And trucks and buses stand no show,
Who takes you where you want to go?—
THE RAILROAD.

The moral should be plain to you,
It's Use train service all year through,
Help those so anxious to serve you—
THE RAILROAD.

Government Expenditures

The following material has been compiled by the Illinois Manufacturers' Association:

COMBINED GOVERNMENTAL EXPENDITURES IN THE UNITED STATES

	1913	1931	Increase in Dollars	Increase in %
Local	\$1,844,000,000	\$ 7,280,000,000	\$ 5,436,000,000	294.8%
State	383,000,000	2,500,000,000	2,117,000,000	547.5%
Federal	692,000,000	4,220,000,000	3,528,000,000	509.8%
Total	\$2,919,000,000	\$14,000,000,000	\$11,081,000,000	379.6%

The combined expenditures of State and local governments are now increasing at the rate of \$500,000,000 per year. The tax money spent in the United States in 1931 averaged more than \$116 for each person.

In 1913, public expenditures represented 6.4 per cent of the national income; in 1931 they represented 27 per cent. During the period 1921-1928 the national income increased 147 per cent, and the cost of government increased 313 per cent. At the same time, the population increased less than 20 per cent.

One-seventh of the adult population of the United States is supported wholly, or in part, by taxation. The following tabulation shows the number of persons supported wholly, or in part, by local, State and/or Federal taxes:

Federal employes of all classes.....	988,000
Tax-supported insane institutions.....	286,000
Prisoners, daily average	220,000
Federal hospital population.....	27,700
School teachers	1,124,000
State, city and county employes.....	1,300,000
Directly, or indirectly, on roads.....	2,487,000
Directly, or indirectly, working on public construction.....	900,000
Total	7,332,700

This tabulation does not include the large number of persons receiving pensions, bonuses and miscellaneous financial aid from Federal, State and local governments.

The number of Federal employes has increased more than 6,000 in the last year.

It is estimated that when business is normal about 46,000,000 persons are gainfully employed in the United States. Therefore, about 20 per cent of the persons employed in the country receive their livelihood from taxpayers.

For every four persons gainfully employed in the United States, there is one person who is wholly, or in part, supported by government.

The Rights of Men

By D. E Wood, LL.B.

EVERY man, woman, and child able to read with understanding, should study the American Declaration of Independence. *Reading* it alone, is not enough. In these days when, not only our country, but also the entire world is undergoing another transition and readjustment period, the principles incorporated in this cornerstone of American idealism, should be fresh and deeply embedded in the mind of every native born citizen.

This document is the chain which binds us together as a separate and distinct, "free and independent" nation. It roars to the world that the loyal inhabitants of these United States of America, shall enjoy liberty, justice and equality. One cannot study it without imagining that each of its 56 signers might have dipped his quill-pen into his own life blood, thereby sealing it with the vitality of his soul. It resounds to the cry of every American heart, as reiterated 90 years later by Abraham Lincoln, that a government like ours, of, by, and for the people, shall not perish from the earth, especially from this "land of the free and the home of the brave."

In the first paragraph, it recognizes that by "the laws of nature and of nature's God" every nation is entitled to be "separate and equal." This applies as well to individuals as to nations. It appeals to the high consciousness of

fairness to the world, carried out further by the statement that "a decent respect to the opinions of mankind requires that the causes which impel the establishment of independent nations (and individuals), should be publicly stated. Then follows the real text of these papers:

"We hold these truths to be self evident, that all men are created equal, that they are endowed by their Creator with certain inalienable rights, that among these are Life, Liberty, and the pursuit of Happiness."

"Self evident truths" are those which everyone can admit, and no one can justly deny. They need no proof. There is no hesitation in the mind of their acceptance. No discussion is required; nothing contradicts them.

The Creator, conceived as a just and loving Father, conferred upon his children certain rights, to the enjoyment of which all men are equally entitled. "Inalienable rights" are such as exist inherently. They are innate. People are born with and justly deserve them. They are fundamental, and cannot be taken away. Because the Constitution of the United States also recognizes them, they are known as "constitutional rights."

Only three such rights are mentioned in the Declaration of Independence, but many more exist by reason of constitutional interpretations made by the U. S. Supreme Court and followed by other federal and state courts. They should be as definitely remembered as the right to live, unrestricted, and happily. Some of them are

enumerated as follows:

Every person is entitled to enjoy the inalienable right to breathe pure air. Anyone who is subjected to the necessity of breathing foul, dirty, offensive, noisome, obnoxious air, can successfully maintain a suit in the law courts of the land to enjoin the contamination of the air, or recover damages, on the ground that it constitutes a nuisance. Pure air is a just and equitable right of every citizen, in the enjoyment of which he is protected by the constitution of the United States.

While a necessary, useful, or old established business has been held not to be a nuisance, yet, if it is managed so as to annoy, injure or inconvenience another, he has a remedy. The highest law of the land will not protect or justify a business, well or poorly conducted, in a locality wherein and whereby the health, lubricity and innocuousness of the people are adversely affected. A property owner "has a natural right to have the air diffused over his land in approximately its natural condition."

The right to free light into one's premises is closely linked with the right to enjoy pure air. A person's free view may, however, be lawfully obstructed by a building on an adjacent property, but not by displays of merchandise. "As a general rule, the public are entitled not only to a free passage along the streets, but to a free passage over each and every portion of the street."

Every person is entitled to equal protection of and before the law. This means protection and security of life—"complete immunity from harm"—as well as the security, restitution and free enjoyment of his property. The right of eminent domain may be enforced by a state, but it must compensate the individual owner for the property it takes away.

(Continued next issue)

The Agricultural and Colonization Department

Farm Lands Selling Well Michigan, Wisconsin and Washington Reports

"WE HAVE sold more farm land in the past few months than were sold by us during the previous six years." That is the statement of John Hawley, Ontonagon, Michigan. "Most of the land we have sold has been in 40 and 80 acre units. The purchasers have, in the majority of cases, moved right on to the land and begun making a home for themselves."

"You know," Mr. Hawley continued, "we have a law in this State that provides that no taxes will be required of a settler who actually moves on to our cutover lands for a period of five years. That gives the purchaser a few years to get his farm on to a productive, paying basis before he is required to pay any taxes. You can readily see what an advantage that is to us in settling up this community."

From Wisconsin, further reports show that lands are moving in that State too. L. W. Pike, Gleason, Wisconsin, writes as follows:

"I have sold 27 forty-acre tracts in the past fifteen months. The purchase prices ranged from \$5 to \$10 per acre. Much of this land has been sold to local people who are expanding their farms, but some have been sold to new settlers. This month, we have had tracts occupied by Polish parties from Chicago."

Mr. Thomas B. Hill, Manager of the Land Utilization Committee of the Washington State Chamber of Commerce, Seattle, Washington, in a letter dated May 26th, states:

"In the year 1931, about 7,500 families went out on the land in the State of Washington. This figure is arrived at from detailed checks by rural routes that were made in several counties, by personal observation, and by making extended inquiry among Chambers of Commerce and real estate men. The majority of these were people who moved from the city to the surrounding country, and many went upon small places. In the total were a considerable number from other states."

Montana Solving Its Water Problem

An Example of the Need for Organization and How It Was Accomplished

It is easy to look about and note the benefits that have come to groups of society, communities and even whole commonwealths. More often we note things that could well be improved by a little more united action. Montana citizens have no doubt noted this latter fact and set out to do a constructive bit of organization work from which they confidently expect far reaching effects.

The growth, organization and accom-

plishments of the Montana Irrigation and Water Conservation Committee is a good object lesson for many another state or community having a problem to be solved that demands the united action of its citizens.

Following several severe drouth years, the State found its farmers and ranchmen as a whole much depleted in resources, some even reduced to the point where Red Cross assistance was necessary for maintenance. In the State, there were a few who had used water from the streams or from pumping systems to irrigate their lands and in all these cases they were self-reliant, financially sound, permanent farm citizens, an asset to the State.

A few thinking Montanans reasoned that if a few could succeed during times of adversity, certainly more ought to. These men surveyed the situation and found that:

"Under Montana's condition of limited, variable and often insufficient precipitation and consequent water supply, the conservative and economical use of this supply is essential not only to the proper development of the State but to the permanency of its existing agricultural stability.

"The best utilization of the State's area is dependent upon the fullest practical development of irrigation.

"Further extension of irrigation is

(Continued on page 14)

ACCIDENT SAFETY FIRST PREVENTION

Wearing Goggles Means a Lot

The following is a letter written by Chipper Bert Thelen, employed in the Milwaukee Shops Foundry, giving some information on how his left eye was saved because he complied with the goggle rule. This should be sufficient evidence to point out to all employes the importance of wearing goggles when performing work requiring them.

"On May 16th, while I was chipping a protecting grate, a chip came off the grate and hit my goggles, shattering one lens.

"Wearing goggles means an awful lot. If I wouldn't have had them on, I would have lost my eye, the chip struck with such force. I think it is very necessary that goggles be worn while working and especially in the Foundry Chipping Room, and I am grateful to the Safety Committee for making it a rule that we must wear goggles.

(Signed) Bert Thelen."

First Aid and Method of Applying Artificial Respiration

By E. L. Cleveland, Trainmaster,
Coast Division

(Continued from May Magazine)

Applying a Bandage for a Dislocation

In cases of a shoulder dislocation, broken shoulder or broken collar bone, there is a proper way of applying a bandage so that the patient will not suffer very much pain, excessive swelling will be avoided, and he will be prepared so the doctor can readily take care of him. The broken parts of bone rubbing around would cause the patient a lot of pain while he is being transported to the doctor, and we want to stop that, as well as the swelling.

We will assume that our subject here has a broken collar bone or dislocated shoulder. The first thing to do is to make a small pad (the size of the pad used was about 2x3x6 in.) and put it under his arm pit. Take a good length of bandage, about 4 inch width, put it around the man's arm, cross it once, and put it around his body. Then pull it tight around his body and tie it. This will pry the ends of the broken collar bone apart, or, in case of dislocation, will hold the joint in proper position.

The next thing to do is to put a sling on him. In making a sling, you should have a pretty good-sized piece of cloth. (The one used was about a yard square.) First, fold it diagonally. Then with the cloth in that position, put the top end over the injured shoulder and lay the rest of it across his chest. Put his arm across the bandage, bring the lower tip of the sling up across the other shoulder, around his neck, and tie the two ends of the cloth together. The tag end of the cloth at the elbow should be twisted and tucked inside. For a sprain, merely apply the sling. (Mr. Cleveland illustrated the method of apply-



B. W. Zilley

Forty-Nine Years Service Without a Reportable Injury

Record of B. W. Zilley, R. H. Foreman, Seattle

I began work with this company July, 1883 in shops at Perry, began as Fireman August 6, 1884 and was promoted to Engineer September, 1889. I brought Engine No. 33 to the Coast Division, August, 1908. Have been employed as Roundhouse Foreman at Malden, Tacoma and Seattle since July 28, 1910. Just completing 49 years service without a reportable injury to myself.

ing the bandage and sling by applying them to one of the employes. This employe, in turn, repeated the process, placing a bandage and sling on Mr. Cleveland.)

Avoiding Infection in Minor Injuries

I want to speak briefly about the minor injuries. There were over 4000 small injuries on our railroad last year that might have developed into something serious. As you know, there is always the possibility of blood poisoning, which may cause the loss of an arm or leg. All I want to say about these little injuries is this: DON'T put something on that wound that might cause infection. DON'T put a chew of tobacco, cobwebs, a dirty handkerchief, or any kind of clothing on the wound. If you haven't a sterilized bandage, it is much better to leave the wound open. It won't hurt you to let it bleed a little. Much better do that than to have something on there that might cause infection.

Now in regard to burns: One thing for the first aid man to remember about burns is to get the man to the doctor as quickly as possible. To prevent suffering, put something on the burn that keeps the air out. The best things for this purpose are baking soda in water, flour and water, vaseline, caron oil, lard, or ordinary lubricating oil. Put a bandage around the burn, and then let the doctor put on what he thinks is right. If the burn is caused by any substance that causes the clothing to stick to the skin, cut the clothing around the burned portion. Do not pull the clothing

off, as you will also pull the skin off, and the burn will take much longer to heal.

Method of Applying Artificial Respiration

Another thing we have talked about, especially in the electrified territories, is the proper method of applying artificial respiration, to restore breathing in cases of electric shock, apparent drowning or suffocation.

You don't want to think, because you are working on the Idaho Division, that you are immune from getting electric shock. Electric shock may happen anywhere. There have been lots of people killed with the 110 volts in their homes. With the ever-present danger of electric shock, the methods of artificial respiration should be known by everybody.

Four out of five times, when a person is shocked, he is not killed—in fact, not injured, except that he is not breathing. There is a little bunch of nerve cells in the back of your head that controls your breathing. You cannot breathe unless that nerve center is working. Generally, when a person comes in contact with a high-voltage wire, these cells are temporarily paralyzed. He is alive and his heart is beating, but he is going to suffocate unless he is forced to breathe. If we know how to apply artificial respiration, letting air come in and forcing it out, we can breathe for him. After a while, the nerve cells will start to come to, and he will start breathing naturally.

Place the patient on his stomach at the first level place you can find. Bend his right arm at the elbow and rest his head on it, face to the left. Put his left arm straight ahead. This opens up the chest muscles on the left side and gives his heart a good chance. Open his jaws and remove his false teeth or chew of tobacco, if any. You should place yourself on your knees, astraddle of the patient, about even with his hips. There are 12 ribs on each side of the chest. Place both hands on the back in such position that your little finger will be on the lowest rib and your hands about 4 inches apart, elbows stiff. Now when you lean forward and apply pressure, you will push the diaphragm up against the lungs just like a bellows, forcing the air out. (The process was demonstrated by Mr. Cleveland.)

Don't forget that a man only breathes about 14 or 15 times a minute; so don't try to work rapidly. Have your body right over his back, and with elbows stiff, apply pressure in four counts as follows: 1. Get ready. 2. Apply pressure slowly and firmly. 3. Release as quickly as you can. 4. Rest.

You may have to keep up this process for two or even four hours before natural breathing is restored. As the work is quite tiring, it is best to have several men to rotate around, one taking up the task immediately when another leaves off. Every

once in a while, try to bend the patient's left arm. If it is limber, he is still alive.

After a considerable time, the man may breathe three or four times and then quit, and you will have to resume work, until after two or three times he will finally open his eyes, and you will find that he is breathing normally again.

Don't let him get up; cover him up and keep him warm. Rub him briskly to stimulate circulation, stroking toward the heart. When he is thoroughly conscious, give him a couple of spoonfuls of hot black coffee or tea. Then have him lie there about 30 minutes longer, after which it is all right to move him.

There are many persons whose lives have been saved by this method of resuscitation. At Centralia a man was knocked out with 11,000 volts of electricity. Fellow employes applied artificial respiration for 10 hours, saved his life, and he is working today. One of our switchmen at Seattle reports that his wife was taken down suddenly with paralysis of the diaphragm. He applied artificial respiration to her and restored her breathing. A lady out at a picnic near Seattle fell in 10 feet

of water, and was in the water about 10 minutes before they got her out, apparently dead. No one around at first knew what to do; but a 16-year-old Boy Scout who was swimming nearby noticed the crowd, and finding what was wrong, started to apply artificial respiration immediately. In 30 minutes she came to, and is living today.

That just shows how important it is to know how to apply this artificial respiration. It may be mighty essential in your own home, with members of your family. Surely it would be a wonderful thing if one of the Idaho Division fellows happened to come in contact with a hot wire at one of the electrified terminals, if his fellow workers knew just what to do for him, and were able to save his life.

If what I have told you tonight is going to prevent any suffering, I will be very glad. I hope none of you have occasion to use these first aid methods. However, I feel that it is a good thing to know how to take care of yourself, your family, or your fellow employes, in case of such accidents.

trunks in great leaps in an attempt to set new records.

Favorites of the lumber camps of the Northwest and Canada, and yes, even the woods of Minnesota and Wisconsin—will send logs circling rapidly through the water in an effort to send their opponents spilling into the waters of the lake. Log rolling is just as difficult, and takes just as much skill as high climbing, although it is not as hazardous.

The program will also boast other loggers sports, namely shingle-packing and bundle-tying contests, axe-throwing, log jousting, canoe-tilting, log-bucking contests, swimming races, and other sports at which the woodsmen display their skill.

In keeping with the spirit of the Rolleo, citizens of the City of Longview adopt a Rolleo regalia that smacks of the woods fully a month before this carnival of woods sports is staged. Everybody from the mayor on down wears red hat, hickory shirt, blue denim overalls and some even loggers boots, until the last prize is awarded and the last tired logger has gone back to the camp in the woods.

Heightened interest is already being manifested in this year's Rolleo, and many from the east and midwestern points have written indicating that they wish to time their visits to the coast to coincide with the Rolleo.

Building Nations Rural People Foundation of Independence

This nation has been built upon the homes of its pioneers. Those pioneers were the apostles of agriculture. They did more than erect log houses and sod shacks. Their untiring efforts did more than wrest fertile fields from encompassing forests. With heads up, with strong hearts, with determination of purpose, they marched forward. They conquered.

The march of progress over our uncharted contour was not traveled without handicaps; without discouragements. Fascinating as was the lot of the pioneer, none but the founders of our early homes knew the discouragements and disappointments that must be swept aside, surmounted or overcome that a nation might be permanently built.

Upon the independence of the pioneer agriculturist has been built the freedom of this country. The rich, productive soils of our states, the herds of beef and dairy cattle, the millions of hogs, the flocks of poultry and sheep, the waving fields of grain and corn, the mows of new mown hay do not mean in money what was meant a few years ago. But it does mean permanence. The debt-free farm family with shelter, food and an insured income, be it ever so small, still is the most independent family on earth.

We still have much country to build, much room for a new group of pioneers and a great opportunity to make a lasting contribution to the stability of our Nation. There are among us many men with the old pioneer spirit who can be again relied upon as were the founders of our country. Some are now turning again to the land.

The personal injury figures for the month of March and the three-month period, 1932, are as follows:

	March, 1932			March, 1931			Increase or Decrease		
	Fatal	Reportable	Lost Time	Fatal	Reportable	Lost Time	Fatal	Reportable	Lost Time
Lines East.....	2	9	2	—	14	9	+2	-5	-7
Lines West.....	—	6	4	—	—	4	—	+6	—
System.....	2	15	6	—	14	13	+2	+1	-7
An increase of 21 per cent in reportable cases.									
	3 Months, 1932			3 Months, 1931			Increase or Decrease		
	Fatal	Reportable	Lost Time	Fatal	Reportable	Lost Time	Fatal	Reportable	Lost Time
Lines East.....	7	32	18	2	33	27	+5	-1	-9
Lines West.....	—	7	5	—	1	6	—	+6	-1
System.....	7	39	23	2	34	33	+5	+5	-10
An increase of 28 per cent in reportable cases.									

DIVISIONS WITH CLEAR REPORTABLE INJURY RECORDS

DURING THE MONTH OF APRIL, 1932

The records show that all of the following divisions completed the month of April, 1932, without a reportable injury and those shown with the star prefix also went through the month without a lost time injury:

Name	Title	Division
A. J. Elder.....	Superintendent.....	Iowa
W. N. Foster.....	Master Mechanic.....	Iowa
W. Snell.....	General Car Dept. Supervisor.....	Southern Dist.
W. G. Bowen.....	Asst. Supt. (classified with Trainmasters).....	Dubuque & Illinois
A. M. Martinson.....	Asst. Master Mechanic (classified with Traveling Engineers).....	Milwaukee (1st Dist.) and Milw. Terminals
H. B. Christianson.....	Division Engineer.....	Iowa
T. McMahon.....	Roadmaster.....	LaCrosse & River
L. M. Farley.....	Chief Carpenter.....	Iowa
G. W. Dahl.....	General Yardmaster.....	Dubuque & Illinois
C. R. Dummler.....	Agent, Large Freight House.....	Milwaukee, Wis.
F. S. Peck.....	Dist. Storekeeper.....	Middle District
J. F. McConahay.....	Signal Supervisors.....	Middle and Northern Districts
V. S. Brokaw.....	Asst. Engineer.....	Evanston Grade Separation
G. Lamberg.....	Loco. Shop Supt.....	Minneapolis, Minn.
L. B. Jensen.....	Car Shop Supt.....	Milw. Passgr. Car
John Reinehr.....	Shop Supt.....	Tomah Shops

The Car Department force of 34 men at Coburg has covered a period of more than 560 days without a reportable injury and the force at Broadway Coach Yard, Kansas City, numbering about 7 men, has gone more than 1,155 days without a reportable injury. Much credit for this good record is due Car Foreman J. T. Clark.

The safety contest results for the two-month period ended February 29th, 1932, show the above officers at the top of the list in their respective groups:

The Annual Rolleo at Longview

Lon Cook

THOUSANDS of spectators will thrill to the woodsmen's cry of "timber" this year when the Fourth Annual Longview Rolleo gets under way here July 2 for two days of carnival of loggers sports in the world's biggest woodsmen's fiesta.

In the most natural setting in the world—Longview's Lake Sacajawea, with its grassy banks, fringed by trees, and the forest clad hills of Southwest

Washington and Oregon rimming the horizon—agile, clever daredevils from forests will pit their utmost skill and strength in the many contests direct from the camps in the woods which make up the program of the Rolleo. Most thrilling of all the competition—will send logs curling rapidly through ping contests, where the loggers will scale tall, 160-foot spar trees and digging their spikes into the trunks, drive their saws through the "tops" at dizzying heights and then race down the



SAID TO BE HUMOROUS



No End to Bad Luck

Kansas City, Mo.—Charles Chapman, 22, crawled from the wreck of his overturned automobile and found his right arm broken and bruises numerous. He walked to a nearby farmhouse for aid and was attacked by the dog, which bit him on the leg.

It Takes Patience

Dr. Foolem—"Plenty of exercise will kill all the germs."

Patient—"Yes, but how can you get them to exercise?"

That Roman Job

"All right!" said the slow worker, "keep your shirt on! Rome wasn't built in a day, you know."

"That may be," the boss replied, "I wasn't in charge there!"

Fleshings

Old Lady (to Tommy)—"Surely your mother could find pieces of material more like your trousers when she patches them."

Tommy—"That ain't a patch; that's me."

A Sure Sale

The house-to-house book canvasser knocked at the door of Mrs. Jones semi-detached residence.

"Nothing today," said the woman, when she saw who it was.

"But, madam," he insisted, "I have something here that is bound to interest you."

"Oh, and what is that?" she asked briskly.

"The 'Husband's Friend, or 500 Reasons for Staying Out Late,'" said the canvasser.

"What makes you think that book would interest me?" asked Mrs. Jones angrily.

"Well," said the canvasser, with an artful wink, "I sold a copy to your husband on the way to the station this morning."

Only Used It a Year

"No," said the storekeeper, "we can't take a phonograph back after a customer's had it for a year. Is there anything wrong with it?"

"Yes," said the Scotchman, "the needle's broken."

Fearless Journalism

"We shall reside at the Old Manse," the bride said.

So the society editor wrote:

"When they return from their honeymoon, the newlyweds will live with the bride's father."

She Knew Him

"Aren't there a lot of useless words in the English language?"

"Yes, and my wife knows them all."

Diagnosing the Case

"My dear sir," said the doctor, "your physical troubles are due entirely to your defective teeth. Now let me examine them."

"All right, doctor," muttered the patient, "hold out your hand."

One of Many

A chap known as Dick
Was down on his luck,
But, having a buck
He bought him "on tick"
A kind of a truck.

Says he, "Now I'll sock
The railroad a whack.
I'll take from the track
Of traffic a flock
And make me some jack."

So loading the truck
He felt pretty slick,
And sallied forth quick
The railroad to buck.
Alas for poor Dick!

He struck with a smack
An auto, by heck!
So there was a wreck.
No insurance? Alack!
And cash? Not a speck.

Thus Dick had a shock;
The Shipper was stuck,
And gone is the truck.
No more will it sock
The railroad. Tough luck!
F. H. J.

"Mary, your sweetheart is at the door."
"How do you know it is my sweetheart, sir?"
"He is smoking one of my cigars."

Always Kicking

An old lady went to the store to buy her young nephew a football. The clerk asked her what kind of football she would like. She replied:

"Well, I don't know. The one I saw him playing with was tan, oval shaped, and laced up the side, but I don't believe he liked it very well because he was just kicking it around."

"What do you mean by flagging the limited?" growled the conductor to the wayside motorist.
"I wanted to borrow a wrench," said the driver. "I've got to change my tire."

Old Lady (on platform)—"Which platform for the London train?"

Porter—"Turn to the left and you'll be right."

Lady—"Don't be impertinent, my man."

Porter—"All right, then, turn to your right and you'll be left!"

Judge—"How can you prove your innocence?"

Prisoner—"Give me time."

Judge—"Ten years."

Good Old Girlhood Ways

Bride—"You must not expect me to give up my girlhood ways all at once."

Bridegroom—"Certainly not, my dear. Go on taking an allowance from your father as if nothing had happened."

"Traveled all over the world, eh? Went up the Rhine, I suppose?"

"Climbed it to the top."

"Saw the Lion of St. Mark?"

"Fed it."

"And visited the Black Sea?"

"Filled my fountain pen there."

Just Another Sister

"Well, Joe, how do you like your new little sister?"

Joe—"Oh, she's all right, I guess, but there are lots of things we needed worse."

Careless That Way

Herbert—"Thirty-eight, did you say? Then she carries her years badly?"

Horace—"She does. She's always dropping a few."

She Knew How

Bump—"Has your wife learned to drive the car yet?"

Bumper—"Yes, in an advisory capacity."

Casey (after seeing Riley fall five stories)—"Are yez dead, Riley?"

Riley—"Oi am that."

Casey—"Shure, and ye're such a liar, Oi don't know whether to believe yez or not."

Riley—"An' that proves Oi'm dead. Yez wouldn't call me a liar if Oi wuz alive."

Time to Eat

An Englishman had invited an American friend to visit his shooting-box in the Highlands. On the first day they did not have much sport, as the birds were shy, but that didn't worry the host, who admired the glorious scenery.

As they stood at the top of a fine mountain from which they obtained a magnificent view of frowning crags and placid lochs, the sporting host said ecstatically:

"Isn't this magnificent? Why, just to stand here makes a man feel like a little grub!"

"It does," agreed his guest. "I tell you, I've had nothing but a ham sandwich since ten o'clock."

The absent minded professor called his biology class to order after the lunch hour.

"Our special work this afternoon," he said, "will be cutting up and inspecting the inward workings of a frog. I have a frog here in my pocket to be used as a specimen."

He reached into his pocket and pulled out a paper sack, shook its contents on the table, and out rolled a nice looking ham sandwich. The professor looked at it, perplexed, scratched his head, and muttered: "That's funny; I distinctly remember eating my lunch."

The Money Maker

Wife (with her first checking account)—"Oh, John, the bank sent me back all the checks I wrote last month, so I haven't spent anything."

Mrs. Brown—"I saw Mary kissing the milk-man this morning."

Mr. Brown—"Good heavens! Wasting time on him when we owe the grocer \$50."

Montana Water Problems

(Continued from page 10)

largely dependent upon water storage and use of flood waters.

"Most of the land put under irrigation in the State produces feed for livestock and special crops not necessarily in competition with surplus crops of the country.

"The extension of irrigation in Montana will stabilize communities and provide permanent self-sustaining homes for many new farm families. It is estimated by competent authorities that 30,000,000 to 35,000,000 acre feet of water run from the State annually, and that there are at least 7,000,000 acres that it would be practical to irrigate. Of this amount, more than one-half is included in individual flood water and pumping possibilities.

"The conservation of water and regulation of stream flow through storage and irrigation is in many communities becoming imperative for the protection of public health.

"The conservation of water and regulation of stream flow for irrigation materially reduces flood losses, property damage and erosion.

"The maintenance of stream flow in live streams resulting from conservation methods will preserve and extend the fishing and recreation areas of the State, making them more attractive to the large numbers who are interested in this type of recreation. The storage reservoirs in most cases will serve as refuges and breeding places for wild fowl.

"Practical home development by utilizing water units will also develop the communities around them and will make them large dependable consumers and an economic asset to the nation.

"The fact that water is a fundamental resource of every community and that its control at the headwaters is of value to everyone below, makes it a state and national problem."

Montanans, Incorporated, the State Chamber of Commerce, has undertaken and will actively further this program. Its general Irrigation Committee has been divided into thirteen sub-committees representing the various phases of the irrigation development and water conservation problems of the State. The scope of these committees has been mapped out as follows:

RECREATION, LIVESTOCK AND GAME. To further the conservation of water for the protection of fish, water fowl, wild life, forests and forage, together with the storage or other uses of water for livestock and the production of feed.

FLOOD CONTROL AND INTER-STATE RELATIONS. To cooperate with the State Water Conservation Commission on questions relating to the allocation of water rights between Montana and adjoining states and to protect Montana's interest in any national water use or conservation program.

PUBLIC RELATIONS. To keep Montana people informed of the work of the irrigation committee and to arouse public interest in the need for a state water utilization program so as to enlist active support for the objectives of the committee.

To cooperate with other western states in presenting information designed to create a national attitude favorable to water conservation and utilization.

WATER RIGHT LAWS. To cooperate with the State Irrigation Code Commission in working out a proper revision of water right laws.

IRRIGATION DISTRICT LAWS. To cooperate with the State Irrigation Code Commission in the revision of recodification of irrigation district laws.

IRRIGATION DISTRICTS. To analyze the conditions on existing irrigation districts and assist in readjustment or reorganization where considered practicable and necessary.

FEDERAL RECLAMATION. To determine what areas in Montana should be included in the Reclamation Calendar and provide means for this inclusion. To cooperate with other western states in securing national support of the Federal Reclamation Policy.

FINANCING AND REFINANCING. To provide a practicable method for conservative financing of future irrigation development and for refinancing existing irrigation projects where necessary and practicable.

UNDERGROUND WATER. To survey the underground water resources of the state and present definite information covering the cost of development. To assist in bringing about the use of such water for irrigation or other purposes.

PUBLIC HEALTH. To further the proper use of water for public water supplies and waste disposal and to coordinate such uses with those for other purposes. To study the relationship of irrigation and drainage to the public health.

IRRIGATION COMPANIES. To analyze the conditions under private irrigation companies and assist in such readjustments as may seem advisable.

INDIVIDUAL PROJECTS. To assist in the development of individual irrigation and stock water projects, either by stream diversion, pumping or flood control.

USE OF WATER—SOIL AND CROP REQUIREMENTS. To promote the economic use of water in crop production.

How to Sell More Potatoes Developing a Consumer Demand

It is said that considerably more than half of the food products consumed in our large cities is purchased in amounts needed for consumption. Observation seems to substantiate that belief. We as a nation are living from day to day. The present economic conditions, no doubt, are forcing an even large proportion of our population to adopt the daily purchase plan.

We are not likely to return to the old system of bulk purchases of our food products even though, by so doing, we might be able to materially reduce our living expenses.

If the farm producer is to market the products he grows to best advantage, he will have to meet the demands of the consuming public. To do that, he will have to package everything possible in as nearly daily sized packages as he can do it. Those things that lend themselves well to packaging are eggs, fruits, potatoes, cheese, butter, and, to lesser extent, various other food articles.

The farmer or farm community that will meet consumer demand is the producer that will capture the market. He who shall be first to do so will naturally secure privileges of the market not obtained by those who steadfastly insist on following the course of our forefathers. Take potatoes as an example:

Most of us can easily recall the day when potatoes moved to market in bulk. Then came a great change, when 150-pound sacks were adopted as standard containers. But who could lift those sacks? Certainly not the housewife or even the grocer's delivery boy. The next step was 100-pound sacks. Still the amount was too large for any handling. But much more important was the fact that few consumers would buy 100 pounds at a time, because too great a percentage would spoil before they could be eaten.

Some live grocer reasoned that one peck, 15 pounds, of potatoes was more nearly what everyone wanted. That is an amount such as the average city family can store

(Continued on page 32)

MILWAUKEE EMPLOYEES PENSION ASSOCIATION Members Entered on Pension Roll May, 1932

The following members of the Milwaukee Employees Pension Association have been placed on the pension roll during the month of May, 1932:

Name	Occupation	Division or Department
John S. Bryant	Bill and Claim Clerk	Iowa Division
George W. Burns	Machinist	Milwaukee Shops
George Confare	Section Foreman	Iowa Division
Charles L. DeWald	Stationary Engineer	Iowa Division
Benjamin F. Ernst	Carman	Milwaukee Shops
Heinrich Falk	Carman	Milwaukee Shops
Dan Haggerty	Carman	Minneapolis Shops
Adolph Hammermeister	Blacksmith	Dubuque & Illinois Division
Joseph Hanseder	Laborer	Milwaukee Shops
William M. Johnson	Sleeping Car Porter	S. & D. Car Department
John H. Kelly	Permanent Hostler	Madison Division
Alfred M. Klinger	Passenger Brakeman	Dubuque & Illinois Division
Charles H. Koch	Clerk	Rocky Mountain Division
Charles J. Kildahl	Cabinetmaker	Milwaukee Shops
Ed. Littlejohn	Crossing Flagman	Police Department
William R. Owen	Clerk	LaCrosse & River Division
Charles V. Putman	Locomotive Engineer	Dubuque & Illinois Division
Albert Reinholz	Section Foreman and Laborer	Superior Division
Valentine Rewolinski	Helper	Milwaukee Shops
Ulrich T. Schneyer	Car Repairer	Dubuque & Illinois Division
Edward W. Streeter	Machinist	Deer Lodge Shops
Fred J. Tenge	Painter	Milwaukee Shops
Harry Thomas	Hostler	Tacoma Shops
Wilhelm Walter	Trucker and Janitor	Kansas City Division
Henry Yeager	Hostler	Dubuque & Illinois Division

M. J. LARSON, Secretary-Treasurer.

THE MILWAUKEE RAILROAD WOMEN'S CLUB

In the interest of economy, The Magazine is cut to 32 pages for the summer months. Club members please note that the reports of Chapters not shown this month will follow next month.

Sanborn Chapter

Mrs. Ellis Miller, Historian

SANBORN CHAPTER met in regular session, with Mrs. J. C. Wiley, president, a goodly number being present.

Good reports from the different committees were given, Welfare Chairman Inga Pipping reporting the buying of shoes for a little girl.

Orders for jams and jellies were taken, the club having paid \$9.51 for same. We are trying to replenish the treasury this way.

Delicious refreshments were served by the social committee.

Cards were enjoyed after the meeting.

Seven of our members attended the get-together meeting, given at Mason City, and all report having a wonderful time.

Green Bay Chapter

Mrs. Charles Heyrman

GREEN BAY CHAPTER held a public card party, Friday, April 15. A nice crowd attended. Prizes were given and refreshments served.

The social meeting of the club for April was held Wednesday afternoon, April 20. It was well attended, and a nice time was reported by all.

We are sorry to lose Mr. and Mrs. Eric Gehrke, who are leaving for Minneapolis. Mr. Gehrke has been transferred as division accountant at Minneapolis. Our good wishes go with them for health and prosperity. A farewell party was held in their honor at the club rooms. It was in the nature of a pot luck dinner, after which cards and a social hour was enjoyed.

The regular business meeting was held Thursday evening, May 5, Mrs. Thos. McLean, presiding. After reciting the club motto, reports were read by the chairman of various committees.

Another card party is being planned for May 20. Tickets will be sold. Mrs. Chas. Cheavy is chairman.

Mrs. Thos. McLean requested the members to stand for one moment, in memory of one of our most active members, Mrs. J. T. Dinwoodie, who passed away April 20, after one week's illness. Her loss will be greatly felt by the club, as she was a staunch and willing helper. The club extends to the family heartfelt sympathy.

Miles City Chapter

MILES CITY Chapter met in regular session on Saturday evening, April 16, 1932. The newly elected president, Mrs. G. H. Hill, presided, and all the members feel that she will be a great help to our club. The first half hour of the session was devoted to singing familiar songs. Mrs. Peterson, our pianist, appointed by Mrs. Hill for this year, assisted as accompanist. These opening exercises were so well received by the members that it was decided to continue the same at other meetings. The books used were brought from Minneapolis by our president when she was in the city recently.

The Club feels that this year will be one of benefit and sociability combined and as members we must individually do our part, no matter how small it is.

To promote the social side it was voted that simple refreshments be served at each meeting, and for diversion card playing will be encouraged.

A public card party was sponsored on April 25 in the afternoon and the president was much

encouraged to have 75 ladies present, although the weather was very, very rainy. The hostesses were Mrs. T. Brown, Mrs. A. Wickersham, Mrs. Ruth Peterson and Mrs. H. L. Stamp. First prize was won by Mrs. W. H. Wise, second by Mrs. Bessie Pruitt. Mrs. W. H. Fellows deserves special commendation for her efforts in filling the places at the tables.

We regret very much to lose our last year's treasurer, Mrs. B. W. Goggins, whose husband was transferred to Moberidge. We also welcome Mrs. Phil Leahy again into our chapter, who is no stranger to us as she has been one of us before.

The new officers for 1932 are: President, Mrs. G. H. Hill; first vice president, Mrs. H. L. Pitner; second vice president, Mrs. H. J. McMahon; treasurer, Mrs. H. L. Stamp; recording secretary, Mrs. A. W. Wickersham; historian, Mrs. W. H. Wise; corresponding secretary, Mrs. E. B. Walters.

The president appointed the following as chairman of the standing committees:

Welfare and Relief—Mrs. C. A. Memmerdov.
Sunshine—Mrs. L. P. Nimbar.
Membership—Mrs. Thos. Brown.
Ways and Means—Mrs. W. H. Fellows.
Constitution and By-Laws—Mrs. W. L. Anderson.

Program—Mrs. A. S. Halvorsen.

Publicity—Mrs. F. W. Spear.

Social—Mrs. G. F. Cobb.

Lydia T. Byram Fund—Mrs. A. Wickersham.

Auditing—Mrs. Edith Pettersen.

Wausau Chapter

Mrs. A. I. Lathrop, Historian

AT THE May meeting of the Wausau chapter, it was reported that the ways and means committee had earned nearly forty dollars during the month; \$9.35 was realized from a special card party given April 19; \$18.00 was received from membership dues, etc., making total receipts of \$79.32, which, added to the substantial balance on hand at the last meeting, made the total receipts \$201.42. Mrs. Wm. McCarthy, chairman of welfare work, reported that \$49.85 had been used for welfare work during the month. This sum was spent on seven families, comprising seventeen individuals. Mrs. Dexter, president of the club, reported that the chapter endeavored at all times to cooperate with city and county charitable agencies. In this way, financial aid is not duplicated in any case.

Mrs. Sam Loomis, chairman of membership, reported that thirty-five members had paid during the month. Mrs. Leo Ziebell, chairman of sunshine work, reported that eighteen personal calls had been made, and other work done by her committee.

After the business meeting, five tables of bridge were in play. Favors were won by Mrs. A. L. Lathrop and Mrs. Philip Lennert. At the four tables of five hundred, favors were won by Mrs. Lawrence Nowitzke and Mrs. Wm. McEwen. Later a lunch was served by the hostesses, Mrs. Elmer Nienow, Mrs. R. P. Rawson, Mrs. Isadore Livernash, Mrs. Fred Lehrbas and Mrs. Lillian Atkinson. The out-of-town members present were Mrs. Harry Norenberg, Mrs. Oscar Sutherland, Mrs. Ed. Urban, Mrs. Robert Barton, Mrs. John Flanigan, Mrs. Louis Schultz and Mrs. Carol Siessennop, all of Tomahawk.

Mrs. Emelie Randow announced that a guest day card party would be held at the club house Tuesday afternoon, June 14, the regular meeting date. This will be the last meeting of the summer. It was announced that through the kindness of B. F. Hoehn, a set of silverware and a Gladstone bag would be given to the "lucky numbers."

The ways and means committee, under direction of Mrs. Randow, was active during the past month. At a food sale, sponsored by the committee and held at the Palace market April 23, the sum of \$17.20 was realized.

Seattle Chapter

Mrs. Floyd Williams, Historian

THE following list of officers for 1932 is as given to me as historian:

President—Mrs. Clyde Medley.
First Vice President—Mrs. Annie Muehlhausen.

Second Vice President—Mrs. R. H. Robbins.
Secretary—Mrs. J. M. Axelson.
Corresponding Secretary—Mrs. B. M. Zilley.
Treasurer—Mrs. M. W. Hurd.
Historian—Mrs. Floyd H. Williams.
Committee Chairmen—
Constitution and By-Laws—Mrs. C. F. Goodman.

Mutual Benefit—Mrs. J. P. Graybill.

Membership—Mrs. M. A. Skacel.

Ways and Means—Mrs. H. E. Moody.

House and Purchasing—Mrs. A. H. Barkley.

Social and Entertainment—Mrs. J. L. Nupp.

Sunshine—Mrs. E. T. Beaumont.

Publicity—Mrs. R. E. Carson.

Auditing—Mrs. Ethel Burris.

Scholarship—Mrs. O. O. Mercer.

Telephone—Mrs. W. M. Green.

Hostess and Custodian—Mrs. O. Lano.

The regular meetings have been held and a very fine spirit of cooperation has been shown throughout the closing of the year. We are so glad to report that the needy have been cared for through our able chairman, Mrs. Garrett, and her helpers. Our dinners where we have entertained our women and their husbands, families and some friends, have been most successful.

Instead of the picnic this year the social committee has planned an evening of cards, dancing and light refreshments.

At the meeting in April we were glad to welcome to our Chapter a few of the Tacoma ladies.

Avery (Idaho) Chapter

Mrs. Earl Shook, Historian

MRS. E. J. PEARS of Deer Lodge, Montana, organized a very flourishing chapter with twenty-two charter members June 3.

The following officers were elected:

President, Mrs. D. P. Saunders.

First Vice President, Mrs. George Stephans.

Second Vice President, Mrs. Earl Walters.

Recording Secretary, Mrs. Earl Shook.

Corresponding Secretary, Mrs. Anne Koehler.

Treasurer, Mrs. James A. Drake.

The first regular meeting will be held in the school house June 17 at 8:00 p. m., at which time the different committees will be appointed. We hope to have the cooperation of all to make our chapter successful.

Council Bluffs Chapter

Mrs. Carmen Underwood, Historian

COUNCIL BLUFFS Chapter of the Milwaukee Women's Club will close the summer meetings with an annual picnic to be held June 15, at the Fish and Game Club, Lake Manawa. An invitation is extended to all the members and their families and we hope to have a large attendance.

During the past two months our club has done a good deal of relief work. Have paid two hospital bills, bought groceries for several families, and also paid some gas, water and light bills.

At the present writing all the sick are reported recovering.

On Saturday, May 21, our club entertained 130 Milwaukee employes and their families at a "Jiggs" dinner at the Railroad Y. M. C. A.

Following the dinner a splendid program was given and greatly enjoyed by all.

Out of town guests were: Mr. and Mrs. Bliss of Persia, and Miss Etta Lindskog of Chicago. Miss Lindskog gave a very interesting talk.

(Continued on page 31)

OUR LITTLE FOLK



SQUIRREL CAFE

The boys in the Milroad Club had found their camping place for summer, when the club was still very young. It was in the woods on the river that ran on the outskirts of their town. They had run across it entirely by chance, because it was so secluded that people, if anyone ever went there, would walk right past it and never know it was there. There was a bend in the river and there the pine trees grew thickest, and the bushes and vines were so intertwined that they made a wall. The swimming was fine there too, because the river was deeper and clear at the bend.

The mothers had promised them that the first of July they could pack their bags and go out there to camp for as long as they wished, so as soon as school was out they spent all their spare time out there, cutting pine branches, building a hut and preparing for their camping trip.

As soon as July arrived, they were ready to go, and bright and early the morning of July first, they started out with knap-sacks and supplies. They worked hard all morning, getting their hut ready and by afternoon, they were ready for a swim. For several days everything was fine. They cooked themselves big meals and needless to say, their cooking was good. They swam a great deal every day, hiked far into the woods and studied plants and birds with the field glasses that Mr. Rogers had let them take.

On the morning of the fourth day, Jimmie was getting breakfast, and he thought that their supplies looked rather disorderly, so he called to the other boys to ask them who had been in the food last. Not one had touched it since they had cleaned up after dinner the night before. Jimmie said, "But look here fellows, somebody must have been in it. We never left things like this. The cornmeal is spilled all over, the puffed wheat is open and we haven't touched it since day before yesterday." None had an explanation and all were puzzled.

"Well, there is nothing to do right now, but we can watch and see who gets into our things."

Everything was all right all day and life went on as usual for the boys. The next morning, Dick was getting breakfast and found a big bag of peanuts spilled on the ground. "Aha, our visitor has been with us again. Tonight we're going to sit up and watch for him."

And so that night they stayed awake in shifts, two boys at a time, and were very careful not to make any noise. It was Tommy's and Joe's shift when the excitement began. Tommy, drowsy,

DEAR LITTLE FOLK:

I suppose you are anxiously waiting to hear the name of the winner of the Parker Pencil. There were ever so many letters and most of them had long lists of words. I have been as fair as possible, crossing off all words not found in a standard dictionary.

Although I had to check off a number of words in the winning list it still was ahead by almost one hundred words. This list was sent in by C. Howard Tokley of 1637 Lowell Avenue, Butte, Montana.

You will receive the pencil, Howard, shortly after you receive this magazine and I hope that you will like it and use it to write me a long letter.

Lovingly,
AUNT BETTY.

U	C	X	M	E	Q	Y	D	R
G	O	J	S	A	H	N	T	I
P	F	?	K	Z	V	L	B	W

+	+	+	-	-	+	+	+
+	+	+	-	-	-	+	+
+	+	+	-	-	+	+	+
+	-	+	+	+	+	+	+
-	-	-	-	-	-	-	-

Can you decipher this message by using the above code? Try it using the arrangement of the alphabet given above.

but trying his best to stay awake, suddenly heard a tiny noise like grass and leaves being stepped on and pushed aside. He nudged Joe and they both sat there with their eyes glued on the direction from which the noise had come.

"I'll bet somebody is trying to scare us," thought Tommy, but he didn't breathe a word. Joe's thoughts were more like this, "If it is a man, I'll grab his legs and trip him and yell at the other fellows and we can tie him up and then get the police." Joe was small but very brave.

The stealthy sound was almost in the clearing but it made no shadow before the boys. Finally there was a quick dash across the clearing right to the supplies. "An animal," whispered Tommy. "A squirrel, isn't it?"

And there he was right before them, a little squirrel with a long bushy tail, stuffing his pouchy cheeks with the boys' food. "Well, I'll be!" ejaculated Joe.

They watched him until he was gone and then decided to go to sleep and tell the other boys about it. So in the

morning when Dick jumped up he shook Joe and Tommy, and accused them of falling asleep when it was their watch and of losing the thief. The two boys laughed and made up a big story about how they had the thief tied to yonder tree ready to take to prison that very morning. And then they told them about the little squirrel and all the boys laughed heartily. "He's cautious anyhow, isn't he? Last night I put food away thinking that none could get at it without making a big clatter, but he hardly moved a thing. I think we should feed him and his family, don't you?"

And so, every night the boys put their food away so the squirrel couldn't get it, but they left some out for him, and they put up a little sign over the squirrel's feeding ground—SQUIRREL CAFE.

THE STORY OF LITTLE DUCKIE

LITTLE DUCKIE wasn't so very young and she wasn't an ugly duckling, but she was the baby of the family and everyone in the family thought that Little Duckie should be told what to do and when to do it. Why, she could hardly turn around without having someone tell her to, and as for going swimming—that was forbidden unless one of the others was along—as if there was ever a duck who couldn't swim!

The trouble was that when Little Duckie was very young, she had run off one day and nearly drowned herself in the pond because her mother hadn't taught her how to swim. But that was long ago and since then she had learned how and now she could race any of her brothers—that is if Mama Duck would let her.

On this particular day in July, Little Duckie felt very rebellious. She had been up early in the morning and because she had sniffled a couple of times, Mama Duck had put her back to bed and it was too hot to be staying in bed. What she wanted was to get in the water. As she lay in bed, she thought all kinds of terrible thoughts. She would run away where she would be treated as a duck and not as a duckling, and maybe she could get in a fair—she had been taken to a fair once and put in a cage and people had come to admire her. With all these thoughts, Little Duckie knew that if she could just get out of the house, she would go first to the pond and have a swim. The

ANSWER TO PUZZLE

The answer to last month's Mother Goose Puzzle is:

Jack be nimble,
Jack be quick,
Jack jump over
The candlestick.

house was quiet and she remembered that her mother usually went to do the shopping at this time in the morning, so she jumped from bed, waddled down stairs and cautiously crept out of the door. Nobody stopped her, because all the ducks were busy and didn't see her.

As she came near the pond, she heard a desperate "Quack! Quack!" and sensing that all was not well she waddled faster. When she came to the edge of the pond, she saw one of her sisters, out in the middle, and apparently drowning. Little Duckie jumped in and swam as she had never swum before and rescued her sister. When she got her to the bank, she ran home for help and the whole family came. Little Duckie was the center of attraction and all were praising her. She puffed out with pride. Her life would be different from now on. "Maybe I won't run away—that is if they still treat me like this. And her life was different, she did as she pleased without being told to do a single thing.

Favorite Recipes

Soups

Potato Soup. Cook three potatoes in boiling salted water; when soft, put through a ricer. There should be two and one-half cups. Scald one quart of milk with two slices of onion, then remove the onion and pour milk slowly on the riced potatoes, beating continually. Melt two tablespoons of butter, add two tablespoons of flour, one and one-half teaspoons of salt, one-fourth teaspoon celery salt, black and cayenne pepper and stir well until mixed. Then add to hot soup. Boil one minute, strain, add a tablespoon of butter and sprinkle with chopped parsley.

Cream of Lima Bean Soup. Soak one cup of dried lima beans over night. In the morning, drain and add three pints of cold water. Cook until soft and rub through sieve. Cut into small cubes, two slices of onion, four slices carrot and four slices green peppers. Cook vegetables five minutes in two tablespoons of butter, remove vegetables and add two tablespoons of flour, salt and pepper. Blend thoroughly and stir into the boiling soup. Add one cup of cream or milk, strain, reheat and add two tablespoons of butter.

Mock Bouillon. Two quart cans tomatoes and two cups of water, with four stalks celery, eight slices carrot, small onion sliced, small green pepper, three cloves, one-half teaspoon peppercorns, blade of mace, and salt and pepper. Bring the mixture to the boiling point and let simmer fifteen minutes. Strain, and add one-third cup of grape juice and half a lemon. Cool and clear.

Celery Soup. Three cups celery cut in one-inch pieces, and cooked in one pint boiling water until soft. Then rub through sieve. Scald two and one-half cups of milk with one slice onion, then remove onion and add to the celery. Thicken with three tablespoons butter and one-fourth cup flour and season with salt and pepper. Serve with croutons.

Southdown Soup. One forequarter lamb, three quarts cold water. Cut away the skin and fat and cut the lean meat in small pieces. Put in kettle with the cold water, cover and bring gradually to the boil. Simmer four hours. During the last hour, add one onion, sliced, one-half teaspoon peppercorns, one-half tablespoon salt. At the end of the simmering, strain, chill and remove fat. Heat and to each quart of stock add one-third cup string beans, one-third cup boiled rice and one-fourth teaspoon celery salt.

The Patterns

Send 15c in silver or stamps for our UP-TO-DATE BOOK OF FASHIONS, SUMMER 1932.

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

7573. Smart Frock. Designed in sizes: 14, 16, 18, 20, 40, 42. Size 18 requires $3\frac{1}{2}$ yards of 39-inch material. Price 12c.

7571. Ladies' Combination. Designed in sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. Size 38 requires $1\frac{1}{2}$ yards of 35-inch material. To trim as illustrated requires $1\frac{1}{2}$ yard of lace edging for the brassiere, and $2\frac{1}{4}$ yards for the lower edge of the petticoat. Shoulder straps of ribbon require 1 yard. Price 12c.

7564. Ladies' Dress. Designed in sizes: 38, 40, 42, 44, 46, 48, 50, 52 and 54 inches bust measure. Size 48 requires $4\frac{1}{2}$ yards of 39-inch material. Vestee in contrasting material requires $\frac{3}{4}$ yard of 35-inch material. Price 12c.

7575. Girls' Dress. Designed in sizes: 8, 10, 12 and 14 years. Size 12, if made with capelets, requires $3\frac{1}{4}$ yards of 32-inch material. Without capelets, $2\frac{1}{4}$ yards. Price 12c.

7565. Ladies' Dress. Designed in sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. Size 38 requires $3\frac{1}{2}$ yards of 35-inch printed material and $1\frac{1}{2}$ yards of plain material if made as shown in the large view. If made with long sleeves on the bolero, $3\frac{3}{4}$ yards of the printed material will be required. Tie of ribbon requires 1 yard. Price 12c.

7178. A Popular Style. Designed in sizes: Small, 34-36; Medium, 38-40; Large, 42-44; Extra Large, 46-48 inches bust measure. A Medium size requires $4\frac{1}{2}$ yards of 36-inch material. For contrasting material $\frac{2}{3}$ of a yard will be required cut lengthwise. Price 12c.

7577. Girls' Dress. Designed in sizes: 6, 8, 10 and 12 years. Size 8 requires 2 yards of 32-inch material with $\frac{1}{2}$ yard of contrasting material, if made as in the large view. If made in monotone and with long sleeves $2\frac{1}{2}$ yards will be required. Price 12c.

7582. Girls' Dress. Designed in sizes: 6 months, 1, 2 and 3 years. Size 2 requires $1\frac{3}{4}$ yards of 39-inch material. To finish with edging requires 3 yards. Bow of ribbon $1\frac{1}{3}$ yards. Price 12c.

7222. Play Costume. Designed in sizes: 1, 2, 3, 4 and 5 years. A 3-year size, if made as illustrated in the large view, will require $\frac{3}{4}$ yard for the Guimpe and $1\frac{1}{2}$ yards for the Rompers of 36-inch material. To finish with bias binding, piping or braid requires $6\frac{1}{2}$ yards $1\frac{1}{2}$ inches wide. Price 12c.



SPECIAL COMMENDATION



Name and Division	Citation and Date	Cited by
C. E. Mills, Engr., Milwaukee Div.	Reported broken rail, May 18	J. H. Valentine, Superintendent
W. S. Cole, Custodian, Beaver, Wis.	Reported broken rail, June 2	E. A. Meyer, Superintendent
Jos. Shaha, Conductor, Superior Div.	Found broken arch bar, May 9	E. A. Meyer, Superintendent
Kurtis Schroeter, Brakeman, Superior Div.	Reported broken rail, May 3	E. A. Meyer, Superintendent
E. C. Henline, Operator, Spaulding, Ill.	Reported dragging brake beam, April 30	L. F. Donald, Superintendent
Henry C. Sieg, Machine Operator, K. C. Div.	Discovered dragging brake beam, May 11	W. C. Givens, Superintendent
T. P. McGraw, Conductor, K. C. Div.	Reported broken rail, May 20	W. C. Givens, Superintendent
Paul Rieble, Car Cleaner, Savanna, Ill.	Found purse containing money and same was restored to owner	K. F. Nystrom, Supt. Car Dept.
E. W. Dropp, Custodian, Middle Inlet, Wis.	Reported broken rail, June 10	E. A. Meyer, Superintendent

Our Business Getters

General Passenger Agent W. B. Dixon takes pleasure in commending the following named who have interested themselves in securing passenger business:

A. W. Luedke	Traveling Auditor	Chicago
A. L. Jackson	Conductor, C. & M. Division	Chicago
E. P. Willey	Auditor of Expenditures	Chicago
Bernice D. Schmidt	Ticker Auditor's Office	Chicago
F. N. Rathbun	Agent	Elk River Junction, Ia.
G. R. Morrison	Superintendent of Employment	Chicago
H. Bernadickt	Dining Car Steward	Chicago
G. H. Halsey	Traveling Auditor	Marion, Ia.
Harry Simon	Ticker Auditor's Office	Chicago
Robert Weber	Refrigerator Service and Claim Adjustment Bureau	Chicago
Oscar Barthel	Car Inspector	Coburg, Mo.
Cora A. Blodgett	Central Typing Bureau, Fullerton Avenue	Chicago
Carl Witt	Freight House No. 7	Milwaukee
R. G. Evenson	Accounting Department	Minneapolis
J. F. Breit	Storekeeper, Western Avenue Roundhouse Store	Chicago
Henry Koretke	Ticker Auditor's Office	Chicago
E. M. May	Auditor of Expenditures' Office	Chicago
F. X. Langer	Traveling Auditor	Chicago
Miss E. N. Miller	Auditor of Expenditures' Office	Chicago
Robt. J. Bogert	Signal Maintainer	Wausau, Wis.
H. G. Merkel	Agent	Geraldine, Mont.
M. C. Helmer	Agent	Coeur d'Alene, Idaho
J. J. Murphy	Conductor	Spokane
W. H. Hunter	Conductor	Spokane
H. E. Salzer	Traveling Auditor	Spokane
L. E. Soper	Conductor, Sleeping Car Department	Chicago
Lyell Holmes	Brakeman, I. & D. Division	Mason City
Li. Schultz	Police Department	Milwaukee
Dorothy Gruber	Central Typing Bureau, Fullerton Avenue	Chicago
C. L. Kellar	Traveling Auditor	Chicago
Mrs. F. Hurlless	Ticker Auditor's Office	Chicago
J. F. Roland	Office of Auditor of Investment and Joint Facility Accts.	Chicago
John A. Dolle	Traveling Auditor	Chicago
Florence M. Bies	Freight Auditor's Office	Chicago
Ruby Potter	Chief Clerk to Master Mechanic	Mason City, Ia.
E. E. Lawrence	Pullman Conductor	Chicago
H. W. Barnett	Freight Claim Department	Chicago
Don Bryant	Care of Agent	Council Bluffs, Ia.
C. C. Sadler	Steward, Olympian	Chicago
L. T. Speed	Waiter in Charge, Dining Car Department	Chicago
Mary Bulman	Clerk, Sleeping and Dining Car Department	Chicago
M. C. Helmer	Agent	Coeur d'Alene, Idaho
Wm. J. Roach	Car Record Department	Galewood, Ill.
Mr. Bernadickt	Steward, Dining Car Department	Chicago
H. G. Merkel	Agent	Geraldine, Mont.
J. W. Moss	Telegraph Department	Chicago
Miss R. Bruner	Car Accountant's Office	Chicago
J. L. Franz	Chief Clerk, General Manager's Office	Chicago
W. G. Murphy	Engineer	Marquette, Ia.
L. E. Soper	Conductor, Sleeping Car Department	Chicago
Mr. Keller	Cashier, Agent's Office	North Ave., Milwaukee
Mrs. Thomas Hickson	Locomotive Department	Rapid City, S. D.
W. L. Ennis	Manager, Refrigerator Service	Chicago
Leo Burns	Switchman	Green Bay, Wis.
Phil. Emanuel	Ch. Clerk to Asst. Supt. Sleeping and Din. Car Dept.	Tacoma
M. C. Helmer	Agent's Office	Spokane
H. E. Salzer	Traveling Auditor	Spokane
K. E. Hahn	Accounting Department, Fullerton Avenue	Chicago
Harry Meggers	Conductor, Superior Division	Green Bay, Wis.
Lawrence B. Wozny	Clerk, Ticket Auditor's Office	Chicago
Clarence Berthelson	Clerk, Ticket Auditor's Office	Chicago
Eleanor Harter	Office of Auditor of Station Accounts, Fullerton Ave.	Chicago
L. M. Oltedahl	"Friend"	Chicago
A. W. Warner	Train Dispatcher	Wausau, Wis.
C. L. Parson	Agent	Watertown, Wis.
Robt. G. Randall	Local Freight Office	Great Falls, Mont.
W. T. O'Donnell	Section Foreman, Falls Yard	Great Falls, Mont.
William Coy	Union Street Yard No. 1	Chicago
L. J. Miller	Agent	Springville, Ia.
Catherine McClure	Car Accountant's Office, Fullerton Avenue	Chicago
Geo. R. Morrison	Manager, Employment Bureau	Chicago
C. W. Johnson	Police Department	Chicago
Wesley Nchf	General Freight Department	Chicago

W. M. Eshelmen, District Accounting Office, Tacoma, furnished information concerning a prospective passenger from Tacoma to Minneapolis. Business secured.

J. J. Kibbie, conductor, Bellingham, Wash., furnished traffic tip on two passengers for Chicago.

F. W. Rasmussen, Tacoma, secured a passenger, Chehalis, Wash., to Chicago.

Hugh McMillan, B. & B. carpenter, Tacoma, Wash., furnished traffic tips on two passengers to eastern points.

Jas. P. Crawford, B. & B. carpenter, secured two round-trip passengers, Tacoma to Atlantic City and return.

Henry Schmickerath, brakeman, Tacoma, secured round trip passenger, Tacoma to Milwaukee and return.

W. E. Hale, lumber agent, Tacoma, was successful in securing three passengers, Tacoma to Chicago.

H. S. McElvey, machinist, Tacoma, was successful in inducing a number of delegates to convention of Motion Picture Operators at Chicago to travel via The Milwaukee.

J. P. Morrissey, engineer, Cedar Falls, furnished traffic tip on two passengers for eastern points.

T. W. Bunce, brakeman, Milwaukee, secured a car of material from Milwaukee to Dubuque. Shippers are located close to competing line.

George A. Loomis, division engineer, Tacoma, was successful in securing round trip passenger, Tacoma to Spokane.

S. J. Houck, blacksmith, Tacoma, secured two round-trip passengers, Spokane to Detroit, Mich.

C. F. Neglet, clerk, Tacoma, secured a round-trip passenger, Tacoma to Utica, N. Y.

J. F. Alleman, freight agent, Tacoma, secured one passenger, St. Paul to Chicago.

Miss Ellen Sjogren, Seattle freight office, was successful in securing passenger, Seattle to Long Island City, N. Y.

Frank Opic, Dist. Accounting Office, Tacoma, secured two round-trip passengers, Tacoma to Lansing, Mich.

Route Clerk H. F. Boeck and Entry Clerk Otto Schulz at Galewood are credited with securing to our line the diversion on 190 L. C. L. shipments, with a total weight of 94,920 pounds. This business had originally been routed via competing lines.

The Passenger Department at Janesville, Wis., commend Machinist Tom Howe for furnishing tip which resulted in sale of one ticket from Janesville to Portland, Ore.

Train Dispatcher H. L. Vachreau, at Wausau, secured six round-trip tickets Wausau to Chicago and return; four of them had intended to go by automobile.

The Passenger Department thank Mr. Donald Bryant, in Agent's Office, Council Bluffs, for information furnished which resulted in the sale of three tickets from Omaha to New York via our line to Chicago.

Passenger Brakeman L. Holmes at Mason City is credited with influencing sale of one ticket via our line, Mason City to Spokane.

In the Chicago Terminal, Yard Clerk Wm. A. Robinson secured one passenger from Chicago to Kansas City and return; also, Chief Yard Clerk J. L. Burke secured two round trip passengers to Duluth and return and one to Wisconsin Dells and return.

Betty Lee Cole, daughter of Agent W. S. Cole, Beaver, Wis., and her friend Leona McNulty, while walking along the right-of-way near Beaver, noticed a broken rail, a piece of which could be lifted out of place. They at once reported this and the section men made repairs before any damage was done. The girls' promptness in reporting this defect was very thoughtful and is much appreciated.

The latest loud speakers do not look like loud speakers, says a radio magazine. But the trouble is they still sound like them.

ON THE STEEL TRAIL

THE DIVISION NEWS-GATHERERS

Guy E. Sampson.....	Train Director, Bensenville	Claire E. Shappee.....	Care of Western Traffic Manager, Seattle, Wash.
Vila M. Graves.....	Engineering Department, Chicago	Gertrude Alden.....	Care of Superintendent, Spokane, Wash.
A. M. Dreyer.....	Fullerton Avenue, Chicago	Leda Mars.....	Care of Local Agent, Minneapolis, Minn.
John T. Raymond.....	Dispatcher, Marion, Iowa	N. A. Hiddleston.....	Care of Mechanical Dept., Minneapolis, Minn.
Ruby M. Eckman.....	Care of Assistant Supt., Perry, Iowa	V. J. Williams.....	Care of Superintendent, Austin, Minn.
E. L. Sacks.....	Care of Trainmaster, Dubuque, Iowa	Lillian Atkinson.....	Care of Superintendent, Wausau, Wis.
Lucille Millar.....	Care of Storekeeper, Dubuque, Iowa	B. M. Smith.....	Care of Superintendent, Aberdeen, S. D.
M. G. Braheny.....	Care of Superintendent, Mason City, Iowa	M. F. Kasak.....	Care of Superintendent, Sioux City, Iowa
C. M. Gohmann.....	Care of Superintendent, Ottumwa, Iowa	Harriet Shuster.....	Care of Refrigerator Dept., Fullerton Ave., Chicago
Sybil M. Clifford.....	Care of Asst. Supt., Kansas City	Dora M. Anderson.....	Care of Local Agent, Moberly, S. D.
C. M. Browning.....	Care of Superintendent, Green Bay, Wis.	Helen Kirwan.....	Care of Superintendent, Miles City, Montana
Eileen Story.....	Care of Superintendent, La Crosse, Wis.	Nora B. Decco.....	Telegrapher, Three Forks, Mont.
L. J. Lightfield.....	Ticket Office, Beloit, Wis.	A. M. Maxeiner.....	Agent, Lewiston, Mont.
Julia Barrows.....	Care of Car Department, Milwaukee Shops	L. W. Pratt.....	Care of Superintendent, Butte, Mont.
H. J. Montgomery.....	Drafting Room, Milwaukee Shops	F. E. Kirkland.....	Care of Superintendent, Tacoma, Wash.
Mrs. Edna Bintliffe.....	Care of Trainmaster, Mitchell, S. D.	R. R. Thiele.....	Care of Local Agent, Tacoma, Wash.
E. Stevens.....	Care of Superintendent, Savanna, Ill.	H. W. Anderson.....	Care of D. M. M., Tacoma, Wash.
		Anne Evans.....	Care of Superintendent, Madison, Wis.

Kansas City Division

C. M. G.

ROBERT O. CLAPP was the first of the dispatchers to take his 1932 vacation, all of which he spent in the city of Ottumwa; due to the illness of Mrs. Clapp they abandoned the trip planned to Minneapolis to visit with their granddaughter, Mrs. Geo. O'Gar. Mrs. Clapp has been in ill health for months but is much improved at the present time. John A. Sanford was second in line on the vacation list and is now taking a two weeks' rest. The position of extra relief dispatcher, held by J. V. Tuomey, has been abolished and Mr. Tuomey will resume his duties as operator at Polo, Mo., in the very near future.

We were all pleased to see Mr. Eugene E. Packard, retired conductor, who called to see us in the early part of June. He now resides in Ashtabula, Ohio.

A daughter was born to Mr. and Mrs. Wm. Moss Daugherty on May 29. Mrs. Daugherty is the daughter of Conductor Mike Reynolds, now "grandfather," who is very proud of his granddaughter, Carol Susanne.

Chief Time Revisor C. H. Baker donned his overalls and sombrero and put the spade, hoe and rake to work during his leisure time. He and Mrs. Baker are occupying a cottage some miles out from the city during the summer season and CHB spent a number of his evening hours putting in a vegetable garden.

John Niman is another of our summertime farmers, having had several years experience in gardening. He finds it necessary to make a run every now and then to Sigourney to look things over and see how the crops and chickens are progressing.

The sad news of the death of Mrs. Harold Burnaugh of Denver, Colo., was received in Ottumwa on Saturday, May 28. Mrs. Burnaugh, formerly Martha Williams, also Mr. Burnaugh, were both employes in the division superintendent's office several years ago.

Engineer Virgil Glore secured two passengers from Ottumwa to California via our line Kansas City. A little assistance from all employes along this line would go a long ways toward increasing business and would greatly help to improve conditions on our railroad.

Operator E. J. Vaught is another of our employes who has been doing his bit towards bringing business to the Milwaukee, having secured a shipment of a carload of lumber from Tacoma, Wash., to Ottumwa, routed all the way via our line.

The visit of Engineer Elmer Rudolph to the office of the superintendent in early June we figure was to give us the opportunity to see that he has his usual summer haircut. Nothing like keeping a cool head during the hot summer weather.

H. F. Gibson and Mrs. Gibson of LaCrosse are sojourning at Excelsior Springs, Mo. We are looking forward to a visit from Mr. Gibson and hope that he is not going to pass us by without making a call.

Iowa and S. M. Division

V. J. W.

OPERATORS A. W. Greer of Comus and P. W. Haling of Montgomery have recently changed positions.

Lilla Harrison, formerly of the Supt.'s Office has been assigned work with the material department in the District Accountant's Office in Minneapolis.

Pump Repairer Steve Kloeckner has a new tool box. At first glance one would assume Steve was going fishing.

Engineer Wm. "Billy" Anderson is still very sick and confined to his bed.

Engineer Charley Erickson returned to work June 14th, after several months illness.

Engineer Bob Herman spent a few days trout fishing over in Wisconsin and reports good luck.

Word reaches us that Engineer John McCarthy has gone in for gardening out at Jackson. Can you imagine a single man making a garden and picking out a spot under a big shade tree. Looks very much as though we will have to call on some one in Jackson to give us the details.

Dispatcher Al Seeman has just returned from his vacation. He recently moved his family from Channing, Mich., to Austin.

Steno. Violet Beatty left June 10th for Buffalo, N. Y. to be a guest at the home of Rev. and Mrs. H. G. Hamilton, formerly of Austin.

Time Reviser Rose Krulish spent Monday June 6th in the District Accounting Office in Minneapolis.

Trainmaster Steno Dick Hogan has taken over the duties of yard clerk and Yard Clerk Lloyd Mordaunt has taken the Team Track assignment.

Our attention was called to the full equipment of the Asst. Baggage man June 14th.

We have been requested to inform Asst. Ticket Agent H. J. Rafferty that no restrictions are placed on night parking at the Ramsey

Golf Course. We can hardly imagine "Our Directors" being quite so strict.

We are sorry to hear that one of our foremost athletes has decided to hang up his uniform but Moco Evenson informs us that Father Time has crept up on him to such a degree that all future contests will be taken in from the stands. Our opinion is that he was just a victim of circumstance and hope that he will reverse his decision. The idea came to him last Sunday as he came to bat with two down, two on, and his team one run behind. The catcher took his bid for a hit. To add insult to injury, "Tang" called his attention to the time of day (4.55 p. m.). The story goes that on a previous occasion Moco lined one out of the park to break up a game at 5.55 p. m.—just five minutes to go. To put on the finishing touches Moco looked at some pretty good pitching the next evening as he opposed "Babe" Swank's Marigolds in a City League Diamond-Ball game and so has decided to offer his full line of equipment for sale.

However, Moco is not the only one who ran into hard luck and lost all desire for further punishment. Our popular Insurance Agent from the ticket office, H. C. Scott, drew the assignment as umpire in the game mentioned above (he called that third strike) and after losing all chance of ever writing a policy in either community he was seen to leave the park with his mask on vowing never to umpire another ball game as long as he lived. If he lived.

Wisconsin Valley Division

Lillian

THE sad news of the death of little Robert Donovan, nine-year-old son of Mr. and Mrs. T. E. Donovan, which occurred at Rochester, Minn., Friday, June 3rd, was received with deep regret. While he was ill for some little time it was hoped that the treatments at Rochester would be the means of his return to health. The body arrived in Wausau on Sunday and funeral services were held after which the body was taken to Tomah for interment. Deepest sympathy is extended to Mr. and Mrs. Donovan by the Milwaukee employes.

Train Dispatchers will start their annual vacations on June 16th, J. W. Held being the first one to leave. His plans are a little indefinite at the present time, but Jake thinks he will visit at Marion, Iowa, and hook a few of the big fish he forgot to bring with him last year. Warehouse Foreman Frank Voeltzke spent a

day fishing at Minocqua and was very successful in making a nice catch. He said his family and friends (some of 'em) enjoyed several nice fish dinners.

Miss Lucille Rozelle, daughter of Mr. A. L. Rozelle was united in marriage with Raymond Jackson Saturday morning, June 11th, at 11 o'clock. Mr. and Mrs. Theodore Rozelle attended the couple, the ceremony was followed by a reception at the home of the bride. Mr. and Mrs. Jackson will spend some time at Crescent Lake after which they will reside at Rhinelander, Wisconsin. The Division employees extend congratulations and best wishes for a long and happy wedded life.

A social meeting of the ladies auxiliary to the Order of Railway Conductors was held on Monday afternoon, June 13th, at the home of Mrs. S. L. Loomis.

Mr. Thomas Burek, one of the crew on the Special over the week end of Decoration Day, laying over at Minocqua, caught a tiger musky. He hooked the big fellow and after being dragged around the lake for some time it was necessary to call for assistance from the train crew in a coach nearby.

On Tuesday night, June 7th, an address was delivered by Alderman Amel Bronsted, who is a member of the Tomahawk City Council, which proved very interesting to all who attended and many others who since have had an opportunity to read the article which was published in the Merrill Daily Herald of June 8th. He told of the trucks coming into the cities taking away dollars of home people and also taking away employment. Mr. Bronsted brought out the fact very forcibly that the business must be kept at home and that an ordinance must be passed to tax outside trucks in order to keep what the towns already possess.

Mr. and Mrs. Art Yates left for Savanna, Illinois to attend the funeral of Thomas Yates, father of Art Yates, who passed away at his home on June 1st.

Mr. Joseph Mercedes of Minocqua recently shipped a beautiful musky weighing 34 pounds and measured 46½ inches long and 18½ inches in girth to Governor Emmerson of Illinois. The fish was shipped with the compliments of the Town of Minocqua and a very thankful telegram was received in return at the Exhibition Headquarters. Mr. Mercedes will soon have a sixty-four page book in circulation which will tell the complete story of the peerless northwoods in words and in fine illustrations. It will also be the best advertising medium which the summer resort enterprises and other businesses of the north have ever known. The book will be handsomely bound and will be mailed to thousands of persons to stimulate their interest in the northwoods and in attending the greater

Outdoor Exposition and Midsummer Festival to be held at Minocqua August 6, 7, 8 and 9. The book is entitled "Playgrounds of Wisconsin Northwoods." Forty pages of the book will be devoted to advertising, and it will cover a radius of twenty miles in all directions. No other advertising medium will have a more far reaching effect. Mr. Mercedes has studied all the resort literature available from many states and says his book will begin where others leave off. The book will emphasize the possibilities of the four seasons in the covered territory.

Twin City Terminals

Leda Mars

MR. W. E. SINCLAIR is appointed Commercial Agent, effective June 16th, to succeed Mr. L. W. Scovill, who has retired account ill health.

Mr. C. L. Matzoll is appointed Traveling Freight Agent, succeeding Mr. W. E. Sinclair.

Mr. J. H. Foster has returned from an extended trip to California.

Mr. Pomeroy, employed at the Twin City Transfer for a number of years, has been confined to his home for some time. It is hoped his illness is not of a serious nature and we wish him a speedy recovery.

Aksel Hauser, freight handler, recently returned to Sweden, where he will make his future home.

Mr. Joe Kilgriff, Train Caller at the depot, returned to work the first part of June after a long illness. We are all glad to hear his familiar voice again and to see him looking so well.

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

D. H. A.

MR. AND MRS. J. P. ROTHMAN are spending a month's vacation with relatives in Michigan. They made the trip by auto and were accompanied by A. W. Arvidson and two children, who will also visit relatives at Marinette, Wis.

Mrs. Henry Baker and two children left for Tacoma, where they will spend some time with Mr. Baker's parents.

John R. Price, chief clerk in Mr. Manley's office, had the misfortune to have a bone broken in his hand while playing kittenball.

Mrs. Emma Cornell, agent at Selfridge, N. D., and her husband, Mr. R. W. Cornell, agent at Scranton, N. D., have gone east to attend the graduation of their daughter.

Hook Revord has been a patient at the Moberge hospital for a few days.

Mrs. Lorraine Hand of the Relay Office is spending her two weeks vacation with her father in New York.

Our railroad has let a contract for widening the cuts between McLaughlin and the Missouri River bridge. The earth taken out of the cuts will be used for fills for widening the road bed in a number of places to prevent washouts. This will afford employment for a number of men.

Traveling Auditor C. L. Keller has been transferred to Mason City, Iowa. Mr. J. T. Fuller of Chicago succeeds Mr. Keller as traveling auditor on the Trans-Missouri Division.

Ted Johnson went to Miles to get his car. We understand he had quite a time getting back on account, of muddy roads, etc., who says it doesn't rain in South Dakota? We have had rain almost every day during June and things look just wonderful, so we better get all the grain cars ready for we are sure to have a bumper crop this year.

The Benefit Association of Railroad Employees gave a smoker and card party at the Milwaukee club rooms on Monday evening, May 23rd. A most enjoyable time was reported by all present.

Roy Van Dyne of McKenzie, N. D., worked Ray Paul's shift at the Relay office while Mr. and Mrs. Paul went to Omaha.

Chief Dispatcher W. P. Moran attended a general managers' staff meeting held at Great Falls on May 25th.

Mrs. Leo Swanton went to Minneapolis to see a specialist in regard to her health. She was accompanied by her mother, Mrs. W. P. Moran.

Agent Tracy Campbell and wife of Trail City are the proud parents of a baby girl born at the Moberge Hospital on May 21st.

We are real optimistic over these new low tariffs on general store supplies which went into effect on May 27th and feel that is going to help business a lot and put the run on the trucks. When we stop to consider that our good old Milwaukee Railway paid over \$70,000.00 in taxes this year to Walworth County alone it seems they should be entitled to the business instead of giving it to such unfair competition as the truck lines.

Tom Hunt, who has been working for the New York Central Railway in New York for the past three years, is again employed in the Engineering Department of our road. His many friends are glad to welcome him back.

From the Cross Roads of the World

Roberta Bair

W. W. BATES, Traveling Engineer, was promoted to the position of Assistant Division Master Mechanic, effective May 1st. Mr. Bates came to this division from Kansas City and we know his friends there and elsewhere will join with us in wishing him success in his new position.

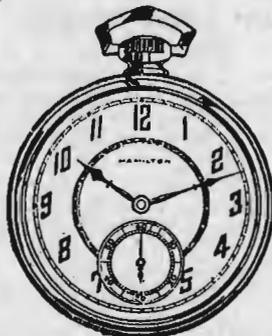
A joint Traffic, Operating, Safety First, Fuel Conservation & Claim Prevention meeting was held at the K. of P. hall, Terre Haute, on the evening of June 14th. Messrs. P. E. Buettell, Fuel Supervisor and R. Daugherty of the Claim Department, were present. Superintendent C. E. Elliott acted as chairman. This proved a very interesting and profitable meeting to the 139 representing all departments, who braved a storm to attend.

We are pleased to report that Mr. P. M. Fagan, Division Freight & Passenger Agent, who has been confined to St. Anthony's Hospital for the past 5 weeks, is now convalescing at his home, 1612 Ohio Street, Terre Haute.

Mr. G. E. Passage, Division Master Mechanic of Aberdeen, who was recently transferred to that point from Terre Haute, was in the office Saturday, June 11th. It is needless to say that it was an all round happy meeting.

LOST — STRAYED OR STOLEN — One FORD car belonging to Ralph Fallafield of the Traffic Department. Reward offered for its return or information as to its whereabouts. On the afternoon of June 14th, we had a heavy rain and Ralph tried to get a bet that his Ford wouldn't start but Ralph found out to his surprise and disappointment that it had started for someone else.

Your Local Watch Inspector Deserves Your Patronage!



MILTON PENCE
29 E. Madison Street :-: CHICAGO, ILLINOIS

F. H. BARTHOLEMEW
2353 Madison Street :-: CHICAGO, ILLINOIS

H. HAMMERSMITH
332 W. Wisconsin Avenue MILWAUKEE, WIS.

The above are
Official Watch
Inspectors for



The MILWAUKEE ROAD

Consult them when considering the purchase of Watches or Jewelry

The New Hub of the I. & D.

William Lagan

MR. AND Mrs. Lou Windsor are back from an extended trip of the South. They spent some time in Kansas City with relatives.

Engineer Al Cropley and wife are back from a trip to Vancouver, B. C., and west coast points. Al reports a nice trip and that crop conditions look the best they have for some time.

Clark Overcash, switchman Sioux Falls, is now the proud manager of Junior Baseball Team of Sioux Falls. Curley reports his team as winning and prospects bright for the rest of the season.

On May 27th a Professor Otto tour left Yankton via Milwaukee for Washington, D. C. There were 27 people in the party from the territory around Yankton. Members of the party report a wonderful trip and praised very highly the attention and courtesy of the Milwaukee train crew and traffic officers who had charge of the trip. Mr. Henry Steuben of Sioux City had charge of the party from Yankton to Chicago.

Conductor Tom Biggs is sporting a new sparkler. If you contemplate riding train number 307 or number 308 suggest you wear your colored glasses.

Extract from local Argus Leader:

Eddie Adams, "Trainmaster's Clerk" recently signed up a contract to coach the local city tennis champion and we look for the champion to repeat as Eddie has had very good success in training tennis prospects for Iowa State University.

On May 27th occurred the passing of J. J. Brubaker, father of Mrs. F. M. Henderson, Sioux Falls. Interment was made at Orrville, Ohio. Mr. and Mrs. Henderson accompanied the body there and while in the east visited relatives at Canton, Ohio. We wish to extend our sympathy to the Henderson family.

Mr. and Mrs. E. J. Erichson, Sioux Falls, spent Decoration Day at Big Stone Lake, and the usual fish stories have been circulating around the Freight House at Sioux Falls.

The Women's Club at Madison, S. D., enjoyed a picnic at Lake Madison, June 19th.

Roy Leeper is braking on the Mason City "Hot Shot" and says that they move pretty fast down that way.

We understand that Engineers, Hopkinson and Main, cooperated in the operation of Trains 315 and 316, Saturday, June 4th, but Engineer Hopkinson handled the run alone Thursday, June 9th.

Iowa (East) Division and Calmar Line

John T. Raymond

THE Master of Life said: "In the world ye shall have tribulation, but be of good cheer."

Jens Cook, 63, well known Marion resident, died Saturday, June 4th, at his home. He had been ill four months, following a stroke of paralysis. For many years Mr. Cook was employed in the shops at Atkins, retiring from active work about two years ago on account of reduction of forces. He is survived by his widow. Burial was in Oak Shade cemetery. The Milwaukee Employes Magazine extends deepest sympathy to the bereaved ones.

Mrs. R. Lee Taylor left Sunday June 5th for Seattle to attend the convention of the Federation of Womens Clubs, June 9th to 18th.

The following item copied from the Cedar Rapids Gazette, Sunday, June 5th: "Clark L. Sherwood, who has just completed his sixtieth year with the Milwaukee Railroad, was guest of honor at a surprise dinner party given Saturday evening, June 4th, by his daughter, Mrs. Addison J. Ramsey, 225 Crescent Street, S. E., at her home.

Sharing the courtesies were several of his railroad friends, John L. Coffey, George A. Crabb, Frank Wilcy, Otto Lambertson, and A. J. Elder

and G. H. Halsey of Marion and Mr. Ramsey. The clever table decoration included a train running on track for the centerpiece, and railroad ties as place cards."

Mr. Sherwood has received the congratulations of many friends on having completed such a long term of service with the Milwaukee railroad. He is justly entitled to the highest praise for his unfailing courtesy and consideration exercised these many years in the interests of the Milwaukee Road. Mr. Sherwood is the city passenger agent with headquarters at Cedar Rapids and is well known and beloved by a host of the traveling public and railroad men.

Effective at 4 p. m. Saturday, June 11th, automatic block signals were placed in service on the single track between Indian Creek and Atkins Yard, superseding the manual block system. The latter system was in operation several days before the change was made. A "stop and stay" signal is located just East of Atkins Yard, both sides of Covington and Louisa in addition and are distinguished from a "stop and proceed" signal by a marker lamp with red for night indication, located five feet below the arm and also by the absence of a number plate. A spring switch has been put in at East end of double track Atkins Yard.

Inspectors R. Tyler and John Elfinson were engaged in the work of changing signals between Marion and Atkins Yard early in June.

Ye scribe sent to Mrs. Grant Williams, secretary-treasurer of the Veteran Employes Association of the CMSTP&P Ry. Co., three new memberships this month, including H. C. Van Wormer, who completes thirty-five years service with the company July 4th, 1932. George H. Halsey and James E. Tobin both complete twenty-five years service with the company in June.

Martin Larson has been elected secretary-treasurer of the Milwaukee Employes Pension Association at Chicago to succeed Chas. W. Mitchell, deceased. This selection has been made by the regular constituted authorities and it is the opinion of those who know and are interested that no better selection could have been made. The association is fortunate to have a man of this caliber available.

Mr. and Mrs. W. H. Holdorf of Marion, have gone to Byron, Ill., where Mr. Holdorf is employed in the signal department. Mr. and Mrs. Holdorf and family have resided in Marion many years and have many warm friends here who regret to have them go.

Conductor J. J. Troy had charge of Crane operating at bridges Z-772 and 770 between Marion and Paralta, early in June and later on the Calmar line.

Foreman Cewce and men, the latter part of May and early in June, renewed the bridge structure at Z-772 and Z-770, between Marion Yard and Martelle.

Conductor Winston and Engineer Chase had charge of the tie train and conductor J. Lakaff and engineer George Busby in charge of the gravel train, while track was being reconstructed, Oxford Jct. to Paralta.

Lineup of Baseball Teams Who Played at The Women's Club Picnic at Marion, Iowa, on June 9th, 1932

Elder's Hot Shots	Miller's Flyers
J. Boyle—c.	G. Halsey—c.
M. Kaufman—p.	J. R. Strong—p.
A. J. Elder—1b.	W. K. Lothian—1b.
H. B. Christian—2b.	S. Fontaine—2b.
W. J. Hotchkiss—3b.	G. Miller—3b.
L. R. Lange—ss.	H. Christianson, Jr.
L. Lange, Jr.—lf.	—ss.
S. C. Thomas—cf.	W. Jordan—lf.
O. Miller—rf.	S. C. Lawson—cf.
	T. Murray—rf.

Charles A. Rowe was the Umpire and had the game under full control at all times. Rowe finished the game without any serious mishaps as no pop was served at the picnic.

Mr. Elder's Hot Shots won a hotly contested game by the score of 9 to 4, Elder's brilliant work around first base being the feature of the game.

The Hot Shots are now ready to challenge any club on the system to a picnic.

Fullerton Avenue Building

A. M. D.

WE WONDER if all our employes noticed the article that appeared on Page 10 of the June issue of this magazine relative to our 1932 All Expense Coach Tour to Yellowstone Park. This excursion is based on a railroad fare of one cent per mile and the total charge of \$79.00, which includes every expense and is the lowest ever made on an excursion to Yellowstone Park from this territory. As very little money will be spent on advertising, it is hoped that the employes will tell their friends about it and turn in as many traffic tips as possible.

Employes of this building are showing great

THE FAIR Dependable with Long Life

Those
who use the
FAIR Rail Anti-
Creeper appreciate
that it is a device of quality
precisely made, simple and
easy to apply, depend-
able and that it
has a long
life.

THE P. & M. CO.
Chicago • New York

enthusiasm in drumming up business for the Milwaukee and the number of those sending in traffic tips is growing. The following is a list of those who sent in tips since the last edition of this magazine:

W. B. Lodge, Aud. of Expenditure's Office.
 R. P. Junker, Ald. Station Accounts Office.
 G. H. Halsey, Aud. Station Accounts Office.
 A. W. Luedke, Aud. Station Accounts Office.
 F. X. Langer, Aud. Station Accounts Office.
 H. E. Salzer, Aud. Station Accounts Office.
 Harry Kester, Car Accountant's Office.
 Catherine McClure, Car Accountant's Office.
 Grace Seleske, Car Accountant's Office.
 Mary Lawler, Freight Auditor's Office.
 Rose Finnell, Central Typing.
 Henry Koretke, Ticket Auditor's Office.
 T. J. Martin, Ticket Auditor's Office.
 Berenice Schmidt, Ticket Auditor's Office.
 Harry Simon, Ticket Auditor's Office.
 E. M. May, Freight Auditor's Office.
 Cora A. Blodgett, Central Typing.
 Dorothy Gruber, Central Typing.
 C. L. Kellar, Aud. Station Accounts Office.
 Florence Hurlless, Ticket Auditor's Office.
 H. E. Multack, Aud. of Expenditure's Office.
 A. H. Wagley, Aud. Station Accounts Office.
 T. Hussey, Freight Auditor's Office.
 E. Nora Miller, Aud. of Expenditure's Office.
 A. Dinofria, Freight Auditor's Office.
 G. Sunagel, Freight Auditor's Office.

In the June issue of this magazine we commented on the far flung vacation trips of the girls in this building. Well, they're still at it. Sophie Walker and Erna Reck of the Central Computing Bureau are spending their vacation touring Alaska by way of Skagway and Bennett, B. C.

Cora Blodgett, Central Typing Bureau, will tour the East by way of Boston, Mass., Halifax and Yarmouth, N. S.

Rowena Grandy of the same bureau will visit Seattle and Olympia, Wash.

Alice Swanquist has returned from a very enjoyable vacation at Salt Lake City, Utah.

Some of the boys in the building are also making extensive trips on their vacations.

Here's M. Blumberg of the Ticket Auditor's office touring the East via Washington, Baltimore, New York and Norfolk. The second named city has some great attraction for Manes.

W. E. Nichols of the Freight Claim Department, spent a month in Alaska.

Eddie Rumps of the Central Mailing Bureau was married Saturday morning, June 11th. Jake Ewald of the same bureau, officiated as best man. Eddie, your many friends throughout the building take this method of wishing you much happiness.

Pete Meyers and Clarence Bertelson took a trip to Chattanooga, Tenn., over Decoration Day. They brought back some lovely pictures of the trip but we are told Pete, not being used to high places, became dizzy on top of Lookout Mountain. Better stick to the level, Pete.

Parnell Kelly of the Ticket Auditor's office, is leaving Saturday, June 18th, for a three weeks' trip to Yellowstone Park, Salt Lake City, San Francisco and Los Angeles. Although there are rumors that this will be Parnell's last trip without a ball and chain, he wishes to assure all the fair maidens of the C. M. St. P. & P. Accounting Office there is absolutely no truth in the rumor.

SPORTING NEWS

The Milwaukee Road Softball Team, playing in the Chicago American Softball Tournament, won their first game with the Edgewater Service Station by a score of 11 to 8 on May 26. On June 2nd, they disposed of the tough Swastika Team by a close score of 8 to 4. The team then traveled to LaFollette Park and defeated the Division St. Post Office Team by a score of 31 to 10.

Ray Rumps is leading the team in batting

and has had 14 hits in 16 times at bat. Joe Shermoske is close at his heels and has pounded out numerous extra base hits.

Rocky Mountain Division, Northern Montana

Mar

THE Milwaukee Road was well represented at the annual meeting of the Montana Livestock Association at Great Falls. During the session our officials and representatives held several meetings to outline ways and means of bringing about better movement conditions for livestock.

Those in attendance were C. H. Buford, general manager of lines west, F. N. Hicks, western traffic manager, N. A. Meyer, superintendent of transportation, Harry Rowe, assistant general freight agent, C. G. Hurlbut, assistant freight claim agent, and A. DeGarmo, traveling inspector, Seattle; W. L. Ennis, manager refrigerator service and claim prevention, and J. D. Edwards, general livestock agent, Chicago; B. O. Searles, division freight and passenger agent, Sioux City, Iowa; A. H. Adams, chief dispatcher, Aberdeen, S. D.; C. E. Cookston, stockyard foreman, Marmouth, S. D.; W. P. Moran, chief dispatcher, Mobridge, S. D.; G. H. Hill, superintendent; J. J. Foley, division freight and passenger agent; Thos. A. Dodge, traveling freight and passenger agent, Evan W. Hall, agricultural agent; C. A. Nummerdor, chief dispatcher, Niles City, Mont.; E. B. Cornwell, chief dispatcher, Harlowton, Mont.; L. K. Sorenson, superintendent; M. G. Murray, division freight and passenger agent; John R. Reagan, traveling freight and passenger agent, O. S. Porter, traveling freight and passenger agent, and C. G. Bleichner, chief dispatcher, Butte, Mont.; N. H. Fuller, assistant superintendent, and D. B. Noble, agricultural agent, Lewistown, Mont.; M. E. Randall, division freight and passenger agent, H. C. Brisbane, traveling freight and passenger agent, and H. H. Heath, agent, Great Falls, Mont.

A polite man is a great missionary; I never meet a polite man that I do not resolve to be more like him.

P. H. Scanlan, formerly division freight and passenger agent, died at Helena, Montana, the early part of June. The passing of "Pat" will bring to mind of the real old timers of Montana many activities of the then hustling representative. Mr. Scanlan solicited the Montana territory prior to the extension west.

O. S. Porter, cashier at Great Falls freight office, is on the sick list. We hope that "Ossie" will soon be back on the job. Roy Spogen is filling the position of cashier during Mr. Porter's absence.

The employe who watches his watch is one kind of crystal-gazer; and he is pretty sure of his future.

Mr. and Mrs. Dan York had the misfortune to have their car turn over with them near Geyser. Mr. York had three ribs broken and Mrs. York was somewhat bruised.

Most mistakes are corrected after the damage is done.

Mr. and Mrs. N. H. Fuller and daughter Margaret went to Perry, Iowa, for a few days' visit over memorial day.

Born to Mr. and Mrs. Frank Conrad, of Spokane, Wash., a seven-pound boy. Mr. Conrad, who is now in the plumbing business at that point, was a switchman at Lewistown.

Where They Are Now

F. A. Swanson is division freight and passenger agent at Aberdeen, Wash.

Glen Williamson with the general freight agent offices at Seattle, Wash.

H. D. Collingwood now city solicitor at Portland, Ore.

Jack O'Donnell has a responsible position with the state purchasing department at Helena, Mont.

V. E. Strauss, clerk in the office of O. P. Kellogg, general freight agent.

\$

Dollar for Dollar

Right now it is more important than ever before to have a pay check coming in regularly.

If you were hurt in an accident your wages would stop and your family suffer for weeks—unless you own a good Accident policy in The Travelers. It pays when you need dollars most. Full details free.

RAILROAD DEPARTMENT THE TRAVELERS INSURANCE COMPANY

HARTFORD



CONNECTICUT



FORT DEARBORN ENGRAVING CO.

Artists - Photo Engravers
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448 N. WELLS STREET • CHICAGO, ILL.

Creosoted and Zinc Treated Materials

Wood-Block Floors Paving Blocks
Bridge Timbers Piling
Ties Lumber

We are equipped to handle all Standard Methods of Treatment, also Adzing and Boring of Ties

Built and operated first treating plant north of the Ohio River, year 1876

Indiana Wood Preserving Co.

Chicago Office: 111 W. Washington St.
Plant: Terre Haute, Ind.

Splinters from the Wooden Shoe

Browsing

SOME of the things the Superior Division is proud to have published this month are the two special passenger trains operated; one from Milwaukee to Elkhart Lake and return, and one from Milwaukee to Green Bay and return, which was the Democratic Special. Both were well patronized.

The ore business, although not as good as a year ago, has begun and we have operated a few trains to the Ore Docks. We are hoping for more of these trains as it is a great helper in boosting our average train load and also means work for some of the train and enginemen.

When you see the boys rushing home right after the whistle blows it is not because their wives have a rug to pound, but to listen to the radio baseball news. Allen Woodruff says this is a poor time to lay off; if you do, you no doubt will have to help with the family house-cleaning.

Roy Downs, Roundhouse Foreman, has now moved out to his new quarters at Bay Beach. Mr. Downs has certainly put up a wonderful cottage and we are all now patiently waiting for an invitation for a lawn party.

Allen Woodruff and Joe Kolbus give a very good imitation of the Goldberg family every noon. If anyone happens to drop in the locker room they would think they were listening to a radio. Keep it up boys, you may get a job as Radio Entertainers.

At the Democratic State Convention held at Green Bay, June 11th, we noticed all the local would-be politicians from the Shops there giving advice on how to run the State.

New automobiles seen in the parking lot of late has been that of Superintendent E. A. Meyer, a new Nash and H. J. Culbertson, a new Buick.

Chas. Blodgett, Carman Green Bay Yard, passed away at his home recently and sympathy is extended to his family.

George Gegarc, Boilermaker Helper and former Mayor of Duck Creek, reports a thriving business going on in this city. He states they are shipping a carload of live Carp every week to New York that weighs from 25 pounds to 50 pounds each. Pretty good George, now someone else tell one.

We notice Fred Krug taking lessons in driving a new car. Up to date no one has accepted an invitation to ride with him. Fred says he does not like to go fishing with the other fellow and have to sit in the rumble seat with the dog in a rain storm.

It is a little late to do any advertising for this year's plowing but anyone wishing to have their fall plowing done or next year's spring plowing should call Conductor Geo. Bloomer. We understand that he is an expert along this line and is now equipped with a brand new plow which he attaches to his automobile. His wife drives the automobile and George handles the plow. He says it works just fine going forward but the backward going isn't so good as the plow is a little heavy to carry back.

It is with regret that we chronicle the death of Mrs. J. T. Dinwoodie, wife of Chief Dispatcher, which occurred on April 28th, 1932, after an illness of only a few days. Mrs. Dinwoodie will be missed by her many friends and our sincere sympathy is extended to Mr. Dinwoodie and family.

Idaho Division

Assistant to Agnes Gertrude

VACATION of the regular "scribe" started off with a bang Sunday, June 5th, with a feminine "stag" breakfast party at the place in the country where they juice the cows, commonly known as a dairy and specifically as Glen Tana.

Overheard at the breakfast table:

"Haven't you anything to drink but milk?"

"Yes, half and half."

"Well, give me the other half, leave out the milk; I'm dieting!"

One of the party: "What is a mooley cow?"

"That's a cow without horns."

Another: "Why do cows have horns?"

"To hook you with."

"Sorry, but this isn't payday and I forgot my time draft!"

Later, while inspecting the dairy: "If there's anything I enjoy, it is the gamboling of the baby cows."

"Well, let them gamble, I'm broke."

"What is that fierce-looking beast in the enclosure?"

"That is a gentleman cow.. Don't go to close to the fence with that red coat, lady, sometimes he sees red!"

"What is the funny-looking white animal with curly horns?"

"That is an Angora billy goat. He is not popular with our guests, but he 'blats' the gossip to the cows while they are being milked, which increases our milk production."

"What is that squeaking noise almost under our feet?"

"Field mice, ladies." (Skirts gathered in for a sprint; the party broke up!)

Material Clerk Ivar Berven of the Superintendent's office, and wife, have adopted a sweet little blue-eyed four-months old baby girl. We think the little miss has picked out a real mother and as for Ivar, we think he can fill the role of "Daddy" to perfection.

Clyde, Earl and Hayden Medley, all employed in the Milwaukee Car Department in the State of Washington, will leave June 11th for Kansas City to attend the celebration of the Golden Wedding Anniversary of their parents.

Kendrick Grobel has just completed three years of study at the University of Chicago, from which institution he received his M. A. degree in June, and will sail about the middle of the month for Heidelberg, Germany, where he enters Heidelberg University on a fellowship won at the Chicago University, which entitles him to two years of study under the Blatchford Foundation. His

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mother, Mrs. E. M. Grobel, and sister Olive, attended commencement at the University of Chicago, and remained for a few days' visit with Kendrick.

Mrs. P. H. Nee returned from Wisconsin recently and immediately entered upon her duties as President of the Women's Club at Spokane.

The office of Superintendent J. C. North of the Railway Express Agency at Great Falls is being moved to Spokane, where quarters are being prepared in the Milwaukee freight house office building. Welcome to our city!

Gwenyth Janosky, daughter of Asst. Divn. Accountant Albert Janosky, expects to spend a portion of her summer vacation with relatives at Yakima.

File Clerk A. M. Roesch, Superintendent's office, Spokane, claims the world's record for smallest bearing grape vine, a Concord, four inches high, with two nice bunches of grapes, and with but two leaves. Some grape-vine!

Joe Prune, section foreman at Ethelton, Idaho, journeyed to New York City a short time ago to meet his son James from Italy, but something went wrong in the Immigration Department and now Joe will have to make the trip again. Better luck on the next trip, Joe!

Frank Sever, agent at Cusick, Wash., is all "hopped up" over a contemplated trip to the National Capitol. Watch your step, Frank, in the whirl of Washington society.

Drafts from the Drafting Room

H. J. M.

VACATION time is near at hand and most of the boys are getting rather uneasy. It's in the air—that certain something that wants to make one forget all about work for awhile. Some of the office force, at different periods of time allowance, will go fishing, camping or swimming, others will take long jaunts with their cars, and some will use the trains to visit interesting points. Some will even be content to stay at home and enjoy a good rest.

Speaking of vacation time, we find Ruth Pritchard, L. L. Lentz and S. Lester the first to depart. Ruth, our modest stenographer, who is always on the go, will be the first one to go places and see things.

Leonard Lentz is bound for all great points east including New York City and Mayor Walker. While on the subject of Lentz, how's this:

The third vacationer is Sylven Lester, who with his wife and three kiddies are bound for the farm at New Holstein. Stay away from the corn fields, Les. Remember what happened last time? Also, if you're going fishing, be sure to put on a life belt before you put your feet in a boat.

The boys are doing things during noon hour again. Now, it's horse shoe. Among the pioneers this year were Art Schultzenheimer, Harvey (Red) Uecker, Elmer (Ringer) Kuntz, Ossie (Plotz) Peterson and S. (Sylven) Lester and Monty. Schultz has best form to date with Kuntz, Uecker and Monty nor far behind. Oscar and Lester throw the shoes back.

Lentz returned from Indianapolis speed races and reported a good time over Decoration Day. Traveled to and from Indianapolis in an airplane.

We wish to humbly beg our comrade, G. H. Koester's forgiveness for making a statement in the last issue that he had bought a second-hand car. It was a brand new car.

Herr Sig. O. Berg and family are contemplating a vacation trip to western Canada. Thinking of joining the Doukhobors, Sig.?

E. A. Kuntz is having his annual fishing attack. One muskie reached the weight of 17 lbs. and we surely had a tough time landing this baby. Had to shoot him after tiring him out for a half hour. I mean the muskie. Elmer's attack promises to last over into his vacation.

Oscar Peterson, the possessor of an Oldsmobile Six, surely does like to drive at the enormous speed of 20 miles per and at that picks out the center of the road to do it in. Over to one side, Oscar, and let a good car pass.

Horton parks his car on a south side lot. The parking there isn't so bad, but the sign says, "Don't dump rubbish here." One of these days you'll get in trouble, Lisle, or give someone grounds for a suit.

A most regrettable accident in which the son of Mr. and Mrs. Irving Clouse met his death, cast a shadow of gloom over the office the latter part of May. Irving was a former S. C. D. clerk, and the Mechanical Engineer's office join in extending sympathy to the bereaved parents.

La Crosse-River Division Items

Eileen

BOUND for the happy hunting and fishing grounds. Bound for that bright starry region known as God's sacred domain to take charge of the Diamond Special.

Such is the slogan to our departed popular conductor, Ray Long, who passed away at Seattle, Washington, May 9th, after a lingering illness. Cockey, as the boys called him, was reared on this division, having worked up from call boy to passenger conductor. He was forty-nine years of age with a service record of thirty-two years. An ardent lover of the great out-of-doors and when not working would find him hunting and fishing. Funeral services and burial held at Seattle.

This tribute to Conductor Long was sent by one of his fellow workers, who has also enjoyed many fishing and hunting trips with him and reached me after the news last month had gone to press.

One of the loveliest weddings of the season took place in Minneapolis, at 8:00 P. M., June 11th, when Miss Berniece Ellstrom became the bride of Robert H. Noot. They enjoyed a trip to New York City, and are making their home in Milwaukee where Bob is employed in the District Accountant's office.

Mr. Mike Ternes, Passenger Brakeman, is in receipt of a very nice letter from the Passenger Department relative to the attention and service rendered the delegates to the Wisconsin Congress of parents and teachers, held in Wisconsin Rapids.

The engagement of Miss Betty Pauline Dietz, daughter of Mr. and Mrs. J. H. Dietz, to Henry Boehm, Jr., son of Mr. and Mrs. Henry Boehm, has been announced by her parents. Miss Dietz is a student at Gulf Park College, where she is specializing in dramatic art.

Conductor Bob Moran is spending all of his spare time cultivating his dahlia bed at Portage.

Engineer Sam Cadman celebrated his 66th birthday on May 18th by entertaining twenty of his friends. Rummy and Schauskopf were the games of the evening. It goes without saying that Bill Sheeley stepped off with the honors at Schauskopf.



Diamond EYE Klemp, our maintainer at Portage, recently had a startling experience with a little five-foot spotted adder as shown above. Diamond's proverbial observation of the signals in his charge nearly proved his undoing when he was walking the track looking at a signal, stepped on a spotted adder which resented the insult to its tail by leaping at Diamond's pants leg twice before he came to enough to get a rock and kill it.

On May 28th, car man J. Kneen observed and removed two second hand brake shoes from the rails on the eastbound main line near Camp 20 at La Crosse, which no doubt prevented an accident.

On May 30th a son was born to Mr. and Mrs. Glenn Lyte of Milwaukee. Mrs. Lyte was formerly Miss Eleanor Draves, daughter of Mr. and Mrs. Chas. Draves. This accounts for the proud smile Charley is wearing.

Pepper Martin is wondering where those dawgonne coal flats come from.

Have you noticed the way Ad Heberlein is throwing out his chest? It's because a fine young son arrived at the home of Mr. and Mrs. Howard Heberlein, which makes a proud grandfather.

I. & D. Items

M. G. B.

THE announcement has recently been made of the marriage of Miriam Ingraham, daughter of Superintendent W. F. Ingraham, and J. Carlton Starr of Fairfield, Ia., March 23rd at Monmouth Ill. Mr. and Mrs. Starr were students at the University of Iowa last year and will be at home there next year where Mr. Starr will enter the law college.

We wish to congratulate Mrs. E. M. Paul, agent at Elkader, on the event of her receiving her "50-year" button.

Mrs. Ina Long Trewin, stenographer in the local offices at Chicago, visited friends at Mason City over Memorial Day. She was formerly employed in the Superintendent's office at Mason City.

Mr. Leo Montgomery, Miss Ruth Scott, Miss Irma Wilhelm and Jay Bailey visited Mason City over Memorial Day. They are now working in the District Accountant's office, Minneapolis, but have to run down to Mason City to visit some of their friends once in a while.

Assistant Division Engineer Whiteford has looked Mason City over at length, and decided it would do. He moved his family to Mason City recently from Minneapolis.

Mrs. R. I. MacGregor and two children visited in Dell Rapids the early part of June, attending commencement exercises. Mr. MacGregor is instrument man in the Engineering Dept. at Mason City.

Miss Beverly Lawrence, of Mitchell, S. D., daughter of G. B. Lawrence, chief carpenter, is visiting friends in Minneapolis the early part of June.

H. E. Salisbury, assistant engineer, and Instrumentman Glosop expect to return to Chicago soon. They have been engaged in special work on the Elkader Line.

The rail laying gang has been on the division for several weeks and the ballasting gang arrives the 18th, also have the gang under J. T. Loftus on the Elkader Line all of which officially open the railroad summer season. Believe the superintendent's office will miss seeing the "Gandies" around the local offices.

Mr. C. E. Kellar is the new Auditor on our part of the I. & D. Division in place of Mr. R. I. Calvin, transferred to Minneapolis. Mr. Kellar was at one time Chief Clerk in the Mitchell freight office.

Rumor has it that Shelly, address care of the Engineering Dept., Mason City, is having a very hard time keeping an accurate check on his grip. Understand he missed the grip the other morning after getting off No. 3, and had to run the train a foot race to regain possession of the "warbag."

Vern Winters of the Mason City Store Dept. seldom makes this column because of his modesty. He is a fisherman of no mean ability and is getting the big catches these days. Silence not only is golden but it seems to make for good fishing.

We understand Mrs. D. C. Bolton, wife of Perishable Freight Inspector, has composed a new song entitled "Whistling on the Phone." A bird seed company has made an attractive offer

to use it as their theme song on radio programs.

Geo. Foresman returned during the first part of June from a trip of several weeks to Seattle. He was called there by the serious illness of his sister who, we are glad to hear, is improving.

Herman Frazee, our obliging ticket agent, took care of some of Geo. Foreman's duties while he was out west.

John Barnett's infant daughter was taken to Iowa City for treatment. We all hope she gets along well and will soon be able to return home.

A. E. Johnson, conductor working from Austin to Marquette, was attacked by one of those large river mosquitoes, who injured his left foot, causing him to lay off for a few days. Art thinks if it had been a horse from the Spencer Fair he could have stood it better.

See W. H. Woodhouse about the control of quack grass. Bill can tell you how to keep it on, in or out of the yard. He is now working on a dandelion control. Go to it, Bill!

Mrs. Julius Weile, who underwent a serious operation, is rapidly improving at present, and Julius has lost that worried look and greets us with the same old smile again.

C. C. Smola, our smiling storekeeper, caught a fine string of pike at Clear Lake recently. F. H. Dickhoff went with him and pointed out the best fishing grounds as it was Mr. Smola's first fishing trip to our famous pike lake.

Notes from the Willapa Harbor Line

R. R. T.

IT IS with deep regret that we chronicle the death of Mrs. Spiegelberg of Tacoma, mother of Fireman Ed Spiegelberg of the Willapa Harbor crew. She died of heart trouble after a brief illness. Ed and Mrs. Spiegelberg went to Tacoma to attend the funeral.

Roundhouse Foreman J. Hayden Thomas of Raymond and Mrs. Thomas were rather active lately in a social line. First they had the pleasure of a visit from Mrs. McCartney of North Bend, Washington, their older daughter, and her husband and children. Likewise they enjoyed a visit from their old friends, Mr. and Mrs. Frank Hobbs, formerly of Cedar Falls, but now of Tacoma.

Operator Bill Walgren has shaken the dust of Raymond from his feet, having bid in the newly opened third trick at Kittitas. One cannot blame him for making the change as Kittitas is only thirty miles from his home at Cle Elum, but his many friends at Raymond very much regret having him leave there, as he had greatly endeared himself to them by his quiet, friendly courtesy and unflinching good nature.

Bill's place at Raymond was taken for some time by Mr. George French, formerly Agent at Ashford, but now unfortunately reduced by a lack of whiskers to bucking the extra list; however, it has been bid in by Mr. Lyons, now on third trick at Cedar Falls, who is no stranger at Raymond, having formerly relieved there.

Engineer Hans Johnson of the Willapa Harbor Express and Mrs. Johnson are enjoying a brief visit from their oldest son Raymond, who just got through teaching at Bryn Mawr, near Bremerton, to which place he will also return to teach in the fall.

Al Revord, the section foreman at Raymond, recently had been going around with his otherwise handsome face swollen out of shape by ulcerated teeth, but the other day he showed up happy, having had all four of the wretches extracted—in fact, the dentist had to use a track bar to get some of them out. When Al saw the dentist reaching for his dreaded tools, he hurriedly wanted to compromise on shimming the teeth up, but the dentist insisted on having them come out, figuring on a later replacement program, no doubt.

H. Thomas, B. & B. crew, is at work at Raymond at this writing erecting a considerable addition to old old freighthouse there.

The other Sunday the Milwaukeeans at Ray-

mond were pleased to greet no less a distinguished visitor than Fred Rehbock, the tall and handsome General Yardmaster from Tacoma, who had come down from Tacoma accompanied by Mrs. Rehbock in order to consult Dr. Barkman, the well-known "Sour Drops" specialist, on account of Mrs. Rehbock. It was quite a treat to see Fred's genial smile again.

Dubuque-Illinois Division—District No. 1

E. S.

ON Wednesday, June 1st, occurred the death of Iowa Divn. Engineer Thomas Yates, at the family home in Savanna. Mr. Yates was 93 years of age at the time of his death and had resided in Savanna for over 50 years. He served 41 years as an employe of the Milwaukee Railroad, retiring in 1911. Sympathy of the entire division is extended to the Yates family.

The consolidated Traffic-Operating, Safety First, Claim Prevention and Fuel Conservation Meeting was held in the Women's Club House, Savanna, the evening of June 15th, with 140 in attendance. The meeting was considered quite a success and believe we can make a meeting of this sort an interesting one. The allotting of a certain amount of time for each subject creates and holds the interest of everyone and the employes are on their toes ready to offer suggestions when called upon. The meeting on the Second District will be held at Dubuque, June 28th.

As the heat of the summer begins to be felt, we feel the call of the baseball diamond and the desire to again play ball, the main idea, of course, being to get even with that Iowa gang. So, to whip our team into shape for the big game, we have been giving them a strenuous workout by contracting games with various noted teams. So far, the Superintendent's office team has defeated the Rotarians twice and showed the Lion's Club Team how to play ball, and with the exception of a few mishaps such as a broken nose, cracked rib and a "Charley-horse," our players are still intact. Of course, the Savanna Roundhouse Gang showed us up a bit, Saturday, June 4th, but that score is

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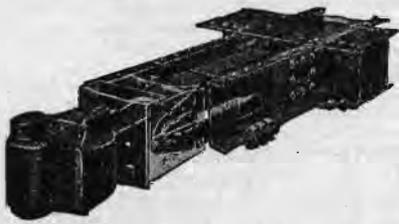
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expected to be evened up this week. So, Iowa Division Baseball Team, beware, for our pitcher, Superintendent Donald, pitches a "mean ball."

Those long-drawn out sighs that issue from certain parties residing in the B. A. Apartment in the Gydeson Hotel, are becoming quite a problem to the girls in the Superintendent's Office and we would like some explanations. Also, it is hard to interpret that certain word that seems to fit in so many places and is the answer to so many questions—"Huh!"

On Wednesday evening, June 8th, at Minneapolis, Minn., occurred the wedding of Miss Mary McK. Pierce to Mr. C. E. Crippen, Instrumentman in the D. & I. Divn. Engineer's Office, Savanna. Following the honeymoon spent in Chicago and Excelsior Springs, the young couple will make their home at Savanna, Ill. Congratulations and best wishes from the D. & I. gang.

The Milwaukee Boosters Club which was organized at Davenport the early part of this year for the purpose of securing additional business for the Milwaukee in and around the Tri-Cities, is all that its name implies. From reports that have reached us to date, understand the Traffic Tip turned in by this organization have increased 100 per cent in the Tri-Cities and the employes in that district are out to get the business. Mr. F. L. Brenton, storekeeper at Nahant, is chairman of the Club, and an employe from each craft is a committeeman.

Milwaukee Terminals

M. H.

YARDMAN Delmore Harrison died on May 11th, at his home, 1323 South 20th St. He had been in the employ of The Milwaukee Road since February 14th, 1898, and was 58 years of age. Funeral services were held May 15th; burial was at Genoa City, Wis. Del Harrison was a good fellow to have for a friend.

Yardman William T. (Bill) McPartlan celebrated his birthday May 18th. Did he have birthday cake, birthday cards and friends to help him eat the cake. I'll say he did.

Yardman Martin Nimkie was fishing at Oshkosh, May 15th and 16th. He says that they were all so small that he threw them back into the lake. Nothing under 25 pounds will ever satisfy Martin.

Mrs. Mary McCauley, widow of the late Engineer John McCauley, died May 17th, at her home, 1200 South 37th Street, Milwaukee.

Machinist inspector Edward Havey who had just returned to work after a month of illness, was unfortunate enough to fall from the balcony of the porch at his home, May 15th, and was slightly injured. He returned to work June 2nd, fully recovered.

Some JOKER slipped one over on yardmaster Haslam at the Air Line Yard about 8.45 p. m., June 2nd, by leaving a basket of young digs in his office. At least that is what conductor Amos Koch says he heard and saw when he went into the office to leave his way bills and register on this date.

Dispatcher John Johnson enjoyed a visit from his brother, Henry (HANK) Johnson, Madison Division Engineer, the first week in May.

Yardman James (Guy) Callahan has been confined to the Milwaukee Hospital for a month with rheumatism, but we are glad he is at home again much improved in health.

Dispatcher Alfred Kennedy celebrated his birthday on May 22nd, but was back on the job May 23rd full of PEP and birthday cake.

The Milwaukee Road was well represented in the Memorial Day parade by Civil War Veterans, Engineer Wm. H. (Bill) Ellis and Switchtender Daniel J. (Spike) Hennessey; Spanish War Veterans, Engineers John H. Maas, Thos. P. Casey, Jake Farringer and C. J. (Silver) Sholes; Indian War Veterans, Dispatcher P. L. Callahan; World War Veterans, Machinist Jas. Morrissey, Fireman F. B. O'Neil,

Chas. Ferrill and T. J. (HAPPY) Toward. "Happy" acted as Aid de camp to Colonel Phil. Westphal. Some of the people along the street mistook HAPPY for General King as he rode past on his white charger.

The Palmyra, Wis., papers contain an account of the birthday party for Agent Z. C. Williams of that city. He was 87 years of age May 1st, and has been an active employe of The Milwaukee Road for 70 years. He was born at Palmyra where his father was the first agent on the M. & M. Ry., and has lived there all his life. Congratulations Mr. Williams.

By the death of Engineer Harvey P. Roe, June 6th, 1932, The Milwaukee Road loses an employe who was a Master of Arts in the operation of a locomotive. He was fearless and as one of his friends and fellow employes said, "Harvey Roe could get more out of an engine than any other man I ever saw."

We hope that you have seen the ROCK GARDEN of Fireman Jas. J. (Battle Creek) Coleman at his home, 3419 West Juneau Ave. Our local papers write it up as a reproduction of the Longfellow Gardens at Minneapolis, Minn.

Seattle General Office News

Claire E. Shappee

W. A. MACLEOD, has decided, after securing his wife's approval, to go back to the farm and raise his own egg supply. So under the guidance of Mike Murtha, Mac has purchased some chickens and in a couple of years he says he will be able to tell which comes first, the egg or the chicken.

Edith Pearson of the Accounting Department, and her mother are taking a trip East and will visit St. Paul, Chicago, Washington, D. C., and New York. They will also attend her brother Emil's graduation from the Ex-Coast Guard Academy, New London, Conn. Emil will return with them as he is assigned to duty on the U.S.S. Chelan at Seattle.

Mrs. Sievers left for a trip to California, so Mr. Sievers and son are batching again.

Mr. H. G. Selby is back after an illness of two and a half weeks recovering from the flu. We are all surely glad to have him back again with us because his pleasing personality is an inspiration to all of us.

Everybody is wondering just where Dick Lamphear got the swell black eye he is wearing but it's a deep, dark secret. I think maybe one night he was soliciting canned salmon, and it turned out to be the "Sockeye" brand.



If our readers have noticed several of the children's pictures we have had in the magazine from time to time and especially this issue, they will note what wonderful healthy looking children we have in Seattle. For example, Margaret Louise Straus, eight months old daughter of Vic Straus.

Gladys Kelley of the Engineering Department, is spending her vacation in New York.

We are all glad to welcome George Baker back as messenger. He looks as though his vacation agreed with him but he is glad to get on the job again.

Harry Sievers, Chief Clerk in the Accounting

Department, just returned from a trip to Chicago where he was visiting the home folks. Harry enjoyed his vacation very much but is glad to get back to the Puget Sound country again.

We are sorry to hear of the illness of Mac Barnhart, City Freight Agent, and hope he will soon be well again.

West End of the Trans-Missouri Division

R. K. B.

JOHN T. FULLER is the new Station Auditor appointed to succeed C. L. Kellar, who has been transferred to Mason City, Iowa. He will make his headquarters at Mobridge.

Due to the excellent co-operation of all organizations, and the friendly assistance of several business men along our line, the application for a bus and trucking permit between Miles City and Baker was declined by the State Railroad Commission after a hearing in Miles City last week. The Board ruled that our service between these two points was adequate and satisfactory in every respect.

Our big ballasting gang under the supervision of Foreman W. W. Westerfield has completed the ballasting between Sheffield and Miles City, and their camp has been moved to Carterville.

Mrs. C. A. Nummerdor and son, Charles, left this morning for a vacation in Northern Wisconsin. The Messrs. C. A. Nummerdor, I. H. Rodgers, and B. P. Shields, plan on setting up bachelors hall in the meantime.

John Shields, son of Assistant Division Accountant B. P. Shields, is spending the summer on a ranch near McIntosh.

E. C. Olson who is locating on a homestead near Great Falls under the Veterans Act, stopped over in Miles City for a brief visit, and took the opportunity to come in and say hello to everybody before hurrying back.

The past week has seen some of the heaviest rains Miles City and vicinity have experienced in a long time. As the result of the rain last evening a bridge on the Northern Pacific, 19 miles east of Miles City, was washed out last night, and we are detouring their trains No. 1, 3 and 4. Our wrecking outfit was also sent out to help clear their main line.

R. A. Clevenger has bumped in at Roundup as an operator.

Our first glimpse of the new Chevrolet came when we were invited to look over Sam Lee's latest purchase which was parked beside the office one Sunday.

Earl A. Farr, Dispatcher, also has a new car, a Pontiac.

Catherine Rivers, daughter of Asst. Chf. Carpenter Rivers, was graduated on June 7th from Montana State College at Bozeman, and will spend the summer with her father in Miles City.

Twin City Terminals Mechanical and Store Dept.

N. A. H.

MISS FREDA CATLIN from Austin and Mr. Arthur Bonnell from Aberdeen joined the ranks of the Store Department Staff, South Minneapolis, and we all welcome them.

The inventory at South Minneapolis Store Department was taken and completed May 31st, everyone assigned to some duty along this line.

Mr. Bert Watson, former Paint Foreman, South Minneapolis, passed away May 28th at the Masonic Home at Bloomington, Minn., after a number of years of poor health. Double funeral services were held May 31st for Mr. Watson and his son, Stanley, who passed away shortly following his father's death. We extend our sympathy to the bereaved family.

Mrs. Chas. Lundburg, wife of Roundhouse Foreman, met with a serious accident the middle of May and is now confined to the Northwestern Hospital with a broken hip and we all wish her a speedy and successful recovery.

Chicago Terminals

Guy E. Sampson

WELL, before this reaches our dear readers we will all have spent the Grand and Glorious 4th of July in some manner befitting the day. As we write this the biggest fireworks we hear anything about these days are the national G. O. P. convention and the Democratic convention in Chicago. Whether or not it makes any difference to the general railway employe who is nominated, or elected as far as that goes, we do notice a smile on their faces when a Milwaukee train pulls into the depot and a great many of those people interested in the big conventions are seen getting off our trains; that means a little more income to keep things going and we sometimes wonder if it wouldn't be a good policy to hold those pow wows every year instead of only once in four years. Here's hoping all employes enjoy a good time on the Fourth and that none of them meet with any accidents for Safety First should be the uppermost thought in our minds whether or work or play. BE CAREFUL at all times.

Foreman John Wolf, engineer Roy Lange, switchman Wm. Sartwell, and their wives, spent a whole week in northern Minnesota, the fore part of June, fishing. They brought back their full allowance of dandy fish and report having had a most wonderful vacation. And was the fish good? We know it was for the boys gave us a fine mess of fish on their return.

Switchtender Hank Worthman says that when a man washes his store teeth, he should immediately return them to his mouth for laying them down, even for a minute may prove expensive, especially if friend wife doesn't notice that they are lying on the very piece of paper she uses to start a fire with.

Switchman Wm. Rands enjoyed a trip to Sioux City one week this month and shook hands with many of his old associates, as Billy used to run a train on that Division before he came to the Chicago Terminals to work.

Lowell Capoot, son of yardmaster and Mrs. J. Capoot, is home from his college duties at the U. of Ill. Wesley Rankin, son of Engineer and Mrs. Rankin is also home from the same college. Both boys look fine but are sure glad to get back to pa and ma for a real vacation till school starts again in the fall.

The sympathy of all employes is extended to station agent Mr. Du Puis of Mont Clare, whose wife passed away the fore part of June. Mr. and Mrs. Du Puis have resided at Mont Clare for many years and have a host of friends who mourn the passing on, of Mrs. Du Puis.

Red Hot Coals from the Second District of the Milwaukee Division

L. J. L.

TICKET Agent Martin Cavey of Delavan, is to be congratulated in the securing of twenty-five passengers from the Delavan Deaf School. The passengers were planning on taking a bus to Lake Geneva, and using the C&NW. But Mr. Cavey used the most powerful sales talk of his career. Tis said he even sprained his right hand in making the matters clear.

Frank Matson has now taken No. 21 and No. 36, as he threatened to do, and right away has gotten into the inner circle of Milwaukee politics. He, with a delegation of Milwaukeeans left that city on the night of June 14th for Chicago to attend the Republican convention. What we need is more railroad men in politics. The drilling which a rail receives, should make him efficient in the operating of government affairs, even to making the budget balance.

Baggage man Artlip is working train No. 21 and No. 36, and Mike Butler is flagging on the South West Limited. I had quite a few inquiries for these two gentlemen, and that is the reason I am bringing it to your attention.

Roadmaster Barbee, was quite excited one day the first part of June, when he came in to the passenger station and found the ticket agent had enough money to cash his personal expense check. He left his pipe on the ticket window, and the same was retrieved by the agent who heard a noise on the ticket window ledge, and on investigating found the pipe trying to walk away. (How old is the pipe Andy?)

We have two afternoon trains due about the same time, and the mail transfer man has to make on and hurry away. So one afternoon he asked how are they coming? He received the reply, they are coming front end first. And he walked away without smiling.

Janette Miller, daughter of engineer Fred Miller, had the misfortune to fall off of her bicycle and break her arm. This is the second time it happened and the same arm each time. She is getting along very nicely at this writing.

Conductor Chris Hoogland is now in the employ of Uncle Same. Chris has charge of the transfer of the mail from all trains to the Post Office at South Beloit, Ill. So far we have seen him with but one sack at a time, but no doubt the business will soon increase.

Agent J. W. Simmons celebrated his 50th anniversary as an employe of the Milwaukee Road, on June 17th. He has spent practically all of these years on the Racine and South Western Division, being agent and operator at various stations. At this time he is agent at Sturtevant, Wis., and still very active in his duties.

Very sorry to report the death of our well liked Engineer Harvey Roe. Mr. Roe was accidentally killed while on his run on the South West Limited, June 6th. Harvey, as he was called by all who knew him, entered the service when but a lad of 18 years, in the year 1877. He held the job of fireman until 1882 when he was promoted to engineer. In April, 1901, he accepted the run from Madison to Rockford, a fast passenger run. He stayed on this job for some time, and then went on fast freight run between Milwaukee and Kansas City, and then on other trains as engineer, until the installation of the South West Limited in 1923, which run he stayed on until the fatal accident which took his life. Harvey was well liked by all who know him, and had an excellent record, completing 50 years of service on the road as an engineer this year in May. He had intended to retire in just a few weeks and take a well earned rest, but his plans did not materialize. Funeral services were held in Racine, and the

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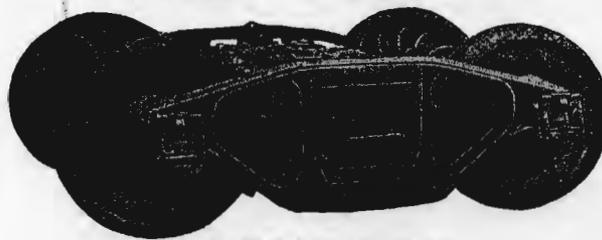
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body was cremated at Valhalla. Mr. Roe leaves to mourn his passing, his widow, one daughter, and one son, Harvey, who is an engineer on this division. Many from Beloit attended the funeral services, as well as others from all stations along the route of the South West Limited. He had many admirers at Beloit, especially among the small boys who used to come down to watch him oil his engine and to talk with him while the passengers and baggage were being loaded. Harvey could always be depended on to bring his train in on time, and his record for making up lost time is hard to beat.

Our sympathy is extended to the sorrowing ones.

Iowa (Middle and West) Division *Ruby Eckman*

ASSISTANT superintendent Newman Fuller and family of Lewiston, Mont., spent Memorial Day with relatives in Perry. Newman went back west while his family remained for a longer visit.

Friends on the division will regret to learn of the death of Charles Zimmer, one of the old time Iowa division passenger conductors. Mr. Zimmer came to the Iowa division soon after the line was built to Council Bluffs and was in passenger service for many years. Of recent years, due to failing health, he held a position in the store department. Death occurred from heart trouble. He was seventy years of age and is survived by his wife and two children. Burial took place at Perry.

Howard Haskell of the Perry roundhouse force, died at his home in Perry, May 17, following an illness of several weeks following an attack of the flu. Burial took place in Perry.

Engineer F. L. Hanner of Perry, presided as Toastmaster at the Banquet held in connection with the Mid West Union Meeting of the B. of L. E. and the G. I. A. Mrs. Albert Ainley, daughter of Edward Entwistle, the first locomotive engineer, and her son, Oscar, of Perry, were guests at the banquet, and Mrs. Ainley gave a very interesting talk. Her father was engineer on the first steam locomotive in England, and she recalls having been taken to the depot in Des Moines to see the first passenger train brought into the Capitol City. Some of the Des Moines division engineers' wives were also on the program.

Foreman Frank Charles of the B. and B. department, who is always preaching Safety First to his crew, failed to practice it one night himself. His crew was working at Perry and he rode up town in a truck from the roundhouse where their cars were parked. When going back to the boarding cars he rode in the box of the truck and in changing his position from the

floor to one of the side boards of the truck he was thrown out as they were rounding a corner. Both wrists were so badly sprained that he was forced to lay off for a while.

Harry Wyckoff, aged 38, while working as a track laborer in Perry yard, June 8th, suffered a sun stroke about two-thirty in the afternoon. He was removed to the hospital where his death occurred about seven hours later. The young man was a son of Engineer James Wyckoff, who worked for many years on the Iowa division. He is survived by a wife and one child.

Francis Geiger Havill, daughter of Conductor and Mrs. George Havill of Perry, was married in Hollywood, Calif., May 15th, to Harry Webb, Jr. Mr. Webb has been employed as a cameraman for the Fox Film Corporation. Francis has been a script reader in the offices of the same corporation for some time.

Mrs. F. M. Blakslee, wife of the agent at Defiance, died May 16th, following an illness which had extended over quite a period of time.

On May 25th Conductor A. J. Gregg of the west Iowa division, and Miss Grace Perry, were married in Adel. They will make their home on East McKinley avenue in Perry.

Mr. and Mrs. Daniel Schoenecker of Chicago, are the parents of a daughter born May 21st. The little miss is a granddaughter of engineer William Rogers.

J. M. Oxley of the Train Rules examining committee, was in Perry a couple of days, the fore part of June examining train and engine men on the single track rules preparatory to using some of the double track territory as single track for the present. Mr. Oxley had a large percentage of the train and engine men in the classes which he held, the Milwaukee Women's club house, where examinations were held, being taxed to its seating capacity.

Conductor George Havill who has worked on the Middle division for about thirty-five years, has retired from active work. Mr. Havill's health has not been the best for some time and it was necessary recently for him to submit to a very serious operation, he having been relieved from his run and taken to the hospital at Savannah for that purpose. While he is recovering nicely from the operation, he feels that it will be to his own best interests to retire and take life easy from this time on.

Conductor H. W. Lee and wife, and their daughter, Mrs. H. J. Fuller and son, Edward, all drove to Minneapolis to spend Memorial Day with Donald Lee and wife, who live there.

Engineer F. L. Hanner's son, Dale, and Conductor J. B. Bryant's son, Lawrence, were both members of the 1932 graduating class of the Chicago College of Chiropody and Pedic Surgery in June. The young men have completed the three year course. Both have been employed part time while attending the school to help with their expenses so realize well what their education means. Dale plans to go to Oregon to locate and Lawrence will be employed for the present in Chicago. The parents of the young men attended the graduating exercises.

There is a new granddaughter in the home of Agent P. J. Rogers at Earling. The young miss arrived June 4th and is the daughter of Mr. and Mrs. Kohles. Mrs. Kohles who was formerly Irene Rogers, is the operator at Earling station.

Conductor J. L. Clark of the middle division, spent several weeks in Pleasant Hill, Mo. with his sister who was seriously sick and who passed away on June 8th.

Brakeman Albert Smithson was in Anamosa the fore part of June having been called there by the death of his father.

Mrs. Ethan Johnson was called to Chicago the fore part of June to be with her daughter, Mrs. Phillip Ray, who submitted to an operation at one of the Chicago hospitals. On her return home she brought her granddaughter, who will stay in Perry until the mother is fully recovered. Mr. Ray is employed in the work equipment department.

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Milwaukee, Wisconsin

I Wonder

Lucille Millar

I wonder why it is in Life
Things are just as they be,
We cannot tell from day to day
What the next will do—or see.

When we're working, its vacation
We clamor for, real tough.
And when we have one for a year
We holler—Stop! Enough!

I wonder why the things that count
Are deemed of little worth,
While utter nothings in His sight
Are welcomed with such mirth.

And then again, I wonder why,
With heaps of stuff in sight,
We find poor distribution
Which doesn't seem quite right.

I wonder if we'll ever know
Just what Life's all about—
And when we do—Oh, I wonder if
We'll moan or if we'll shout.

Dubuque-Illinois Division— Second District

E. L. S.

IN THE absence of some real good notes from "The Assistant Reporter" will have to get down to business and send in some notes of some kind, so submit the following (dry) ones:

Victor W. McCurdy, Dispatcher, who started on his vacation May 31st, is due on the job again June 13th, at which time Dispr. Olson starts his.

H. M. Wilkinson, Yardmaster, Dubuque Shops, traded in his Essex for a bright shiny blue 8 cylinder Hudson, which surely is a beauty.

We miss the smiling face of Ralph Buckman, Ticket Clerk, Dubuque Psgr. Station, who was bumped recently. Ralph has always been a willing and cheerful worker and did a great deal to "drum up business" for the company, and we hope he will find a good job somewhere else in the ranks of the company. Earl Peck, formerly of Waukon, is working in Ralph's place, and we wish him success at his new work. He was displaced by Walter Hocking who went to Waukon several weeks ago.

Engr. Wm. Luther is again on the job as Engineer on West Union Line after taking his annual vacation in Florida for several months.

Ray Laird, Night Policeman, Dubuque Shops, has fully recovered from the small pox and has been on the job again for the past several weeks. Forgot to mention in the notes of last month that one of the Switchmen, William Craft, wore the Star during Mr. Laird's absence, and from all reports he did himself credit while on the job.

Trainmaster W. J. Whalen had a narrow escape from a serious injury or worse when his car tipped over near Maquoketa recently. W. J. W. advises it is a miracle that he came out alive, as his car made two complete turn-overs. While no injuries resulted, his car was damaged to a considerable extent. No, he was not speeding—just one of those unaccountable accidents.

Friends and employes extend sincere sympathy to Engr. J. S. Miller on account of the death of his son, Ray Miller, aged 23, latter part of May. Ray and six other boys were in an auto which met with an accident. They were thrown from the car, and four of the boys were instantly killed, while the other three, among whom was Ray Miller, died shortly afterwards. Another one of the boys in the fatal accident was Ed. Hahn, son of Henry Hahn, a Car Dept. employe, and Leo. Schiel, son of a Mech. Dept. employe, Dubuque Shops. This sad and

terrible accident was the worst one happening in the vicinity of Dubuque for some time, when you stop to think that seven young men, ages ranging from 18 to 25, were killed in one accident. Deepest sympathy is extended to the bereaved parents of each of these boys.

S. C. D. Office

J. B.

ANOTHER year has come and gone and with it another get-together of the Car Department Special Staff. The group met in the new assembly room, decorated with fresh flowers from Mr. Gilman's own garden, on Friday and Saturday, May 20th and 21st. Not quite as many attended as in former years but the talks and discussions were given in the same "Milwaukee Road" spirit as before. Mr. Nystrom opened and closed the two day meeting with a few friendly remarks. Mr. Gillick attended and gave a short talk. Lunch was served in the Cafeteria and seemed to be very much enjoyed, thus rewarding Fred Kratzat for his special efforts put forth. Harvey took advantage of the ideal weather and took two very good pictures of the group.

Changes took the billing office from us but more changes brought it back. Everyone seemed to like it in the Accounting Office, but then "There's no place like Home" always holds true, regardless where it is.

I hear that—

Weber is now in W. Starke's class. He has won two tickets to the ball game and a \$50.00 certificate good as down payment on a Mayflower Refrigerator. Who'll give him the other

Steve is now playing a terrible game of golf, nundred and twenty-five to buy it? why?

Several took advantage of the two and one-half day holiday we had recently:

Dick spent some time at his home in S. D., Leone visited down in Canton, Edithe and her little boy went to Davenport, Mr. Brock and his wife went to Two Rivers, and they all had a great time.

Sincerest sympathy is extended by the entire office to Mr. F. D. Campbell and family in the loss of Mrs. Campbell; also to Mr. and Mrs. Irv Clouse in the loss of their five year old son "Dickie."

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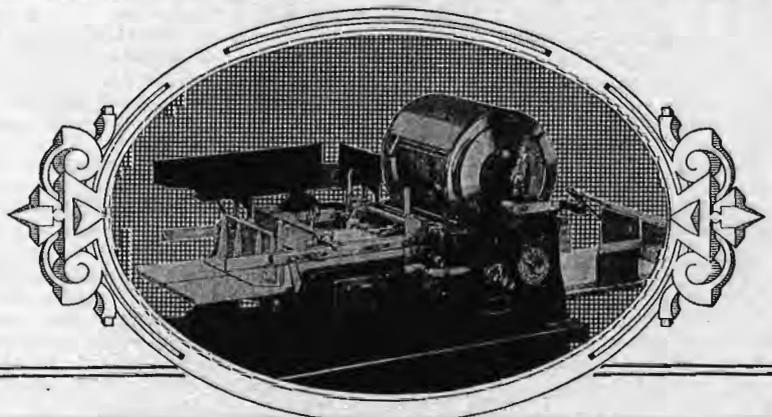
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Coast Division

"Kirk"

MAY 30TH Mrs. Ed. Geo. Morrow, wife of B&B Foreman, was struck by an automobile and suffered a fracture of both legs and an arm. It is estimated she will be in the hospital for about six weeks. Her many friends hope for her complete recovery.

Mr. R. G. Baughn, known as "Daddy" Baughn, of the District Accountant's office is now in Oakland, Calif., for his health. Mr. Baughn has been in ill health for some time and his many friends in Tacoma wish him all the luck in the world and a speedy recovery for we all know he would rather be on the "Flats" than in sunny California even though it may not be advertised quite so highly.

Mrs. L. J. Curtice, mother of W. L. Curtice of the Store Dept., and Bert Curtice of the B&B Dept., died at her home in Tacoma, June 1st, and was buried beside her late husband at Elma on Saturday, June 4th. The Railroad employes extend their sympathy to the Curtice boys and their families.

Don't forget the Fifth Annual Benefit Picnic of the Clerks of the Puget Sound District, which will be held at Redondo Beach, Sunday, July 17th. Everybody is invited and there will be a good time for all.

Mrs. John Fraser, wife of Section Foreman John Fraser of Oshrdlu Lake, together with her daughters, Edith and Marjorie, and son, Robert, recently spent several days in Spokane, visiting relatives and friends.

Roadmaster A. M. Anderson of Cle Elum, who recently underwent an operation in the Providence Hospital at Seattle, is now recovered and back on the job.

Summer has struck the Sound with a vengeance and everybody is hunting out the old camping grounds and thinking of vacations or some place to go. The golf bug has hit our Chief Dispatcher hard and he will soon be giving Guy Bell pointers during their nightly tournament.

The usual number of small grass fires along the right of way, burning fences and trolley poles seem to be with us again and will take careful watching for the balance of the summer. The fire fighting cars have been put in first class condition and sent to strategic points in the forested districts but we hope that there shall be no need of using them.

The berry and vegetable season is with us again. The strawberries are plentiful and cheap and are being barreled at Rochester, also shipped in crates. The lettuce season has just started and will soon be in full swing requiring another switch engine on the joint line.

Harlowton Roundhouse

"Andy"

ANOTHER Harlowton boy has launched his ship on the turbulent seas of matrimony. He is none other than Arnold Wirth, affectionately known as "Peanuts." So now he has to add "and wife" on his pass requests. Arnold just sort of figured that it was about time that he had a little supervision and we think he was right, and we offer herewith our congratulations and sincere well wishes.



We thought a stranger had moved in on us the other day, but we soon found out that it was just Shanks Edson with a new pair of overalls.

Fred Shetzle made some elaborate preparations to attend the political conventions to be held in Chicago. Politics seem to be duck soup for that fellow and wouldn't be surprised that some day he will run for office, but I'll just bet he is waiting for a real emergency to exist and then he will heroically step in and pull us in the hole—but just the same, we hope that both he and the missus have a good time.

The stork paid a visit to the home of Boilerwasher Sam Sakuma, and left a four pound baby girl, who has been named June, which is very appropriate as she was born on June 1st. Even the old stork seems to be affected by the depression. Four pounds is pretty light tonnage for that bird. However, congratulations are in order, but we'll bet that is old stuff for Sam, because June happens to be the youngest on a seniority list of ten.

In case you are not aware of the fact, but Y. E. Miyoshi, popularly known as "Doc," is an old timer in this neck of the woods. He moved in right after the Indians moved out; he is also a member of the Pioneers' Club.

You have no doubt heard of the so-called big butter and egg men? Well, we have in the roundhouse two big mutton and wool men, namely Joe. Mooney and Dave Wagner. These two gentlemen, we understand, have complete control of the sheep industry in Tucker addition, and it wouldn't surprise me if they are responsible for the low price of wool this year, due to their flooding the market.

We also have gold prospectors here—Sam Parker is one. Sam is one of those fellows whose whiskers are not long enough to hang onto a steady job, and has to fill in as an extra, so during his spare time he does a little placer mining. He has not struck pay dirt as yet, but he will, if he lives long enough.

Bill Thorsan, our handsome box packer, is also a musician. He has his own orchestra known as the "Hot Timers." That sounds jazzy enough, all right. They tell me that

Bill is a humdinger with the horse hair and catgut, and when he tuncs up all the old timers migrate from the neighboring hills, shake the gumbo off their boots and then—Whoopee.

The 163rd Infantry of the Montana National Guard, at Harlowton, left on June 11th for the summer camp at Helena. Among those who went with them were Wm. Almquist, Erwin Fuchs, Rex Toombs, Jeff Toombs, and Paul Hollister.

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

Nora B. Decco

WHEN this stands out in large print and you are reading it to see what happened on the R. M. and after you have read it you will say, "Why don't she ever write any news, I wonder?" . . . Well, when you have expressed yourself thusly, we will all be working as hard as ever we can around this place, answering tourists questions (which in itself is a man-size job, but I do my share of it), and switching sleepers, and hauling baggage and answering telephone and selling tickets and trying to explain with one side of us why you can't step right off No. 16 into the Upper Geyser basin, and with the other side, try and satisfy M. J. W., genial train despatcher on second trick, that the Park train has their work all done and out of the way and making the exact change for the dining car department, when you are short of pennies, and trying to please the lady who wants to send four cables for one dollar, and she knows she is being overcharged, and explaining to the long, lean pleasant old fellow who has been looking on that his ticket will not take him to the Inn without one fifteen extra added to said ticket, and asking G. S. if he won't please save his clips until about 10 p. m. if he possibly can find time to call me for them and wondering if that was the agent who went by the window sixty miles per hour or was it Boardman Matt Voss looking for men, and why six baggage trucks are not enough for the morning train, and where the hat bag was that last red-headed girl asked us to please keep for her and we said we would because she was so good looking, Ralph promised her, I didn't. Well, it's too early to know for sure if anything like this will happen this Park season or not but as it has every other June 20th from then on, we haven't the least doubt in the world it will all come true and more too. We understand the Milwaukee expect a good park business this year, there is no reason why they should not have it as it is a fine trip, and we all hope they get it and more too.

About the most surprising and pleasing piece of news we have to relate this time is the birth of a son in Butte to Mr. and Mrs. George Buckingham Baker, June 15th. Mr. Baker is train despatcher in Butte and we certainly offer our congratulations to both Mr. and Mrs. Baker.

Mrs. E. B. Grey, wife of Conductor Grey, has returned from the hospital at Bozeman, where she has been quite sick. Undergoing a major operation, but is much improved and we all hope to soon see her out again.

Mr. and Mrs. Frank Echard have returned from a visit of a few weeks to Excelsior Springs,

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Mo., suppose I will have to be looking for a couple of nice fat hens now, as it's about picnic time and that is the part I take in this one picnic, I cook the chicken, and Mr. Echard, well, of course he doesn't eat it all but he does his share, in fact we all do, and our table manners are something terrible, but as the men folks are going to furnish the picnic dinner this time, we will wait and see what we have to eat. Engineer McKenna and Chester Bales will tell a lot of fishing stories and Engineer Townsley will no doubt cut a watermelon but as to good old solid food, well their wives are still pretty handy at that sort of thing, I know because I help sample said dinners.

Lineman James Beatson and Mrs. Beatson sat up all night and packed the family plate to catch fifteen for Tacoma to go out with a telegraph gang put on the last of May.

A number of the men from this division are with the stubbing crew, preference being given to older employes before outside help was taken on. Dick Griffith and Ed Knuteson are with this gang. Kublick foreman, now working on the east end.

Kogas gang putting in ties, and spreading gravel on the G. V. line which will be so nice by the last of the month the tourists will never want to ride over any other railroad.

Dick Helton has a new job now, his son who is the proud father of a brand new pair of twin girls, and his daughter who has another brand new baby girl are visiting here and the only thing Dick can find to worry about now is the fact they will all be cutting teeth this summer at the same time. Well he may be lucky and catch a work train during the worst of it, he puts them all in the same buggy and away he goes and the whole Main street clears ahead of him just like if the fire engine was coming. The youngsters seem to like it about the best of anything so far so it may be a steady job of Mr. Helton.

We regret to write of the death of Howard Pogreba, second son of Conductor and Mrs. Peter Pogreba of this city. Howard was 12 years of age and been playing with a group of other boys and was accidentally shot with a twenty-two pistol. Howard was a most lovable little fellow, bright and eager for life and fun; he leaves his father and mother, three brothers and a number of other relatives in other states. The Rocky Mountain division offer this family their very deepest sympathy in the loss of this little boy.

Milwaukee R. R. Women's Club

(Continued from page 15)

Aberdeen Chapter

Mrs. Charles L. Boland, Historian

MONDAY evening, May 16, marked our last regular meeting till next September; at this meeting there were between fifty and fifty-five in attendance, opening with the usual community singing led by Mrs. Irving Helander, with Mrs. B. O. Johnson at the piano. Minutes of last meeting read and accepted; also minutes of special meeting, April 29, read by Mrs. A. C. Zick, who, it is our pleasure to report, has been added to our board as assistant reading secretary.

At this point, a splendid program arranged by Mrs. W. H. Berg was in order and those appearing are as follows: First, a reading by Marilyn Berg, followed by a reading by Vivian Sharp. Then a humorous one-act play delighted those present, given by Misses Lillie Solberg, Roberta Busse and Beth Hofey. To conclude this enjoyable program, Miss Eleanor Burdick gave a very good reading.

Resuming the evening's business, a number of bills were allowed, and Mrs. E. H. Soike, treasurer, reported \$803.91 on hand May 1. Mrs. Lawrence made a motion that the above bills be allowed, seconded by Mrs. W. J. Kane. Mrs. Aney, corresponding secretary, was next called upon, and reported thirteen cards sent out.

Mrs. R. E. Sizer, chairman of the sunshine committee, reported 50 phone calls, 50 personal

calls and 21 messages of cheer and sympathy sent.

We are happy to note that those on the sick list for some time past are improving and hope that by the time next month's notes are forwarded, they will be well on the road to recovery.

Mrs. Fred Burdick, membership chairman, reported 55 voting and 12 contributing members up to May 1. A motion was made by Mrs. Jackson, seconded by Mrs. Christman and approved, that Mrs. H. M. Gillick be allowed five dollars to mail notices of membership dues.

Mrs. E. H. Soike, chairman ways and means reported \$27.50 cleared on dinner bridge and \$18.00 for club room rental. Mrs. Sizer and committee are arranging a dinner-bridge for Wednesday, June 8. Mrs. Wm. Mertz, chairman housing committee, reported ordering plates, cups and saucers to complete set of club dishes. It was decided that card tables be covered with oil-cloth, thereby saving use of so many table cloths when dinners are given.

Mrs. H. M. Gillick, relief chairman, reported that during April, 12 families, consisting of 52 persons, were taken care of, and \$110.41 was spent on this work. Seventy personal calls and 90 phone calls were made. Mrs. Gillick concluded her remarks with the reading of a poem entitled, "The Charity of Silence," written by a Milwaukee club woman in one of our western chapters. The Lydia T. Byram award was made by Mrs. Gillick at the Central High School on Friday evening, May 27. This award was established in 1928, by our local chapter, doing the same each year. It consists of a \$5.00 gold piece each to the boy in Boys' Glee Club, and the girl in Girls' Glee Club who have shown the best attitude, attendance, ability and co-operation for the year. This year this honor was bestowed upon Marian Phelps and John Kraft.

Concluding the evening's business, Mrs. Bert Smith was appointed to represent the club at Women's Federation Club meetings. Refreshments were then served by Mrs. M. P. Ayers, Mrs. A. H. Adams, Mrs. A. J. Anderson and Mrs. Chas. L. Boland. Special thanks should be accorded Mrs. Anderson for so kindly assisting the committee in charge, for that evening, and to all those who extend the courtesy of the use of their cars at these meetings, to see that others are taken home.

"Ye scribe" has written a little verse to use as a sort of closing for this month's notes, which we shall call "Mizpah," meaning "God be with you till we meet again."

Mizpah

As another club year comes to an end,

Our regular meetings will cease for a while,

But charity work we do not suspend—

It reaches all, across mile after mile.

The year we're competing has bro't much pleasure;

Sorrow, too, we have met along the way;

But mem'ries of good fellowship in working together,

Will cheer and guide us thru each busy day.

Time will not dim the joys we've known,

Or make precious friendships less true,

If we reap the harvest of friendliness sown

By kindly deeds each day, our pledge renew.

We hope vacation-time will be well spent;

We are glad to have met one and all.

In closing, let us hope that naught will prevent

Our happy meeting again next Fall.

Bensenville Chapter

Estelle Newcomer, Historian

THE Bensenville Chapter held its regular meeting June 1.

The treasurer, Mrs. Hoover, reported expenditures of \$80.60 for the month and a balance of \$118.93.

Mrs. Woodworth, membership chairman, reported having a membership of 49 members—25 voting and 24 contributing.

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CLASSIFIED ADVERTISING

The use of these columns is FREE TO EMPLOYEES of the MILWAUKEE, who have personal property to exchange or sell. Your copy must reach the Editor not later than the 15th of the preceding month. Your name and department for which you work must be sent in on a separate slip.

FOR SALE—Dark interior Yukon mink, domesticated and acclimated high-grade stock. The fur market commands very high prices for these aristocrats of furs. Auction sales statements in my files prove it even during the last two years of depression. If interested in a healthful, pleasant and profitable out-door enterprise, write Henry Wagnous, Prop. Argonaut Mink & Fur Ranch, Bristol, S. D.

FOR SALE OR TRADE—For small Mo. farm not more than 50 miles from K. C., Mo., 6-room modern house, 50x150 ft. lot; glass enclosed front porch; full basement; decorated walls; five cherries, one pear and 1 apple tree; lots of grapes; 2-car garage; value \$7,000; sacrifice for cash. Located 17 miles west of Chicago on the main line of the C. M. St. P. & P. If interested write O. W. Sawyer, 173 S. Addison St., Bensenville, Ill.

FOR SALE—Well improved 285-acre farm 2½ miles east of Stamford, Jones County, S. D., on highway No. 16. Fenced and cross-fenced; 35 acres alfalfa hay; fenced hog tight; 120 acres farming ground besides the alfalfa hay; rest wild hay and pasture. For full particulars write G. E. Abbott, Stamford, S. D.

FOR SALE—Partridge Cochinchina chicks, also Light Brahmas; May hatched all pure blood, 40c each. Also Multiplier onions or potato onions and winter onion sets for fall setting.

BOSTON TERRIERS—My kennel is headed by Inspector Hagerty, weight 13 pounds, a splendid individual and grandson of Champion Hagerty King Jr., and Champion Captain Moody. Have several litters of beautifully marked seal brindle and white, excellent headed pups and good all over for sale out of high class females close up to champions. Equal to any of the eastern kennels highly advertised and priced stock. Prices \$20.00 up according to markings and sex. Guarantee a square deal. Inspector Hagerty at stud, fee ten dollars. Have a real kennel with individual runs with plenty shade. Phelps Kennels, Kasota, Minn.

FOR SALE—7-room frame house, furnace heat, two lavatories, two-car garage. Corner, excellent transportation; four blocks from C. M. St. P. & P. Mayfair Station, Chicago. Clear, price \$6000, or will rent at \$45.00 per mo. Address G. A. Semmlow, 2433 Fargo Ave., Chicago. Phone Bri. 3397.

For Sale—North half of a section of land 7 miles northeast of Flaxton, N. D.; also a lot in East Missoula, Montana. Write Box 266, Plummer, Idaho.

BOSTONS AT STUD—4 Toy Studs, all of champion blood lines. See them before breeding your female. Grown dogs and puppies always for sale. Blackhawk Kennels, 2426 12th St., Rock Island, Ill.

FOR SALE—5-Room Bungalow—New—Attractive. Built of the best of materials and workmanship. Upon inspection, you will find each room to be a model room by itself and unique in style. This is not a real estate home and is the best buy in Humboldt Park District. Your inspection is invited. 3257 South Lenox Street, Milwaukee, Wis.

SPORTSMEN—Fisherman John tells his secrets. Write now for a copy of his 1932 fishing calendar. "It shows when fish bite best," and is full of good fishing tips. 25c postpaid. Fisherman John, mail address, P. O. Box 276, St. Paul, Minn.

For Sale at a bargain price, 133 acres on small lake, 25 cultivated. 7-room house, barn, hay sheds, and other buildings; also 3-room house, ½ mile to good grade school, 5 miles Colville, Wash. Will trade for a smaller place near Tacoma, Wash., or sell at a very fair price. Write 7404 So. Park Ave., Tacoma, Wash.

FOR SALE—80 acres cutover land in Pine County, Minnesota, located 16 miles east of Sandstone on state aid road, one mile from store and oil station. Ideal dairy and farming locality. Will sell at a sacrifice. Write, Ray H. Hoffmann, 309 North 5th St., Austin, Minn.

HOUSEKEEPING COTTAGES on Pine Lake, Forest County, Wis. Good fishing, boating and bathing. Screened porches with drop curtains. Rental, \$25-\$15 per week, includes fuel for heating and cooking; ice and boat. Everything furnished but bed and table linens. Good running water in cottages. Mrs. C. W. Mitchell, 1546 S. 10th St., Milwaukee, Wis. Phone Mitchell 8823.

SPEND YOUR VACATION among the pines at Muskalonge Lake, Heaford Junction, Wisconsin. Furnished log cabins including boat, ice, linens, \$15.00 per week. Best musky, bass and pike fishing. Peter Zeches, Bradley, Wis.

WILL SHARE three-room dinette apartment or rent modern large front bedroom. Three blocks from Fullerton Avenue office, Chicago. Meals served if desired. Mrs. Mabel Bengston, 1204 Altgeld St., corner Racine Ave., 1st Apt., Chicago, Ill.

For Sale or Trade—I have a beautiful wooded lake lot 50x800 feet in depth, with a 50x150 ft. silver sand beach, located in Muskegon, Mich. 1 mile from Muskegon Lake and 2 miles from Duck Lake on the shores of Lake Michigan, 3 miles from the oil fields. Suitable for resort, summer home or business. 185 miles from Chicago. An ideal place for a permanent home. Will trade for any suitable place in Indiana. Address reply to R. A. Freitag, Room 700, Union Station, Chicago, Ill.

SPEND YOUR VACATION at Nocque Beach Resort near Crivitz, Wis., on the Superior Division of the Milwaukee road. Through trains from Chicago twice daily. Electric lighted furnished cottages, \$10 to \$30 per week. Ice, boat and electric service free with cottages. Absolutely safe sand beach for children. Store and home bakery in connection. Board furnished for those wanting it. Chicago Terminal men please see Harry Erickson at Western Ave. Tower for descriptive folder and information. Others write R. Maguire, 2128 N. 34th St., Milwaukee, Wis. (Engineer, Milwaukee)

The benefit chairman, Mrs. Bodenberger, reported an expenditure of \$81.07, and some of the bills were not yet received.

This was the last meeting for the summer and the various chairmen are making plans for various activities in the fall.

After the meeting Mrs. Bodenberger and her committee served ice cream and cake.

How to Sell More Potatoes

(Continued from page 14)

and use before spoilage begins. It is an amount that can be handled well in both the "cash and carry" and "delivery" grocery. Then, too, these peck packages can be displayed attractively in a small space, conserving store space, eliminating much store labor, etc.

Western growers early saw the advantages to be secured by packaging, standardizing and branding their potatoes in these peck sacks. They featured their baking potatoes and "captured" the market. Only recently have our central western growers begun to adopt packaging. And during the past few months a number of carloads of these packaged potatoes have been shipped from Upper Michigan to eastern and southern cities, especially Detroit. They have sold readily and have

in most all cases been the forerunners of repeat orders for next fall's crop. They have demonstrated that the city consumer will demand and eat middle western produced potatoes if they can secure them as they want them.

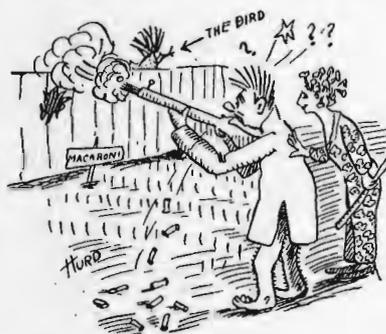
Several growers in Michigan have capitalized on the general excellence of their potatoes for all household usages. They grow white potatoes, either Green Mountains or White Rurals. They grade them U. S. No. 1 and package them in attrac-

tive sacks, seal the sacks, provide extra weights to allow for ample shrinkage, brand the sacks and place a tag on each sack with the grower's name and address. Special attention is called to the excellence of these attractive white potatoes for boiling, mashing, ricing, frying and scalloping. These uses are by far the most common ones to which potatoes are put, so naturally these growers are appealing to the greatest market outlet.

By putting the name of the grower and his address on the sack, there is established a high moral responsibility on the part of the grower, as well as an opportunity for the purchaser to call for more by name when making further purchases. That name on the sack is good jobber, retailer and consumer assurance that the potatoes in the peck sack will be as represented. Certainly, if they are not, that grower's market is forever withdrawn from him.

We have described this marketing problem much more in detail than is our custom in the articles prepared by this Department, because we have a special purpose in view. Our limited personnel will not permit us to visit every growing and shipping point on our Road.

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Journal Bearings and Bronze Engine Castings

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More tonnage hauled per locomotive is but one of the advantages of preventing foaming with "B-A Anti-Foam."

Terminal delays are reduced, train movement is speeded up; fuel and water consumption costs are cut and lubrication is improved.

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WHEN and WHERE YOU NEED IT



Handy Light

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.



"Carbide Lantern"
With or without
rear light

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

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PRICE. USE
COUPON
BELOW.

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 daylight" is always at your command to increase the speed and efficiency of the job.

A reflector of new design spreads a full, even 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.



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Lincoln Building, New York. Opposite Grand Central
Gentlemen:

Please send me complete information about your
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..... of The Milwaukee.
(Division)

Name.....

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Gateway - *newest way to*
YELLOWSTONE PARK



*The Electrified Route
Scenically Supreme*

Trail of the new roller-bearing *Olympian*, Queen of Transcontinental Trains. Open observation cars. Meals by Rector of Broadway fame on all trains.

Even the "wild folk" have a friendly greeting. Go via the *electrified* route, direct to The Milwaukee Road's mountain-cradled Gallatin Gateway Inn.

Enjoy 170 extra miles of happy thrills . . . no extra cost. Comfortable motor coaches through the historic "Old West" to Yellowstone Park's mystic marvels.

All in addition to the regular Yellowstone Park tour—at the lowest fare. If you wish, Escorted All-expense Tours. Just like a big house party.

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