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An Idyl of the Dining Car

H. M. Bateman, famous London cartoonist, recently visited America and made a complete circuit of the country by rail, starting from New York, and touching on his Western trip Chicago, Minneapolis, Seattle, San Francisco, Los Angeles, New Orleans and Washington. He was tremendously impressed with the efficiency of the Dining Car service on the American railroads, and he proceeded to record his appreciation in this cartoon.

—Courtesy of The Erie Magazine
The Lead and Zinc Ore Deposits of "The Wisconsin District"

Quest for Bullets Developed Lead Mines

INTO the hills of Southwestern Wisconsin and to the facing bluffs of Illinois and Iowa, on the opposite side of the Mississippi River, nature put a great store of two of the most useful minerals of industry.

Lead and zinc are almost twins in the family of ores. They commonly occur in conjunction, although both minerals are found singly in certain localities.

Uses for lead were known to the aborigines of this continent, for when the white men explorers came here, they found the red men digging into the lead deposits with their crude methods of extracting ore, and while we say that "the discovery and mining of lead in the United States goes back to the earliest exploratory expeditions into the wilds of the new-found continent, and that the finding of workable deposits of this mineral in Eastern Missouri and Southwestern Wisconsin antedates all other important discoveries of this mineral in the United States," we include in the "discovery" the workings of the Indian miners who dug into the hills and extracted the ores for their own uses.

Lead has been mined for centuries in the river bluffs that border the upper Mississippi.

The three countries of Southwestern Wisconsin, Lafayette, Iowa and Grant, where the largest deposits of lead and zinc ore have been found, together with the deposits in Northern Illinois in the vicinity of Galena, and of Iowa in and around Dubuque constitute what is now designated "The Wisconsin District" of lead deposits and lead mines.

To the discovery of the immense deposits in the three Wisconsin counties named, is attributable the first white settlement of the state when Welsh and Cornish miners who had already entered the Galena vicinity came across the river to possess themselves of the rich findings on the east side. The Indian occupants of the hills and valleys of Wisconsin were not at all cordial to the white intruders, and the beginnings of the Indian warfare that characterized the early settlement of the state were over the mining properties and rights.

The existence of extensive lead deposits in the Upper Mississippi Valley was reported by explorers as early as 1634, and in 1690 lead was reported to have been purchased by traders from the Indians at Peoria.

As far back as 1766 Captain Jonathan Carver in his explorations along the country of the great river reported finding lead in great quantities in the vicinity of the Wisconsin Lead District and he also found the Indians in all that vicinity in possession of masses of the "Galena" and "boat minerals," which he said they did not know how to use. Captain Carver, however, did not linger long around the lead diggings, for his was the high spirit of adventure and his objective was the source of the great river that was carrying him westward.

Julien Dubuque was probably the first striking figure of a permanently established lead mining industry. The scene of his greatest activities was on the western side of the Mississippi on the site of what is now the Iowa metropolis that bears his name. Lead ore was discovered there in 1780 by an Indian woman and in 1788 the Sac and Fox Indians, who were then lords of that domain, in a grand pow-wow held near Prairie du Chien, Wisconsin, up-river some, from Dubuque's settlement, granted him the lead-bearing ore lands he was working; and Dubuque, in 1796, received a confirmation of this Indian grant from the Baron de Carondelet, governor of Louisiana, in which they were allowed to be "The Mines of Spain."

Although Dubuque's principal workings and the mines that were received in the "grant" were located on the west side of the river, he appears to have crossed over and carried on some activities in the lead-producing districts of Wisconsin, where the Indians were operating and dealing on trade in the mineral with the traders from down river.

Although Dubuque won and seemed to have kept the confidence of the Indians during his lifetime, after his death in 1809 all of his pits and furnaces were destroyed by the tribesmen who then, themselves went on with the production and reduction of ores according to their own crude methods and with what knowledge of the methods of the white miners they had assimilated from their contacts with Dubuque's men.

For the most part, however, the ore continued to be dug by Indian women and the old and superannuated men of the tribes, using hoes, shovels and pickaxes. They had no shafts, windlasses or buckets and they always dug at an angle that permitted them to walk in and out of the pits. The ore was carried by the women to the river banks and ferried from there, in canoes, to the traders; the sachems and chieftain and warriors of the tribes meanwhile enjoying the pleasures of the chase and the prosecution of their predatory warfares. There was one thing the Indians did not however, fail to learn from their white brethren, and that was the transmutation of lead ore into bullets and the consequent substitution of firearms for the primitive bow and arrow weapon.

When, in 1819, under the leadership of Jesse W. Shull, the white settlers entered the lead diggings of Wisconsin, with the intention of permanent residence, they settled near Dodgeville, Mineral Point, Shullsburg, Platteville, Montfort and Lindon. They did not, however, enter into peaceful possession, for the Indians opposed them everywhere and the newcomers were finally obliged to seek the protection of General Henry Dodge, the first territorial governor of Wisconsin, whose name enters largely into the early chronicles of the territory. He established law and order in those regions and protected the white miners in their holdings.

For the past hundred years mining of lead and zinc has been one of the principal industries of this part of the state, and although now surpassed by agriculture, it was for many years the leading industry and it still remains a source of employment to many thousands, the richest deposits are yet uncovered, and the most extensive operations being in the vicinity of Shullsburg, Dodgeville, Platteville, Montfort and Lindon, Benton, Cuba City and Hazel Green.

In the hills around Mineral Point the first mining activities were carried on. Shallow mining was the method employed and many of the old mine holes are still to be seen. To be exact, it was in the hill just east of the city itself, which extends down to a point just opposite The Milwaukee Road station, where lead mining was begun in Wisconsin and from that location the city took its name. Mineral Point. Later, deeper mining was developed and the mining area extended into the other counties, so that the lead and zinc deposits of Wisconsin proper, now con-
Zinc Mining

The early sources of supply, however, included the Wisconsin District, where the presence of the zinc deposit, in conjunction with lead, and which were formerly rejected as useless, was known from the earliest operations.

Transportation

One of the problems of those early days of the lead-mining industry was transportation. There were no railroads in the Wisconsin District and the river was the only avenue of commerce. Beginning about 1838, shipments of lead were undertaken on a small scale, by wagon to Milwaukee, and thence by lake, eastward. Ox-teams laden with lead were not an uncommon sight on the Milwaukee docks after their long and toilsome trek across the state, a journey of eight to ten days. At about the same time efforts were made to develop a route up the Wisconsin River to the portage at Fort Winnebago, thence down the Fox River to Green Bay, but the distance and the hardships proved too great, involving extra handling as well.

But in 1842, a water route was established from Wisconsin to the State of Maine, stopping short of the Mississippi River by only 160 miles. A railroad from Galena to Milwaukee was talked of, but did not materialize. In 1857 the Mineral Point Railroad was built, operating from Mineral Point to Platteville, connecting with the Illinois Central at Warren, this line being eventually absorbed by The Milwaukee and an extension of its line from

Monroe to Mineral Point effected. The building of The Mineral Point Railroad resulted in the establishment at Mineral Point of the Mineral Point Zinc Company, at one time the largest oxide and sulphuric acid industry in the United States.

The City of Mineral Point

The city of Mineral Point is one of the most interesting, historically and scenically in the state. In the beginning of the mining by the Welsh and Cornish settlers in this locality, the settlement clustered around "the diggings" and was known by the highly unique and euphonious name of "Shake Rag." Just how and from what source this name originated is buried in oblivion, but Shake Rag, as an important mining camp, enjoyed a brief notoriety.

Mr. S. M. Palmer, who wrote of a brief visit of this region in 1838, described the camp of Shake Rag as "a few scattered log huts or shanties principally ranged along a deep gorge or ravine, through which the road wound its sinuous way. There was a hotel kept by Col. Abner Nichols, familiarly addressed as Uncle Ab. A short distance from the main building was a grocery. Here was to be found at all hours, music, dancing, singing, drinking and gambling of every description, nor were these scenes confined to the grocery of Uncle Ab., for they were openly and notoriously enacted in each other similar establishment in the town." The mining camp, however, within a few years outgrew its aspects as such camp, developing into a metropolis of distinction for the surrounding mining territory, for the mining industry and gradually into its present eminence as a market center for a rich agricultural country.

Mr. T. L. Pagels, Agent at Mineral Point, writes: "Yes, Mineral Point has had a 'mining boom.' In 1906-07 the price of ore was high and mining was in full swing, attracting prospectors from all over the country, nearly every acre of ground was leased. Companies were formed at Janesville, Madison, Milwaukee and other points, drilling machines were in operation in every direction. A Board of Trade was opened where stocks were bought and sold, and results being that some very large deposits were uncovered—some of the mines developed being the Ross,' Gillman,' Fox,' Merry Christmas,' Tripoli,' Squirl,' Homeisite,' Slack,' Hazel Patch,' Peacock' and others.

"Mineral Point on August 3, 4, 5, and 6, 1927, celebrated its hundredth anniversary, being one of the outstanding events in its history; at which time all important events covering the past century of its progress were depicted in parades and pageants day and evening.

"The mining activity of lead and zinc depends upon conditions and the price of these commodities at the present time is at a low ebb as all other commodity prices are, but the mining industry in this territory is still in its infancy and there are still rich deposits to be uncovered. The zinc industry here will continue for many, many years to come."

The most important use for lead is of course in the manufacture of white lead; but among its other uses are in the production of sheet pipe, shot, alloys, bullets, etc. The use of lead for projectiles was one of the earliest manufacturing industries in the Wisconsin lead region. The largest use of zinc ore is in the production of white pigment, and it is in trade, a direct competitor of white lead.

With the exception of iron and copper, no metal is so widely distributed in the United States as lead and zinc ore, and only iron and copper exceed them in production.

In the preparation of this article, the kindly assistance of Mr. T. L. Pagels, agent at Mineral Point, is gratefully acknowledged.
The Milwaukee Passenger Shop
By L. B. JENSON
Superintendent Passenger Car Shop, Milwaukee

The Milwaukee Passenger Shop, while one of the units of the Milwaukee Car Shops, is itself, a large repairing, assembling and manufacturing plant. In normal times the Passenger Shop does a car repair business alone of over $1,500,000 annually and employs between 600 to 750 men. The plant covers over 13 acres of ground, and its five large buildings have about 317,000 square feet of floor space. The three car repair shops will hold 69 passenger train cars (equivalent to consist of about 10 long trains) at one time. While the Shop's principal work is to repair, rebuild and build new passenger train cars, it also manufactures large quantities and varieties of material for the other units of Milwaukee Shops and for other points on the railroad.

To successfully handle a large volume and variety of work the Shop has eleven major departments. Most of these departments are sub-divided into two or more parts so that there are actually some 30 divisions, each one of which specializes in certain work. Among the shopmen employed, are skilled mechanics from many tradesmen with years of experience in quantity and quality production.

Prior to five years ago, eight shops, located at various points on the railroad, repaired and repainted passenger train cars. In 1927 the 1,300 passenger train cars owned by the railroad received a periodical overhauling and repainting as a part of normal repair work. The 1,300 passenger train cars owned by the railroad are taken into Milwaukee Passenger Shop each week. The average cost of repairs to a credit car averaged $372, and these repairs took 1 day of the total car expenditure. One car out of every five turned out had alteration, addition or betterment work done on it at an average cost of $2,987. Thirty-two per cent of the total car expenditure went for improvement work.

The average repair cost of a credit car is $1,276, a diner, sleeper, etc., the average cost of repairs to a credit car averaged $330, or 23% of the average cost of a general repair car. A light repair-non-credit car cost $43. Light repair credit cars gave 11% of the total car output and took 2% of the total car cost.

There are three classes of work done on cars handled at Milwaukee Shop. First, repairs are made in kind; second, repairs are made because of wrecks, accidents and fires; third, cars are improved, i.e., received alterations, additions or betterments. During the period August, 1927, to December, 1931, 67% of the total expenditure on cars went for repairs in kind. One car out of every 14 turned out was damaged either in an accident or by fire. The average damage per car was $372, and those repairs took 1% of the total car expenditure. One car out of every five turned out had alteration, addition or betterment work done on it at an average cost of $2,987. Thirty-two per cent of the total car expenditure went for improvement work.

An average repair is handled through Milwaukee Shop in about the same manner that a passenger train is handled over the road. When a car enters shop it is placed in the first station, where it is stripped of sash, upholstery, etc., and then to the second station, where repairs are made in kind; second, repairs are made in kind. One car out of every 14 turned out was damaged either in an accident or by fire. The average damage per car was $372, and those repairs took 1% of the total car expenditure. One car out of every five turned out had alteration, addition or betterment work done on it at an average cost of $2,987. Thirty-two per cent of the total car expenditure went for improvement work.

In general the cars given light repairs at Milwaukee Shop are cars damaged in accidents or fires, cars requiring slight improvements or cars that cannot be economically repaired at the Terminals. Light repair cars are never completely repainted. For car output measurement and cost control purposes, light repair cars are divided into credit and non-credit cars. When repairs cost $100 or more, a car is called a credit car and accounted for a credit car. When repairs cost $100 or more, a car is called a credit car and counted as a car in measuring the output. When repairs cost less than $100 a car is called a non-credit car and is not counted as a car turned out. The advantage of this classification is that it satisfies the shopmen as they get credit for what they do. About one light repair credit car is handled by the Shop to every seven general repair cars, and one non-credit car to every two light repair credit cars. The cost of repairs to a credit car averaged $330, or 23% of the average cost of a general repair car. A light repair-non-credit car cost $43. Light repair credit cars gave 11% of the total car output and took 2% of the total car cost.

The average general repair car remains in shop about 18 working days, a rebuilt or modernized car 35 days, a light repair car 10 days, and a new built car 40 days.
after receipt of the underframe from the Blacksmith Shop. During normal times about 44 of the 72 shop stalls are continually occupied by repair garages, 11 by rebuilt, modernized or new built cars, 3 by light repair cars, and 11 are unoccupied or utilized for other purposes than the main shop floor cars. This means not only a shop at a fast speed, but they are generally "on time." A check of 2,281 cars turned out showed that only 487, or 21.5%, were "late," that is, failed for various reasons to meet their time card or scheduled out dates.

The highest car output obtained in any one month in the history of Milwaukee Shop was in August, 1927, when 103 cars, or 4 per working day, were turned out. This meant that a car costing about $1,800 for repairs left shop every two hours of a working day. In other months the output has fluctuated from one to four cars per day, depending upon the repair program. The daily output of cars is always predetermined, and the Shop has never failed since August, 1927, to meet its output quota. The mass production of a Ford plant was equalled by Milwaukee Passenger Shop in the spring of this year when it washed and painted 138 work train cars and turned them out at the rate of one car every 77 minutes 37 seconds.

In addition to work on cars in its shop, Milwaukee Passenger Shop manufactures repairs and assembles a large quantity and variety of articles for use by others than itself. This material may be anything from a reclaimed angle cock to a newly made engine, from a new lamp jack to a repaired and revarnished office desk. Some idea of the quantity of the material turned out can be gained from the following facts. In 1929 the Wood Mill turned out 11,593,678 board feet of finished lumber for various purposes. This was a sufficient amount of lumber to build 580 wooden, 28 ft. x 40 ft., bungalows in which over 2,500 people could dwell. The Pipe Shop in the same year mounted 94,851 air brake hose, which, if laid end to end, would make a rubber tube 33 miles long.

(Concluded Next Month)

## Truck Subsidies

**But Despite Free Right-of-Way Ton-Mile Cost Is 15c—For Railroads 1c**

*By THOMAS F. WOODLOCK*

*In Barrons*

A CORRESPONDENT (A. K. H., Brookline, Mass.) asks for some statistics on the matter of truck transportation to correspond with those recently referred to concerning passenger travel. Horatio L. Whitridge has recently gathered in an Appraisal of the Economic Soundness of the Motor Truck some interesting facts and figures, and this writer avails himself of Mr. Whitridge's industry—with due acknowledgment of indebtedness. Some of the figures are taken from the report of the Interstate Commerce Commission on Motor Transportation, and others from various sources and all duly cited.

The total volume of freight carried by trucks in 1929 was estimated by the Commission at a little less than 26,000,000,000 ton miles. This was 4.2% of the total freight business movement of the country. This business was carried by a fleet of a little less than 1,300,000 trucks which averaged 15,000 miles a year. At a total cost of 21 cents a truck-mile, the total freight business movement of the country cost over $4,000,000,000 a year. The average cost of truck transportation is therefore about 50% greater than the book interest in our railroads.

**Trucked Freight 15c a Ton-Mile**

Thus freight in 1929 cost on an average 15 cents a ton-mile against a little over 1 cent a ton-mile carried by rail. Convenient, the service may be, but it is certainly not cheap, even with door to door delivery! The "investment" in motor-transportation—passenger and freight—was estimated by the Commission as of the close of the year 1922, at $12,500,000,000 for rural highways, and $4,000,000,000 for garages and terminals. The trucking business is therefore not, as Mr. Whitridge says, more "efficient" in the long run. The rural highways figure is only a little more than the actual cash spent on roads and their maintenance for the years 1921-1930. The estimate for garages and terminals represents only $150 a car—obviously far too low a figure—and he thinks it should be increased to $10,000,000,000 to cover all collateral plant, such as repair shops, supply stores, dealers' establishments, and filling stations. The original cost of the motor trucks themselves, he estimates at a little under $20,000,000,000, and he arrives at a total outlay on motor transportation of something over $40,000,000,000, this being about 50% greater than the book interest in our railroads.

**Trucking Operations at Loss**

Reverting to trucking cost, the Commission had this to say: "It appears reasonable to conclude, particularly in view of the inadequacy of the financial statements of groups of truck operators, that under present conditions a very large percentage of common carrier operations are conducted at a loss, or at less than a reasonable profit, and that this branch of the motor industry is characterized by an inadvisable inactivity for it to adjust itself to basic competitive conditions and to demonstrate its particular capabilities. Stable contract operations appear to be conducted at a more profitable level than common carrier operations and presumably private operations represent in every case a net saving over the cost of employing outside service." The basis for this latter presumption is not evident. Are we to suppose that private truck operators know more about their costs than do common operators?

There remains the much debated question whether or not motor travel is "paying its way," that is, covering its expenses. The Commission says that truck transportation as a whole is "subsidized through the maintenance of highways and streets, and the cost of traffic control, largely out of the general tax levies." Here we are ground with our figures as far as strictly mathematical results are concerned, but the general appearance of the figures presented by Mr. Whitridge tends to support his assertion.

Cost of Motor Transportation

Finally there is the annual cost of motor transportation in this country. This Mr. Whitridge estimates as $23,500,000,000 representing an expenditure of $31,000,000,000, as reported to the United States under the Income Tax laws for the year 1931. One-third of this, he says, represents the "national income." How long can we keep this up? Cheap transportation it certainly is not. Mr. Whitridge's concluding remark has point: "The new laws of economics of the gods, grind slowly, yet they grind exceeding small, and until a searching appraisal of the economic soundness of the motor truck is made and until it is discovered whether or not the transportation is a product of the 1929 era that is still to be deflated, it would be wise for industry to carry "transportation insurance" by supporting Class I railroads of the United States.

**Might Have Been**

"Are you positive the defendant was drunk?"

"Well, your honor, I saw him put a penny in the patrol box and then he looked up at the court house clock and roared, 'By gad I've lost 14 pounds.'"
The Reviving of Self-Preservation Through Safety First

By Sam Lane,
Safety First Committeeman,
Deer Lodge Locomotive Shops

I HAVE chosen for my short talk today the phrase, "The Reviving of Self-Preservation Through Safety First." We are all gathered here today for one of the finest things that concern humanity, and that is Safety First. To my mind the most peculiar part of it is that those who are to be the direct recipients of its greatest benefits are here at the invitation of those who will receive the least of its benefits, that is, speaking in a physical sense. You have probably heard that "self-preservation is the first law of nature." But if this were true, then there would be no need of this meeting today, but statistics prove that this instinct of man has become so dulled that in hundreds of thousands of cases it fails to come into play until catastrophe is upon us, the result being a life lost or an injury of minor or major proportions. It is evident then that we must sharpen up this sixth sense of self-preservation. No man wants to get hurt, that is certain. I would invite you gentlemen to watch the birds as they gather their food, for with every morsel obtained there is a sharp glance around. Truly an example of eternal vigilance is the price of liberty, or in this case, safety, and so it must be with us. We are all here gathering our food, our livelihood, and as we gather it by performing our daily tasks, let us not fail to give that sharper mental glance around, lest catastrophe overtake us. We have become clothed with a false sense of security, made of the cloth of human conceit, our superiority over the animal kingdom in the matter of security from danger, which has developed a form of mental laziness which has proven very detrimental to our self-preservation. I would like to suggest that we intensify our efforts to promote the growth of self-preservation by taking liberal doses of carefulness, thoughtfulness, alert minds, competency, kind, thoughtful firm leadership, and mix all of these with a liberal application of cooperation, and the recovery of self-preservation is assured.

In conclusion, I would like to add that if this railway company, or any other great industrial enterprise desires to improve its business by eliminating human suffering and adding to the sum total of human happiness by promoting our safety, why am I for them, first, last and for all times, and in this earnest expression I feel I voice the sentiment of my fellow-workers.

Divisions with Clear Reportable Injury Records During the Month of June, 1932

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

- La Crosse & River
- Superior
- Hastings & Dakota
- Twin City Terminals
- Coast

Tacoma Locomotive Shops Has Best Safety Record

General Foreman Al Pentecost, in charge of the Locomotive Shops at Tacoma, has a record of going through the period December, 1929, to date without a reportable or lost time injury. This is a mighty fine record and it is better than that for any other locomotive shop point.

Extra Gang Foreman Mallas Has Good Safety Record

The following is a letter from Supt. A. J. Elder in connection with the record of Foreman Mallas while on the Iowa Division:

Mr. J. F. Flanigan, Chicago, III.

Foreman Mallas in charge of ballast gang just completed ballasting fifty miles on this Division. He handled the work without a reportable or lost time injury, and I believe one of the most economical jobs of ballasting that was ever done was performed on this Division.

I want to say that our fast scheduled trains lost very little time by these gangs, and that the work was well organized and went along without a hitch.

(Signed) A. J. Elder,
Superintendent.

Their Goggles Saved Their Eyes

The following two statements by Laborer Andrew Karpinski and Chipper Leo Shields are another proof of the value of goggles in work of the kind they do and the importance of complying with the Goggle Rule:

Mr. Karpinski says:

On Friday May 20th, while I was chipping a wheel cope which is the top part of the Wheel Foundry flask, a chip struck the left lens of my goggle and cracked it.

Mr. Shields writes:

I have been employed in the General Foundry Chipping Room as Chipper for about three and one-quarter years and living up to Rule No. 20 has saved my eyes many times. I have seen a great many goggles broken from flying chips, in fact, I have had at least a dozen and a half lenses broken in my goggles from these flying chips, and I have never had either of my eyes injured, as I never take my goggles off while chipping is being done. I believe that this goggle rule should be lived up to by all employees who work in the Chipping Room and Foundry.

Mr. Karpinski says:

On Friday May 20th, while I was chipping a wheel cope which is the top part of the Wheel Foundry flask, a chip struck the left lens of my goggles and cracked it.

The chip did not go in my eye as I had my goggles on. I think it is necessary for everybody to wear goggles while chipping, and if I had been blind in my one eye if I wouldn't have had mine on. I am glad I observed Safety Rule No. 20 and wore my goggles as I now have two eyes and I probably would have had only one if I wouldn't have had my goggles on.

Seven
Government Competition

"Get the Government out of the Barge Line business" was the plea made by representatives of the railways in hearings held in South Bend, Ind., by the Shannon Committee of the U. S. House of Representatives which is investigating the many ways in which the Government is competing directly with private citizens and private capital. The railroad representatives referred to the Government ownership of the Inland Waterways Corporation, which operates barges, under the direction of the Secretary of War, on the Mississippi, Illinois and Warrior rivers in competition with the railroads.

"The Barge Line properties of the Government should be disposed of because continued operation is unfair and unwise," stated the railway representatives. "The Government should immediately dispose of these properties because the longer it remains in this business the more money it will invest, the deeper it will become involved, the stronger it will become its propaganda organization and the harder it will be to dispose of it.

"We do not believe it will be necessary for us to propose any detailed plan as to how this should be done. Our recommendation is that Congress, immediately upon convening in December, pass a law which shall provide as follows:

"At the earliest possible date, but in any event by July 1, 1933, the Inland Waterways Corporation shall cease operations.

"At the earliest possible date the Secretary of War shall dispose of all property of the Inland Waterways Corporation to the best advantage of the United States."

The specific objections to continued Government competition were stated as follows by the railroad representatives:


"The officers of the Federal Barge Line do not understand the railroad business and, being thus uninformed, make erroneous statements regarding the railroads, uttering these statements with all the force and weight which attaches to their official Government position. For instance, Major-General T. Q. Ashburn, Chairman of the Inland Waterways Corporation, stated on June 13, 1931, that 'The railroads try to belittle waterway freight shipments by claims that rail shipments are faster than river transportation.... Our Inland Waterways' boats carry 16,000 tons of grain from St. Louis to the Gulf of Mexico in ten days. Freight trains cannot begin to approach that figure.' As a matter of fact, in June, 1931, the Illinois Central Railroad was regularly moving wheat between St. Louis and the Gulf of Mexico in 35 hours, and could have moved 8,000 tons a day at this speed.

"We further object because many of these statements of Government officials are distributed at the cost of the Government and under the auspices of the U. S. War Department. For example, copies of a speech by General Ashburn were distributed to newspapers by the 'War Department, headquarters Sixth Corps Area, Chicago,' accompanied by a request that 'marked copy or clipping' of the General's speech be mailed to the Assistant Chief of Staff.

"We object to the Barge Line's operation because it receives direct aid from the Government, which is given free to the Inland Waterways Corporation, but for which every citizen engaged in private business must pay. We refer to the payments to which mail and propaganda are distributed.

"The railroads object to the Government's activities in the Barge Line business because the Inland Waterways Corporation does not pay taxes on its equipment and does not attempt to pay interest on its investment. Property taxes to the extent of over $300,000,000 annually are paid by the railroads; likewise the railroads, as a private enterprise, must earn a return on their investment if they are to be maintained as private corporations. It is not only unfair competition for the Barge Line operations of the Government to be conducted without regard to taxes and an interest return, but it is also apparent that many such methods cannot prove that private enterprises can operate barge lines at a profit—such proof being the undeniable reason for the Barge Line's existence.

"The railroads object to the Government engaging in the Barge Line business because its rates are fixed solely with a view to securing business and not with a view to operating as a private corporation must operate.

"We object to this Government operation because the Government, when operating the Barge Line, does things which it has prohibited and made illegal if done by a railroad. It is unfair competition for the Government to regulate and restrict the railroads, and at the same time conduct unrestricted competition with the railroads.

"We object to the Government engaging in the Barge Line business because its agency has induced municipalities to invest money unwisely in river terminals. To these expenditures the railroads, as taxpayers, have been compelled to contribute.

"The railroads object because the Inland Waterways Corporation secures the benefit of taxpayers' expenditures for construction and maintenance of the streams on which it operates without accounting for them. These expenditures are unnecessary and unjustified.

"Take the lower Mississippi and Warrior rivers, for example. Consider the annual capital expenditures and maintenance charges made only in the period from July 1, 1924, to June 30, 1931. Ignore all previ-
ous government expenditures on these streams. Then take only 48 per cent of these costs, as the Federal Barge Line handles only 48 per cent of the traffic. Ignore all taxes and interest charges on the Barge Line and the Railroad Credit Corporation. There has been an annual charge against the operations of the Federal Barge Line on these streams amounting to $2,357,744. When this figure is divided by the tonnage actually handled, it is found that the operation of the Federal Barge Line, on the lower Mississippi and Warrior rivers, is subsidized by the taxpayer to the extent of over $1.50 for every ton of freight handled.

The railroads finally object to further action of the government in the barge business because it is its own figures it has failed as a business proposition. According to its books the Barge Line has lost $272,000, since its formation. It has credited itself with interest of $288,000 on government funds. If it had not had this money its loss would have been $563,000. It failed by only $5,500,000 to earn the taxes and interest charges which a private corporation would have been required to earn to pay the cost. If it had been charged compensatory tolls for the use of the waterways upon which it operates, it would have failed to earn the amount of almost $9,000,000. The total cost to the taxpayers of the United States on this basis, therefore, during the period of the existence of the Inland Waterways Corporation has therefore been about $26,000,000. Contrast this cost to the taxpayer with the alleged savings to the shipper. General Ashburn in a recent address, estimated these savings at $7,500,000. In other words, the taxpayers paid approximately $3.50 for every $1.00 saved by favorably located shippers.

E. G. Burkland, President of the Railroad Credit Corporation, testified: “Net railway operating income of the Class I railroads in the United States amounted in the first six months of 1932, to a total of $122,000,000. This figure represented a reduction of more than 53 per cent below the corresponding earnings in the same period of last year. Even in the second quarter, which is usually the best of the year, the net railway operating income was 49.9 per cent below the corresponding period of 1931. The total cost to the taxpayers of the United States on this basis, therefore, during the period of the existence of the Inland Waterways Corporation has therefore been about $26,000,000. Contrast this cost to the taxpayer with the alleged savings to the shipper. General Ashburn in a recent address, estimated these savings at $7,500,000. In other words, the taxpayers paid approximately $3.50 for every $1.00 saved by favorably located shippers.”

Edward Howell

EDWARD HOWELL, former general iron bridge foreman on lines west of Mobridge, passed away Sunday, August 21, 1932, at his home in Adams, Minnesota. He was born December 19, 1860, at Waukesha, Wis., and entered the railroad company’s service in January, 1882, as a carpenter. He was promoted to the position of carpenter foreman in May, 1883, and again advanced to carpenter and pile driver foreman in August, 1898. During the period of the existence of the Barge Line, he was made concrete foreman and in November 1901 iron bridge foreman on lines east of Mobridge. This position he held until October 1907, when he was appointed general iron bridge foreman on lines west of Mobridge and continued in this position until he became ill.

Some of the outstanding pieces of work with which he was connected are the Fort Pierre Bridge over the Missouri River near Mobridge; the drawbridge over the Mississippi River near Minneapolis; drawbridge at Moline, Illinois; River bridge at Mobridge; bridge over the Des Moines River valley near Madrid, and a long list of viaducts and bridges on lines west, including bridge over Columbia River at Beverly. He also rendered excellent service during the flood at the Des Moines Bridge over the Des Moines River and during the forest fires in the Bitter Root Mountains in 1910.

He was obliged to retire a few years ago because of ill health and has since been living at his old home at Adams, Minnesota. We extend to Mrs. Howell our sincere sympathy.

John B. Johnson

DEATH has again severed the ranks of the Veteran Railroad Men’s Association and has taken from us one of the oldest and best known of our organization, our dearly beloved Brother John B. Johnson, who was so well known to all of us and with whom he associated for nearly seventy years.

John B. Johnson was a man of great character, always ready to extend a helping and welcome hand and to assist the needy; one to appreciate a favor and never to forget his benefactor. In all the years of association with them, no one ever found him neglectful to his comrades of many years and when others were in trouble, he frequently called on them personally and more frequently phoned to inquire of their condition and always gave or sent words of cheer and comfort. His judgment in fraternal affairs was always correct and he represented all due consideration by his fellow comrades.

His seat is declared vacant in council and in his place a chair was taken with due respect and in mourning for the period of one year, and our officers of the Veteran Railroad Men’s Association extend sympathy and condolences to all bereaved relatives and friends.

Sumner S. Johnston, Secy. 1. & M. Vets.

Charles Peter Mooney

CHARLES PETER MOONEY, an employee of this company for 33 years, died at Mercy Hospital, Janesville, Wis., after a short illness.

Mr. Mooney was born in Brodhead, Wis., in 1859 and lived in that town most of his life. Mr. Mooney began service with the Milwaukee Road in 1879 as brakeman on the LaCrosse Division between Milwaukee and Portage. The following year he was transferred to the C. & M. Division and later to the Mineral Point Division, where he had since remained.

Mr. Mooney was conductor of the first passenger train to run between Milwaukee and Mineral Point.

MILWAUKEE EMPLOYEES PENSION ASSOCIATION

Members Entered on Pension Roll July, 1932

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

Name
David Brown, Rescue Fireman, Chicago & North Western
Thomas Burns, Warehouse Foreman, Denver & Rio Grande
Hugh W. Edwards, dancers, Milwaukee Road
William F. Jennings, Warehouseman
Robert A. Good, Worms Cleaner, Chicago & North Western
Andrew Johnson, Storekeeper, Kansas City, St. Joseph, and Salt Lake
Herman Jepsen, Fireman
Charles W. Nelson, Engineer
William Nettleton, Car Repairer, Minneapolis & St. Paul
John H. Pearson, Mechanic
Frank W. Ruth, Yard Conductor
Andrew Schaefer, Conductor
Robert Scott, Engineer
Edward Thompson, Carman
Henry W. Wese, Locomotive Engineer
William Williams, Carman

Division or Department
Stationary Fireman
Permanent Hodster
Warehoue Foremar
Stoker
Carpenter
Carpenter
Engine Watchman
Engine Watchman
Car Repairer
Mechanic
Yard Conductor
Conductor
Carman

La Crosse & Ill. Div.
La Crosse & Ill. Div.
Milwaukee Shops
Milwaukee Shops
Minneapolis Shops
H & B Division
H & B Division
Dul. & Ill. Division
Dul. & Ill. Division
Twin City Terminal
Milwaukee Shops
Twin City Terminal
Dul. & Ill. Division
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M. J. Larson, Secretary-Treasurer.

None
Known By the Company He Keeps

By an Employee

THERE is an old saying—"One is known by the company he keeps." Trucks have aligned themselves with the common carriers. Hence they have by all lines of common sense reasoning automatically placed themselves in a position where they should be accorded the same consideration as the railroads with which they are competing, no more, nor no less.

One's responsibility should never extend beyond the lines of his jurisdiction, nor his privileges beyond the bounds of equity.

The trucks competing with the railroads remind me of a thrifty industrious pioneer who goes to a new country and by perseverence and privation builds a home, and about the time he gets settled, along comes a family who moves in with him and takes all the best rooms, offering to pay the gas and water bills.

We know this country would never have amounted to anything if the railroads were not built into it and operated for years at a loss.

The railroads are loaded down with restrictions as regards rates, schedules, safety appliances, wages, train movements, taxes, and a hundred other handicaps that adverse public sentiment, and ambitious politicians have saddled on to them in the past fifty or sixty years. Now along comes a truck, cutting rates, operating over a slab highway never intended for that purpose, taking the cream of the traffic which rightfully belongs to the railroads, thus reducing the revenue to such an extent that unless drastic legislation is enacted within the next two or three years that will bar the truck competition, government ownership will be inevitable. Then what:

The deficit from operating under government ownership will have to come from the pockets of the tax payers, as the railroads must run.

The truck companies should enjoy the same privileges as have been accorded the railroads, but at the same time must bear the same burdens. Otherwise, we would be encouraging class legislation and delegating special privileges, which is a dangerous course for our form of government to pursue. So let the truck companies build their own right of ways like the railroads have had to do. Let them have all the privileges enjoyed by the railroads as regards operation, as well as all the restrictions.

The trucks are skimming the crotck and leaving the thin milk for the railroads. They take the high class and package and short haul stuff and let the rails have the unprofitable tonnage. No government on earth would stand for such an absurd proposition, but ours. Now let me suggest that if the trucks are going into the heavy weight class, they must take on all comers.

If I have two thousand sixty-foot piling to ship six hundred to one thousand miles, the truck should be able to take it at the I. C. C. rate, or crushed rock chat for a two hundred mile haul at existing rail rates should be accepted and moved promptly. If the trucks are going into the heavy weight class, they must take on all comers.

If it were not so serious, I could not discuss this for laughing. The people own the railroads, then deliberately proceed to put up a job on themselves, by ruining the value of their holdings, depress business conditions, increase unemployment, making it impossible to secure capital for the additional railroad mileage needed, and let the property run down and get into the hands of receivers, this being the last lap of the journey to government ownership.

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If this is the sensible thing to do, I'm crazy.
The Agricultural and Colonization Department

Contract Feeding
What Is It? How Can It Be Used?

In every "Corn Belt" state we serve, there are farmers who have fed western range animals on so-called contract. These contracts are nothing more or less than co-operative agreements whereby the Western Rancher or producer furnishes a given number of feeder animals and a "Corn Belt" farmer takes those animals, feeds them his home grown feed, and when fat, the rancher and feeder both share in the ultimate terminal market sale of the animals.

Contract feeding furnishes a way by which feeder animals may be made grain fat by packer trade without the use of extensive credits. The rancher waits for his money until his lambs or steers are sold for slaughter. Likewise, the feeder waits until the same time to get his returns for the feeds fed.

Probably at no time in the history of American farming has there been a greater need for this type of business arrangement between the western producer of feeder animals and the eastern feeder of fat animals. Thousands of "Corn Belt" farmers have the feeds, have had the experience of feeding for the market but due to present economic conditions do not have the credit with which they make purchases. Consequently, these farmers do not appear on our terminal markets to purchase numbers formerly bought there with the result that the ranchman must sell on a curtailed market and the feeder must go without feeders. Therefore, the rancher and feeder developed the feeder contract.

In the past, many different kinds of feeder contracts have been used. On the whole, all that have been used and are likely to be used may be classified under three main sub-heads: First, the contract, whereby the ranchman paid a definite pre-arranged price to the feeder for the gains in weight put on the lambs during fattening process; second, a contract whereby the feeder agrees to fatten a given number of lambs, receiving for his compensation the market price for the gains put on at the time the lambs are sold; third, a newer type of contract whereby both the ranchman and feeder share a pre-arranged percentage of the final sale price received for the fattened lambs or steers.

We know of no one contract that is equally acceptable by all producers and feeders. On the other hand, we think that some one of the several types of contracts can be drawn that will form a working basis for agreement in all feeder and range territories. It is largely a matter of getting ranchers and feeders or their agents to sit down for a short while and work out an equitable basis upon which they feel they can co-operate to the mutual advantage of all concerned.

Our Traffic and Agricultural Development departments are constantly in touch with both feeders and ranchers who are looking for an outlet for feeds and feeders by the contract method. We will gladly serve as a bureau to which ranchers and feeders may come to secure free information that should lead to the completion of a contract for feeding.

Inasmuch as our Road serves so great a part of both the range and feed lot areas of the country, we feel that we can be of exceptional service in getting ranchmen and feeders together upon the basis of reliable information. Where any of our agents or other employees find there is a local desire for more information about contract feeding, we will surely furnish it if requested. This service may mean much to ranchers and feeders we serve as well as to our Road. Contract feeding is at present a basis upon which lasting friendships may be built between the range and feed lot areas with our road serving as the connecting link.

Unemployed Landward Bound
Our Road's Policy Fully Explained

With the coming of railroads, virgin land yielded to the settler's plow and became a part of our productive acreage. During the history of our land settlement our railroads have been closely identified with all landward movements and have often been looked to for guidance. At present, there is a movement "back to the land." The U. S. Bureau of Economic Report that there was a net return to the land during the past year of 200,000. With that movement there has developed among civic organizations, large industrial concerns, insurance companies, land mortgage companies, governmental bodies and others, a desire to place the movement on a sound and substantial basis. Therefore, our railroads have again been called upon for land development council, especially as it relates to the present unemployment situation.

Due to this desire to get land settlement assistance from the railroads and to unify the policy of all interested in a landward movement of our unemployed, a meeting was held attended by representatives of most of the western railroads and R. E. Shepherd, Chairman of the Board, Federal Land Bank, Spokane, Wash., also, L. F. Parsons, Idaho State Director of Commerce of Idaho. At this meeting it was felt desirable that a statement of policies relating to participation by the western railroads in a cooperative movement to aid certain of the unemployed to obtain farm homes should be formulated. A suggested statement of policy relating to this whole problem has been drawn up by the committee, selected for the purpose, and has been submitted to all the western roads for approval.

The Milwaukee Road has already endorsed the suggested statement of policies, and for the benefit of all our employees, as well as others, we are herewith quoting the:

"Suggested statement of policies relating to participation by the western railroads in a cooperative movement to aid certain of the unemployed to obtain farm homes."

1. The need for such cooperation is apparent and it appears probable that the necessity will continue for a considerable period and may become even more pressing.

2. Families, whose incomes have ceased by reason of unemployment or whose incomes have been greatly reduced by wage reductions or part time work, are faced with the stern necessity of securing the requirements for existence, and to that end, it is believed that, with the cooperation of organizations such as the Federal Land Banks, Insurance Companies, Trust Companies, local banks and commercial organizations, state and local chambers of commerce, etc., many unemployed, who now have funds which are steadily being used up for living expenses, can be placed on small farms upon which they can establish and maintain a home, educate their children in rural schools, and obtain at least a comfortable living."

3. A farm home assures food, shelter, in many cases fuel, and better living conditions than in the cities.

4. In the middle and western states, lands are available for settlement which are suitable for various
types of agriculture. Prices are low and terms of payment are favorable to new settlers.

8. A large proportion of our unemployed are qualified to earn their living on the land by reason of having the background of farm experience, either in the United States or in foreign countries. They have the desire to go back to the land and some have savings which can be used for financing such removals. An intensive campaign should result in transferring many to self-supporting farms.

9. By aiding the unemployed who have the requisite qualifications for re-establishing themselves on small farms, the railroads not only will make it possible for them to maintain themselves with little or no need of outside assistance and be able to raise their families under favorable conditions, but will also add to our present farm population a strong, independent, self-supporting body of small land owners, which is most desirable as a factor in national safety. The principal of providing opportunity for self-support is the most important one to be observed in connection with such placements.

10. All railways serving the Western States are endeavoring to arrive at the best methods by which this land settlement work can be accomplished. The failures of the past have taught us that the advertising of a territory and the direction of new enterprises to locations therein without a careful study of such localities and the honest, intelligent direction of the individual in the selection of his location far too often lead to disappointment, discouragement and abandonment of what, with proper direction, might have become a productive and a prosperous enterprise. The railroads are altogether too familiar with the demands of their deserted hopes which stand throughout much of our newer country as testimony and misdirected, even though conscientious, effort on the part of the early endeavors for development and land settlement.

11. It is desirable that, with the object of securing a unified policy and cooperation in rendering this service to those who would be benefited by going back to the land, the railroads take immediate and concerted action to this end and actively participate with state and local Chambers of Commerce, civic bodies, and other organizations and individuals who can and should further this movement not only for reasons of human welfare, but also because the settlement of desirable, successful families will add to the prosperity of communities in which they locate.

12. The western railroads are not advocating and are not interested in the removal of the indigent unemployed from population centers. We know of no opportunities which this class can be successfully settled in farm homes, neither do we know of any western communities which are able or desire to assume the responsibility of caring for this class.

Dr. Ernest Frank Dupre

WINS HONOR IN EUROPE

It was a great day for one elderly couple in Tacoma, when their son received high honors at Edinburgh Medical College, graduating from the highest division of the post-graduate group of that famous institution, with a Doctor of Philosophy Degree for extensive research in medical lines. This degree was the finale to several others already won.

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ADOPTED BY LITTLE PHEASANT

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Dr. Ernest Frank Dupre, the recipient of such honor is the son of Frank Dupre, colored chef on The Olympian, and Mrs. Dupre and the son was born in Tacoma 29 years ago. He went through the public schools of that city and achieved fame and honor as a student and athlete at Stadium High School. He then spent three years at Washington University, a fourth year at University of Chicago and a year at Northwestern Medical College. Going thence to a year of special study in the medical school of the University of Paris. Not satisfied with all he had gained in the years of intensive study, he went to the University of Edinburgh for four years of post-graduate work and research.

Doctor Dupre's parents have financed their son throughout his educational years, happy to make the sacrifices necessary to advancing a son so worthy. The youth had been willing to work his way through but the parents would not allow it believing that all his energies should be used toward his education. At times it has been a pretty tight pinch for the devoted parents, but they have been true to the cause and have the high pride and satisfaction of seeing their boy at the top.

After a short rest at home with his parents, Doctor Dupre will accept one of several positions that have been offered him either in London, on the continent or in South America.

Doctor Dupre received his Ph.D. degree on the platform with Ambassador Andrew Mellon who was given an honorary degree by the University of Edinburgh, together with half a dozen other leading lights of Great Britain.

Hans Hansen

HANS HANSEN, who was employed in the Car Department at Council Bluffs forty years, prior to December 1928, when he retired from service, died July 5th at his home in that city.

The esteem in which he was held by his associates and many friends was shown by the large attendance at his funeral.

We extend to his surviving family, our sincerest sympathy.

T. P. Schmidt, Car Foreman.

IN MEMORIAM

Gerrit H. Silvernail

Concerned with grades and templates

Alignments and masonry;

Charts of commercial pathways

That link the lakes and the sea.

Through the spark of ancestral seed;

In which he tried to succeed

Do not ask Nature lent him

The railroads are altogether too familiar

With the grit that Nature lent him

Which stand throughout much of our newer

May replace its deadening call.

The railroads are altogether too familiar

And out of this vale of weirdness

Stand throughout much of our newer

Freewill from his fellow fielders,

The railroads are altogether too familiar

And the love of the loves he leaves.

Ed. Murray.

ADOPTED BY LITTLE PHEASANT

Mr. F. E. Weise of the Engineering Department furnishes The Magazine with the following from a letter he had received from Dr. A. G. Baker, former Division Engineer of this company, but now retired and living in Los Angeles:

"If you happened to read the article in last Milwaukee Magazine by Mary Lawler you may have noticed the photo of 'Little Pheasant,' one of the Sioux Chiefs who went to Washington to conclude the treaty. Well, this chief adopted me as his son while I was transitman on survey to the Missouri River in 1879. While we were at work on the east side of the Missouri River, making triangulation of the river, he kept by my side each day, watching my transit work. One day I was looking through the transit for a point on the opposite shore, about 4,500 feet distant. I happened to sight an Indian grave, same being built on poles, and under it was a coyote looking up at the corpse. I had 'Little Pheasant' look through the telescope. He saw the objects and jumped back, saying, 'Wah-Wah,' in astonishment at the nearness of the objects. He named me 'Little-Man-Long-Eye.' I have forgotten the Indian name."

Hey! Hey!

A NOTHER Golf Tournament and General Outing to be held by the Freight Traffic Department, Sunday, September 11 at the La Lumiere Hotel, Lake Oconomowoc, Wisconsin.

There will be golf, swimming, boating and a good time to be had by all.

Hey! Hey!
Mr. Smith was addicted to the free and unlimited use of cusswords. His young daughter tried to live up to daddy's standards, including profanity. Her mother had tried long and vainly to break the child of the habit and finally, as a last resort, said, "Jennie, you cannot live in this house if you continue to use such language. If you say another bad word you will have to leave home."

It was not long before the test came and Jennie was told to pack her things and move out. She sorrowfully argued the question without avail and finally asked if she might stay until daddy came home. This request was granted and she deposited herself upon the couch in front of the house to wait.

Shortly afterward a delivery truck stopped and the driver called, "Say, little girl, is this the Smith house?" "How in hell should I know it?" the youngest indignantly replied, "I don't live here any more."

A little boy came running in to his mother one morning and said: "Oh, Mama, did you know what a nice ash-man we have?" "No," said Mother, "I never particularly thought about it. Will you try it?" "Well," replied the youngster, "he is real nice and good, too. This morning when he dropped the ash can on his feet, he sat down and talked to Jesus for ten minutes."

"What caused you to beat that guy up?"

"He insulted my girl."

"Why, all he said was that she danced like a zephyr."

"My mistake! I thought he said 'heifer.'"

A meek little lady was walking home from the funeral of her big masterful wife. Suddenly a roaring pile fell and struck him on the head.

"Gosh," said he, "Sarah has arrived already."

Wife of Professor: "Do you know, it is ten years ago today that we became engaged?"

Professor: "Heaven! Why didn't you remind me before? It is high time we were married."

Motor-minded Norah had just obtained a new position as maid in the Newrich home.

"Norah," her mistress called from the boudoir, "it's ten o'clock; you may take the dog out now and give him some air."

"Yes, ma'am," said Norah, "and please, ma'am, where will I find the nearest service station?"

"Girl: Why didn't you tell me I had a dab of rouge on the tip of my nose?"

"Betty: How should a man know how you girls want to wear your complexion?"

"I'm very tired," said the woman at the head of the supper table.

"You should not be," said her minister, who had been asked to the evening meal, "you haven't preached two sermons today."

"No," said the woman, absent-mindedly, "but I listened to them."

IT'S A HARD LIFE

The other afternoon as the umpire was leaving the ball park, after the home team had dropped a close one to the visitors, he was approached by an irate fan.

"Where is your dog?" demanded the fan.

"Dog?" replied the umpire in surprise, "I haven't any dog."

"The hell you haven't," bawled the fan. "You're the only blind man I ever saw who didn't have a dog."

WILL IT COME TO THIS?

Judge—"A locomotive engineer, eh? What's the charge, officer?"

Cop—"Speedin', yer Honor. He was tryin' to beat a bus to the crossing!"

Town Visitor: "You're quite wrong in considering the birds a nuisance; they destroy insects and caterpillars."

Farmer: "Thanks for telling me. It's a great consolation to know that they eat my fruit merely for desert."

It was a lovely morning. The train stopped at a village station, and an enthusiastic tourist leaned out of the car window.

"Isn't this exhilarating?" he exclaimed as he rubbed his hands.

"No, it ain't," replied a passing porter, "it's Jonesville."

One day a very pretty young lady who had a poodle dog in her lap chanced to be riding on a street car. A bluenose lady sitting next to the girl addressed her thusly: "My, what a nasty little dog. Don't you think, my young lady, it would look much nicer if you had a little baby in your lap?"

"No," the pretty one replied in calm, even tones, "it wouldn't. You see, I'm not married."

The sweet young thing entered the office of the fashionable dog kennels, and tripped up to the handsome young man at the desk.

"Shall, you'd better get a pet."

He (sadly): "I'd love to, but the boss is mighty strict."

A traveling salesman for a Scotch firm held up in a country village by a bad storm, telegraphed his firm: "Marooned here by storm; wire instructions."

The answer came back: "Start summer vacation as from yesterday."

A boy was about to buy a seat for a picture show in the afternoon. The box-office man asked: "Why aren't you at school?"

"Oh, it's all right, sir," said the youngster, earnestly, "I've got measles."

GOOD ADVICE

Kit: "Gee, but that date last night was trash."

Kat: "Why didn't you slap his face?"

Kit: "I did; and take my advice, never slap a guy when he's chewing tobacco."

THE EVIDENCE

"But, dear, I'm late because I've had my nose to the grindstone all day."

"Why didn't you get another one?"

"Oh, the boss is mighty strict."
FOO SUNG and Foo Tung lived in the Chinatown section of a large, crowded city in this country. They were twins and very pretty little boys but they really had very little fun. They had never lived in China, but their mother told them many stories of life in China, of its beauty and of how she had been so happy there. Although she had never told them, Sung and Tung knew that their mother was very unhappy and would like more than anything else to go back to her native land to live.

When the little twins were ten years old they told each other that more than anything else they would like to make their mother happy. So they left their home in Chinatown and set out to earn enough to take their mother to her native land and that she had taken care of their tickets. The boys were overjoyed and bowed to the floor before her.

And so Sung and Tung took their mother and went to their beloved China but they never forgot the Kind Lady and when they were grown older they sent her rare gifts each year to commemorate her help to them.

The first day they walked and walked until they were out of their district and in streets unknown to them. Fearlessly they trudged on asking occasionally for work to do, but none of the shopkeepers had a thing for them. That night they lay down in a doorway and slept. The next morning they begged food and an old man at an apple stand gave them each an apple.

By afternoon they were on a street having great tall buildings, a wide pavement, and big automobiles. Sung and Tung clung together and whispered. They knew that these people were wealthy because they were the kind who went through Chinatown and bought goods at every shop.

**The Kind Lady**

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because her birthday is this month also." For a minute Audrey was on the verge of tears. Why did mother have to spoil her very own birthday party. But then she looked over at Antoinette and saw the happy smiling face with big tears trying to creep over the edge of her eyes and her selfish little thoughts flew away.

"Oh, Antoinette, I'm so glad mother did this. I really am. And you are to have exactly half of all those boxes on the table. Mother, mayn't we open them now?"

"Yes, that is what I want you to do." Now that the ice was broken the other girls gathered around Antoinette and wished her a happy birthday also. So ten of the packages, some big and some little were given to Antoinette and the girls began to open them.

Then there were refreshments and there was a big cake for each girl and inside each cake was another package from Audrey's mother. For Antoinette she had chosen a little gold bracelet with "Antoinette" engraved on it and for Audrey she had chosen a tiny gold locket.

The rest of the afternoon they spent playing games. As they were leaving playing games. As they were leaving Antoinette gathered her bundles, crying with happiness. "Mrs. Richard, I'm the happiest girl in the world. I think. And this very day is my birthday, too."

That evening Audrey crept into her mother's arms as she still did occasionally and said, "Mother, I'm so glad you thought of that. I was angry at first, but as soon as I looked at Antoinette I was glad I had such a nice mother."

The Patterns
Send 12c in silver or stamps for our UP-TO-DATE BOOK OF FASHIONS, FALL 1932.
Address The Milwaukee Magazine, care The Beauty Pattern Company, 11-13 Sterling Place, Brooklyn, N. Y.

7612. Ladies' Dress. Designed in sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. Size 38 requires 3 1/2 yards of 35 inch printed material. Size 36 requires 3 1/2 yards of 35 inch printed material. Size 34 requires 3 yards of 35 inch printed material. To trim with bias binding requires 2 yards 1/2 inch wide. Price 12c.

7626. Ladies' Morning Frock. Designed in sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. Size 38 requires 3 1/2 yards of 35 inch material. To finish with bias binding requires 5 1/4 yards 1 1/4 inch wide. Price 12c.

7420. Girls' Undergarments. Designed in sizes: 2, 4, 6 and 8 years. Size 6 requires 5 1/2 yards for both Slip and Chemise-Drawers, in 35 inch material. To trim both garments as illustrated requires 8 1/2 yards of narrow lace and 1 1/4 yards of bias binding 1 1/4 inch wide. Price 12c.

7421. Girls' Dress. Designed in sizes: 2, 4, 6 and 8 years. Size 4 if made with puff sleeves, requires I 1/2 yards of 35 inch material. With long sleeves 2 1/2 yards. For contrasting material 4 1/2 yards. Price 12c.

Favorite Recipes

Fritters

Apple Fritters. One and one-third cups flour, two teaspoons baking powder, one egg, two-thirds cup milk, one-fourth teaspoon salt. Mix dry ingredients, add milk gradually and lastly, the well beaten egg. Pour into medium sized apples. Cut in eighths and then in thin slices, and stir into batter. Drop by spoonfuls in hot, deep fat. Drain on brown paper and sprinkle with powdered sugar, or serve with maple syrup.

Queen Fritters. One-fourth cup butter in small saucepan and pour on one-half cup boiling water. Let water again reach boiling point then add one-half cup flour and stir until mixture leaves side of saucepan, clearing to the spoon. Remove from fire and add one at a time, two eggs unbeaten, beating the mixture thoroughly between eggs. Drop by spoonfuls into hot, deep fat. Drain and make an opening and put in fruit preserve, jam, jelly or marmalade. Sprinkle with powdered sugar.

Oyster and Macaroni Fritters. Cook one-half of elbow macaroni in boiling salted water until soft and blanch. Pare off one pint oysters and cut in pieces. Reserve one-half cup oyster liquor and use in making white sauce in place of milk. Mix macaroni and oysters, add white sauce, pinch of cayenne, one-half teaspoon lemon juice and one-fourth cup grated cheese. Spread on plate to cool, then shape into fritters, dip in crumbs, egg and crumbs and fry in deep fat.
Peony Field in Gardens of A. L. Murawska

Peony Planting Time

Dear Editor,

This is September and planting time and I would like a little space to say to my many friends who have paid my flower garden visits this past season that I greatly appreciated their attention and hope everyone enjoyed seeing the flowers. I was sorry that at times I could not spend more time with my fellow employees, because of other visitors and customers who came to leave orders for plants to be shipped to them at the proper time.

Now because people can only be transplanted in the fall, it was necessary for me to take names of those friends who came, and to whom I had promised a plant as a gift, with the idea that they would receive these plants in September, the proper season for transplanting.

That time is now at hand, and if those to whom I promised a plant will call at my place between the 15th and last of September, the promise I made them will be fulfilled. To employees living out of town I wish to say that they will send me twenty-five cents in stamps to cover the cost of packing and postage, I will send the promised plants, viz: one peony and one iris root.

I am also making a special offer to employees at this time, which may be found in the Classified Ads section and I hope you will all come to see my garden next season and tell your friends about it and I will try to do everything in my power to show my appreciation.

A. L. Murawska, Engineer, Chicago Terminal, 8740 Ridge Street, River Grove, Ill.

Railroading 50 Years and Still Going Strong

On July 12th, "Commodore" Henry D. Perry, agent at Oconto, Wis., rounded out full fifty years of service with the Milwaukee Road. He started at Ionia, Wis. July 12th, 1882 as operator, was transferred to Columbus where he remained several years and then went to Wausau.

In 1898 he was transferred to Marinette as agent and in 1901 went to Oconto to fill the same position, where he has since remained.

Mr. Perry is the oldest agent in point of seniority on the Superior Division, and he also claims "oldest" honors in the names of those friends who came, and to whom I had promised a plant as a gift, with the idea that they would receive these plants in September, the proper season for transplanting.

Some fraternal affiliations, being the oldest member of Oconomowoc Chapter and the first elected member of Oconto Brotherhood, are still "going strong" with never a sign of slowing down.

The first elected member of Oconto Brotherhood, with twenty-five years of service, with twenty-five years of service, Mr. Perry is highly esteemed by his railroad associates and superior officers, and by the business men of his home town and the surrounding territory. He is still "going strong" with never a thought of retiring on his well earned laurels.

Small Boy: "Thanks for the present, auntie." His Aunt: "That's nothing to thank me for." Small Boy: "That's what I thought, but mother said I should thank you for it anyhow." Voice Over Telephone: "Is Mike Howe there?" Answer: "What do you think this is a stock yard?"

Sixteen

Wisconsin Valley Division Notes

Lillian

M. G. Milne, who was conductor for many years on the Valley Division, passed away at Cedar City, Utah, where he had been living the past year with his daughter Mrs. John Chisholm. Mr. Milne was in active service up to about six years ago when he was taken ill and had not been able to work since. Mr. and Mrs. Milne and their son David left Wausau about a year ago since then David has been appointed to the West Point military academy. Mr. Milne served the railroad company for about thirty years as conductor. The body was taken to Los Angeles for cremation. The Valley division employees extend sympathy to Mrs. Milne and family.

A baby daughter was born to Mr. and Mrs. Joe Held at the Wausau Memorial hospital July 31st, 1932.

Philip Lennert, an employee in the mechanical department for many years passed away at St. Mary's hospital July 31, 1932 after a very brief illness. The body was taken to Tomahawk, his former home, for burial. Division employees extend sympathy to Mrs. Lennert and son.

A. R. McDonald of the public service commission concluded the hearing which began Wednesday, August 10th to consider the application for permits to conduct freight truck lines between the city of Wausau and Rhinelander and Milwaukee. Arguments were made by three concerns applying for permits and opposing statements were made by representatives of the railroad companies, the Milwaukee Road and Soo Line, and delegations from the trainmen's brotherhoods appeared and opposed any new truck lines claiming that such truck lines still further decreased work on the railroads. Of special interest was the testimony of Mrs. J. E. Dexter, president of the Milwaukee Railroad Women's Club. She opposed the adding of further truck service and told of the many railroad concerns applying for permits and opposing state
time on the railroad and this amount has been decreased as work on the trains decreased.

Idaho Division

Gertude Alden

Bi-Focal Troubles

This wise optician smiled and said: "The upper half to look ahead, the lower half to read by. And thus one pair is all you'll need. Have patience, in a week or two, Bi-focals will not trouble you."

I muttered as I left the shop.

"For distance always use the top. The bottom lenses you will need."

When you sit down to write or read.

I raised my foot high in air.

To mount a step which wasn't there.

The level street became a hill.

I looked at people standing still.

And since I used the glasses there.

There seemed no room for me to pass.

I turned a corner of the street.

And knocked a woman from her feet.

And all that day throughout the town.

My eyes kept looking up and down.

"That fellow's drunk," I heard men say.

As I went feeling down his way.

With those bi-focals on my face.

The town became a crazy place.

Bi-focal troubles curious are.

The far seems near, a great seems far.

You step for heights that don't exist.

And jostle folks you should have missed.

Until man grows bi-focal wise.

He finds he can't believe his eyes.

Miss Shirley Smith is temporarily a resident of the film colony, Hollywood, and is enjoying her California visit.

Conde, R. W. Duell is out of the hospital and is doing his job on the crutches. We are glad that he is out of the hospital and that he will be soon able to discard the crutches.

Conductor J. R. Milne is sick and has been on the sick list for some time but is now able to handle the job on the Coeur D'Alene line, where he has things all to himself. The patrons on the Coeur D'Alene line welcomed Big Jim back on the job.

The funeral of Mrs. M. F. Whalen occurred at St. Mary's, Ithaca, on August 3rd, internment being at that place. Mrs. Whalen was well known on the division having resided at several of the Idaho Division terminals, where her husband was in charge of a local, and many years. The sympathies of all the employees on the division are extended to the bereaved husband and children.

Locomotive Engineer Fred J. Rader passed away in a Spokane hospital recently, after a long illness. The body was taken to Los Angeles for cremation. The Valley division employees extend sympathy to Mrs. Rader.

The Spokane chapter of the Milwaukee Women's Club welcomed Mrs. Byram and Mrs. Kendal to Spokane, and was a visitor at the club meeting.

Mrs. F. E. Devlin of Tacoma accompanied Mrs. Byram and Mrs. Kendall to Spokane, and was a visitor at the club meeting.
Card of Sympathy

The members of The Milwaukee Railroad Women's Club offer their sincere sympathy to Miss Elta Lindskog, Secretary General in the loss of her mother whose passing occurred at her home in Chicago on July 21st.

Tacoma Chapter
Mrs. F. W. Raamussen, Historian

TACOMA Chapter met May 23, for the regular monthly meeting.

The luncheon was served at twelve noon so as to allow those working in the garden to attend. Mrs. F. W. Raamussen, chairman, was assisted by Misses Pytte, Goldsborough, Morison, Schoutie, Davis, Cesford, Monroe, Bell, Clever, Bement and Jenkins. The business meeting was called to order at 1:30.

Lots of the contents of the luncheon present were as follows:

- Membership for the new year 32 paid and 30 contributing.
- Scholarship for clothing $2.94 and other help amounting to $5.94, three personal calls, three telephone calls.
- Benevolently: twenty personal calls, seventeen telephone calls, three letters. A great deal of help was given, food, milk and garden seeds.

Tacoma Chapter had three deaths in its membership in May, Mrs. Cawkins, Mr. Cesford and Mr. Haasar.

Reports of the chairmen for the summer will be held as follows:
- June 27—Home of Mrs. Harry Hatch.
- Aug. 15—Home of Mrs. Valentine.

Marion Chapter
Mrs. Robert Cesford, Historian

MAY breakfast classed the 1932 membership with the form of a house dress party and members came decked out in attractive wash dresses. All voting members holding 1932 membership cards were invited. Every effort was put forth to make all eligible persons members of the club.

During the past year a great deal of constructive work has been done, financed by membership fees. The sum of $400 was expended in welfare work. Thirty-two dollars in scholarship work and $50 for garden seeds given to unemployed men. The affiliate committee made $17.00 in the sale of afghan tickets.

A short business meeting was held. It was announced that the club to date had 180 voting and contributing members. Plans were made for a family picnic at Thomas park.

After the business meeting cards were enjoyed. Congratulations of the club to Mrs. Jordan.

On Thursday, June 9th, the family picnic of the club was held at Thomas park. About seventy-five persons enjoyed a 6 o'clock supper. A ball game was a feature of the entertainment. The club adjourned for a summer vacation, leaving the welfare work in the hands of the various committees.

Sanborn Chapter
Mrs. Ellis Miller, Historian

SANBORN Chapter met regularly on the evening of June 17, the club motto was recited in unison and minutes of previous meeting read. The treasurer's report showed a balance of $51.02. Membership dues of $2.00 were received.

Mrs. Wiley reported $10.75 taken in on sale of jokes and jams. It was decided to recess for July and August, but perhaps to hold a picnic on Labor Day, to be definitely decided later.

No business was served, it being band concert night and an early adjournment to attend the concert.

Perry Chapter
Mrs. J. J. Kindig, Historian

PERRY Chapter met in regular session June 9th at 2:30 p.m., being the last meeting until September.

Owing to illness in the family of our newly elected treasurer, she resigned her office and Mrs. D. F. Sullivan was elected to fill the vacancy.

After the usual business meeting we had a short program. Miss Betty Hanson favored us with a song and a piano number. Also a piano number by Miss Ramonaowers.

At the conclusion of the program the board held a short business meeting and outlined plans for welfare work. The Ways and Means Committee will hold a benefit card party and hope to realize a good sum to carry on relief work. Many calls were made on the sick and flowers taken into sick homes from gardens of our members.

Milwaukee Chapter
Mrs. J. D. Thuker, Historian

MILWAUKEE Chapter met June 20th, the last before the summer recess. Reports of the various chairmen were given. The Welfare chairman showed we are aiding many needy families, furnishing clothes, shoes and food. The Sunshine chairman reported sending cards and making phone calls to shut-ins. The Program chairman had an interesting program—a piano number by Miss Emma Frankenstein of the Sun, a Girls Orchestra, and a song by Miss Roberta Merchant, son of our corresponding secretary. The Social chairman furnished refreshments.

We were pleased to have Mrs. J. H. Valentiner, former president of Terre Haute Chapter, with us, Mr. Valentine having been transferred to Milwaukee. We hope she will join us.

We regret to report that Mrs. Robert Scott passed away after an illness of five days. She was one of the organizers of our Milwaukee Railroad Women's Club, was second vice president general for several years, and helped in the organization of Milwaukee Chapter. Our sincere sympathy is extended to her husband.

Madison Chapter
Mabel Day, Historian

MADISON (Wis.) Chapter held its regular meeting in the club room June 8th. The Chapter decided not to discontinue meetings during the summer, and Mrs. F. W. Liggios invited us to hold the July meeting at her home.

Mr. Hazeldine is busy selling Zanol Products, from which the Chapter realizes a good percentage.

At the close of the business meeting, refreshments were served, and a social hour enjoyed.

At the present time we are having but few calls for relief.

A June party was held in the club rooms on the evening of June 1st. The fish pond and bowling alley proved to be quite popular. Near the close of an interesting program, games were played and enjoyed by all. To Mrs. Wely and her committee we owe a word of praise for making the party so successful.

The annual picnic for Milwaukee employees and their families was held at Ohin Park on June 25th, with an attendance of about one hundred.

Mrs. Clarence Chapman, chairman of the committee, was assisted by Mrs. Chaentry Mahaffey, who was in charge of the games for girls and women, and by Mrs. Chapman and Mrs. Liggio, who were in charge of games for men and boys. The games were played by young and old and we all did justice to the picnic supper which followed.

Credit for the delicious coffee must be given to Mrs. MacDonald, Mr. Carter, Mr. Coleman and Mr. Wm. Chapman.

LaCrosse Chapter
Mrs. C. W. Whiting, Historian

THE regular meeting of LaCrosse Chapter was held at Myrick Park June 1st. After the meeting adjourned the afternoon was pleasantly spent playing cards until 5 o'clock, when a cocktail supper was served and reported a good time. Many thanks to the committee. The July meeting was held at Copeland Park on the 7th, as the club had decided to hold their meetings in the parks during the hot weather. After an informal meeting the ladies had just settled down to a game of cards when it started to rain—and how it can rain at a picnic. Mrs. Woods invited them to her home; they all report having a good time.

The club extends its sympathy to the family of the late Alois Swinzrod, Mr. Swinzrod having passed away June 26th. It was also the day of their wedding anniversary.

Sioux City Chapter
Lillian Rose, Historian

THE Governing Board of the Sioux City chapter held its July meeting at Riverside Park. Each officer brought her co-chairman—an exciting feature—and the affair took the form of a delightful picnic, with a business meeting following. We barely missed Mrs. F. L. Paul who, with Mr. Paul, has moved to Ottumwa. Here is hoping in their new surroundings they will not forget their many Sioux City friends.

Seventeen
The leaders in the spring membership drive will entertain the winners, at the next regular meeting. Mrs. Emblick and Mrs. Snow are in charge.

The annual picnic for all employees will be held the 3rd Sunday in August. The Sioux Falls chapter, with their famous brass band and drill team, has been invited. Word is being circulated that Sioux Falls thinks we should employ some professional talent for the Great American Game in order that it may not be too one-sided. But we shall see what we shall see, and full reports on this subject will be made in this number.

The C. M. St. P. and P. Locomotive Engineer who is the Family-bacon-bringer-in has just laid on my desk the August number of our Magazine. As a mere reporter who anxiously awaits the publication of any yearly report that will enlighten me, I feel that the issue of the present month—.,to keep a repercussional eye on the activities of the various chapters,--the Summerville, the Milwaukee Railroad Women's Club, as printed on page 14, caught and held my attention with considerable interest.

That survey of the year's work should—from here on, forever answer any question of the worthwhileness of the Women's humanitarian labors during the past year and all the years since its inception.

Across the years of my life there has come a mental picture of my childhood featuring a "family gathering" at my Grandmother's. The happy, untroubled family would go to my Grandmother's head like a draught of wine, and finally rising from her chair and extending her hands to little ones nearer her, the Dead Old Lady would start to sing an old song:

Blest be the tie that binds
Our hearts in Christian love
The fellowship of kindred minds
Is like to that above.

Today as I read the Yearly Report, I wish every member of our Great Organization and all of us who have our Road could some summer month or other, leave behind our daily cares and take a trip to the Grandmother's, go to the Dead Old Lady and start to sing an old song:

Across the years of my life there has come a mental picture of the clubrooms of The Milwaukee Family as a child and adult.

Tomah Chapter

Mrs. A. C. Harris, Historian

The Tomah Chapter has been taking a vacation during July and August. The next meeting will be September 7th.

We wish to lose a member through the death of Mrs. Raymond Gleason and we extend our sympathy to Mr. Gleason and children.

AbbeChen Chapter

Mrs. Charles L. Boland, Historian

On Wednesday, June 8, a very successful dinner-bridge was held in our clubrooms; 102 persons were served, and the net sum of thirty-four dollars and ten cents cleared. These dinner parties have become a real feature, as they are not only a source of pleasure to all who attend, but constitute a means of carrying on our chapter's work in caring for its needy members.

This party was in charge of Mrs. E. E. Riker and her sunshine committee. Men's prize was won by Mr. E. K. Scholl, and women's by Mrs. Byron Kelly. Again a large number of tables were refused because of inadequate room.

At this time we wish to speak of our loss of several members who have been transferred to other points, and while we regret their going, we hope their new surroundings will be very pleasant, and that they will find time to return for occasional visits. We also wish to welcome Mr. George Passage, formerly of Terre Haute, and have no doubt he will enjoy working with the staff of the local offices.

For a healthy, happy outing of two weeks, eight local girls, daughters of railroad families, and all of whom are girl scouts, have been selected to attend the annual Girl Scout camp at Pickerel Lake.

Eighteen

Early in June, Mrs. Earl Hopp underwent a major operation at St. Luke's Hospital, and we are pleased to report her recovery speedily. According to information received, those on sick list are doing nicely, and, it is hoped, will soon be restored to good health.

Despite the hospital work, the annual picnic at Montevideo was well attended, and from all reports, was a very decided success. Perhaps the sunshine of July marked the high season of our annual picnic.

Thursday evening, June 30, a dinner-bridge was given in our clubrooms by representatives of "Wear Ever" Aluminum Cleansers. Ten tables were served, clearing $35.95. Mrs. I. P. Stager and Mrs. Groves Towner were hostesses for the evening, and the very enjoyable dinner party, was the report of all present.

A similar event is scheduled for Monday night, July 11, and those in charge are hoping for the success of their plans.

Ladd Chapter

Mrs. E. T. Coos, Historian

LADD CHAPTER held its meeting July 6, with President Mrs. James Volesano presiding. The meeting was called to order by all reading the roll of the club motto. The Ways and Means Committee gave a report on the card party held May 22. Five hundred and bunco were enjoyed, with 11 tables of five hundred and 4 of bunco. Ten dollars and 58 cents was taken in expenses, leaving a balance of $9.02 clear. The meeting adjourned after which five dividend refreshments were served by Mrs. J. Volesano and Mrs. J. Marietta.

Black Hills Chapter

Mrs. S. J. Johnson, Historian

BLACK HILLS CHAPTER held its last regular meeting of the season July 6, at the home of M. F. Boyden. Our president, Mrs. Diehl, opened the meeting, and the topics discussed were largely concerned with relief work and other activities of the club. A delightful social evening followed the business meeting. Cards were played and the evening closed with a delicious luncheon, which was served by Mrs. Boyden and her daughter, Dorothy.

On June 26, our club held its annual picnic at the Municipal Tourist Park. Swimming, visiting and playing cards were the favorite diversions for the day. A lovely dinner was served, and the evening was rounded out with music and dancing. The meeting was called to order by the general chairman. Social Worker, Mrs. Stanley Core. A report was made on the card party held June 26, 500 and bunco were played at the club rooms; 102 persons were served. Those who wished, played Bridge and other games, for which prizes were awarded.

Janesville Chapter

Mrs. P. K. Tramble, Historian

THE regular meeting of Janesville Chapter was held Tuesday night, July 5, in the club house. The president, Mrs. Elmer Duxstad, presided. The secretary and treasurer's report made mention of the activities of the chapter since the last report, including giving of garden seed to all who applied, for the purpose of making gardens.

The treasurer's report showed $178.77, with renewals of three contributing members, Mesers. H. E. Breym, H. A. Sandstrom, and J. Gillic. We wish to thank Mrs. Williams for her kindness in extending this invitation.

Union Station Chapter

Mrs. W. H. Hunter, Historian

POKANE CHAPTER met on its regular monthly meeting on June 21st. Our president, Mrs. Vee, has returned to her home in Indiana, and Mrs. E. M. Hanans, in Edgebrook, is doing nicely, and, it is hoped, will soon be restored to good health.

On June 18, we joined Fullerton Avenue Chapter in a picnic at the home of Mr. Grant Williams, in Edgebrook. A very lovely luncheon was served. Those who wished, played Bridge and other games, for which prizes were awarded. There were fifty-one present, of whom twenty-two were members and guests of Union Station Chapter. We wish to thank Mrs. Williams for her kindness in extending this invitation.

Spokane Chapter

Mrs. C. J. Roemer, Historian

POKANE CHAPTER met on its regular monthly meeting on June 14th. Our president, Mrs. Lee, has returned from a trip to Wisconsin and preceded for the first time since her election as president, and was re-elected.

The secretary's report made mention of the activities of the chapter since the last report, including giving of garden seed to all who applied, for the purpose of making gardens.

The treasurer's report showed $178.77, with renewals of three contributing members, Mesers. H. E. Breym, H. A. Sandstrom, and J. Gillic. We wish to thank Mrs. Williams for her kindness in extending this invitation.

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Terre Haute Chapter

Mrs. R. S. Bruley, Historian

On Saturday night, June 18, the Club entertained with a supper in honor of Mrs. J. H. Valentine and family, the large gathering enjoying the Parent even very much—the colds are getting bigger and better each time.

Mrs. H. Barns, acting for the Club, presented to Mrs. Valentine with a nice speech, a lovely silver loving cup which will remain in the family for the period of her life spent in Terre Haute. Mrs. Valentine was loved by all and we shall greatly miss her, but at the same time wish her well on her new location.

The evening was rounded out with music and readings, enjoyed by all.
Our Business Getters

General Passenger Agent W. B. Dixon acknowledged with thanks the efforts of the following named who have interested themselves in securing passenger business for our line:

A. Zuck .......• Electrician-Houseoffice Mason City, la.
A. B. Schram ......• Salesman Houseoffice Chicago
Geo. W. Wilson .......• Controller's Office Chicago
J. W. Soper .......• Controller's Office Chicago
J. W. Malott ..........• Advertising Agent Chicago
Ralph Kauppi ..........• Agent New Glarus, Wis.
T. A. Howard ........• Agent New Glarus, Wis.
Miss Ethel A. Mayer ......• Clerk-Freight Agent's Office Mason City
Edward Dunne ..........• Sales Agent Western Ave., Chicago
A. L. Jackson ..........• Comptroller's Office Milwaukee
W. E. Bartlett ..........• Engineer-Green Bay Shops, Green Bay, Wis.
J. H. Halsey ..........• Assistant Comptroller Milwaukee
Fred K. Malone ..........• Switchman Milwaukee
E. A. Stempel ..........• Accountant's Office Brownwood, Texas
C. D. Buesch ...........• Agent Polo, Mo.
George H. Bird .......• Agent Chicago
Miss Helen A. Miller ......• Real Estate Department Chicago
E. J. Menzel ..........• Accountant, S. D.
J. A. Strohmeier ........• Freight Auditor's Office Chicago
A. H. Tate ........• Real Estate Department Chicago
Mr. Hailey, G. H. .......• Traveling Auditor Chicago
Wm. Dolphin ..........• Agent Sleeping and Dining Car Dept. Tacoma
George Sumagel ..........• Car Accountant's Office Chicago
J. S. Britt ..........• Storekeeper Western Ave. Roundhouse Chicago
H. G. Morkel ..........• Agent Jacksonville, Mont.
C. L. Kellar ..........• Traveling Auditor Chicago
D. Flock ..........• Agent Chicago
L. B. Zemke ..........• Agent Fond du Lac, Mont.
J. L. Frank ..........• Chief Clerk, General Manager's Office Chicago
A. W. Luecke ..........• Traveling Auditor Lewistown, Mont.
A. F. Stier ..........• Salesman St. Paul, Minn.
F. O. Schaudies ..........• Traveling Freight Agent Chicago
Rose Finnell ..........• Agent Chicago
Harry H. Kester ..........• Car Accountant's Office Chicago
G. M. Dempsey ..........• Safety Department Chicago
Miss Ethel Haynes ..........• Freight Claim Department Chicago
W. A. Hickman ..........• Agent, T. & T. Toledo, 0.
F. X. Langer ..........• Traveling Auditor Chicago
Miss Josephine Green ..........• Ticket Agent's Office, Central TPY Bur., Chicago
Miss Josephine Gutz ..........• Ticket Agent's Office, Central TPY Bur., Chicago
Josefette Votava ..........• Stenographer Department, Fullerton Ave., Chicago
Miss Alice M. Stodola ..........• Ticket Agent's Office Chicago
Tru. Hughes ..........• Assistant Accountant's Office Chicago
E. K. Hahn ..........• Chief Clerk to Statistician Chicago
E. J. Anfalone ..........• Motor Car Inspector Chicago
J. Seig ..........• Messenger Department Chicago
Miss Hazel M. Merrill ..........• Clerk, Engineering Department Chicago
Lloyd C. Nelson ..........• Claims Agent Chicago
John Butler ..........• Auditor of Expenditure's Office Chicago
W. W. Sunshine ..........• Agent Milwaukee
Miss Deeny ..........• Agent, Office Chicago
Julia M. King ..........• Agent Mason City
A. W. Parker ..........• Agent Mason City
Joe Pike ..........• Agent Calmar, la.
Albert B. Staff ..........• Agent Mitchell
Martin Olson ..........• Agent Sioux Falls
J. B. Behrens ..........• Operator Rapid City
Geo. Fflens ..........• Rate Clerk Rapid City
W. A. Peterson ..........• Agent Rapid City
Joe Tork ..........• Agent Mitchell
Sidney Ingraham ..........• Supt., Superintendent Mason City
Miss Ida Brown ..........• Secretary Mason City
B. A. Ashley ..........• Clerk Mason City
E. C. Elliott ..........• Agent Mason City
Thos. Hoxton ..........• Agent Rapid City
Aryel L. Malfi ..........• Assistant Agent Spencer, Ia.
Bud Jennings ..........• Agent Spencer, Ia.
H. J. Swarup ..........• Salesman Mason City
Ruby Potter ..........• Master Mechanic's Office Austin, Minn.
Paul E. Cook ..........• Salesman Mason City
H. H. Betts ..........• Agent Roundup, Mont.
A. C. Brown ..........• Agent Mitchell
Mrs. Mabel Backman ..........• Engineer Mitchell
Mrs. W. E. Brown ..........• Engineer Roundup, Mont.
Mrs. W. C. Brown ..........• Engineer Roundup, Mont.

A. R. Willata, revising clerk, Seattle Local Freight Office, furnished tip to the Traffic Department resulting in securing shipments of furniture to Chicago and Milwaukee; also a carload of malt syrup for eastern points.

W. B. Allerman, Yard Clerk, Tacoma, furnished tip to Traffic Department resulting in selling one way ticket, Tacoma to Chicago, and the party left Tacoma on No. 14, July 1st.

W. J. Ennis, Dispahtcher, Tacoma, furnished tip into the sale of one round trip ticket, Tacoma to Pittsburgh and return.

J. P. Crawford, B. & B. foreman, Cle Elum, Wash, furnished tip resulting in the sale of two round trip tickets, Tacoma to New York City and return, using the Milwaukee between Tacoma and Chicago.

S. J. Robbins, passenger conductor, Superior Division, is always alert to secure new business and to get others to do so. On more than one occasion he has found me of his efforts in securing a carload of freight from people here that had in mind the use of competing lines, and it has been necessary to explain to passengers on his train the times and places of connection with other lines to which these people are destined.

In acknowledgment of his attention to the company's interest, General Superintendent D. W. Kelly, wrote Mr. Robbins as follows:

Mr. Meyer has written me telling me of the business that you have secured.

I know that a lot of our employes are securing business for the company and saying nothing about it, but I like to hear of these cases and I hope that you will report them. The more business we have the more men will be employed, and it is to the interest of every employe to secure all of the business that he can for the railroad that he is working for. Keep up the good work and try to get others to do so.

C. L. Casey, operator, Colburg, Mo., furnished tip resulting in securing a shipment of sugar to Chicago.

Miss Stiby Clifford, clerk in assistant superintendent's office, Kansas City, was instrumental in securing four round trip fares, Kansas City to New York City and return.

Yard Clerk Klima, Milwaukee Terminals, was influential in securing a carload of freight from Lebanon, Ind., to Milwaukee via our long haul.

Mr. Klima is always alert and active to secure the routing of all possible business via the Milwaukee.

Those of Us Who Do

By G. P. F.

T R AIN DISPATCHER J. G. Upp, at Oregon, reports (assuming railroad business with one of his relatives, visiting Ottumwa). Mr. Upp discovered that this gentleman was shipping five to six cars per year to Ottumwa industry via competing lines, same to Sioux Falls. It appears the adverse routing was account the shipper figuring that the Milwaukee did not have equal service, and he was unable to show that our service from Chicago was overnight to Ottumwa and fully equal to that of our competitors, so that we are to have all future business. Our people here are explaining to the Chicago office of the shipper our service to Sioux Falls, which is as good or better than that of the other. No doubt we will get that business too.

Route Clerk Herman F. Bock at Galewood Station, Chicago, secured diversion to our line of ninety-seven L. C. L. shipments, a total of Nineteen (Continued on Page 32)
The Division News-Gatherers

City Freight Office

John Agnet last seen leaving Lion Marche with six suits of wooden underwear. He said for good he was going to keep warm this summer in that camp of his if it took all winter.

M. O. Barnhart is going into politics. Says he has entered the Seattle P. L. jigu puzzle contest. Later he decided after looking over a few saws and trying to find a jig to fit em that jigs were not in his line—saw his dogs are all worn out now, anyway politics Mac says is for men with time and money—and he is out of both.

Dick Lamphear denies that Sockeye story in our last issue. Says to the best of his recollection it was a red herring and when he attempted to weigh it—being a lady and a trifle overweight—it seemed to resist Dick's attempt to put her on the spot that way.

Bill Murray now has taken an application for the master painters union, but be seems of the boys talk you would think they were all ready members of the Master Builders Local.

Milwaukee Terminals

FOREMEN O'Connor and Ryan of Roundhouse No. 1 have returned from their vacation, the former from Balf, Ask, Christ, Ireland, and the latter from a trip through the Panama Canal.

Engineer Henry (Hank) Johnson left for Norway July 3rd, after a few days' visit with his brother, Dispatcher John Johnson.

Chief Dispatcher Wm. O'Rourke was at Trade Lake fishing while on his vacation. From the several boxes of fish that he sent home to his friends the Railways Express have been busy.

Grumbling from the West End

SUNDAY morning, July 16th, the ladies of the Milwaukee families were hustling around preparing for early morning marketing, the last chore of which was to go to the bank for the necessary, to shop with, when news broke that

This picture is reprinted from last month with a corrected list of names of those shown.

the bank in which practically every Milwaukee employee banked his change had failed to open its doors. Many were hit hard and all were hurt to some extent. We all had great confidence, and still have, that same confidence that everything will not be lost.

It was, however, decided to call the clan together that evening at Canyon Park and work the subject over thoroughly. All were present when the meeting was called to order, the Coree, Diehls, Sullivans, Igous, Kemerlings, Kuckeburg, Hickson, Johnson, Saxes and, in fact, everyone sure enough was there.

After a lengthy discussion it was decided the right thing to do would be to hold a public Weeping Picnic, the rules of which were to "go as you please." Let the heaviest losers weep the loudest and let everyone weep in their natural voice, whether bass or tenor.

We all circled around the fire, and when the weep master gave thekey, the weeping started and as the brothers and sisters warmed up to a higher pitch it was conceded by the gallery to be one of the most wonderful demonstrations of voice culture ever recorded.

The tourists in the park and the natives living around the park swarmed over to see what it was all about. Some thought it a church choir in rehearsal, while others thought it an Indian uprising and came armed to the teeth. After the rehearsal everyone felt relief and all donned bathing suits and went bathing in the clear cold spring water of Rapid Creek, and of course, Sunday morning everything looked rosy.

Theos. Hickson, R. H. F.

Fullerton Avenue Building

A. M. D.

VERDA Byerly and Marion Hayes of the Central Typing Bureau will spend a six weeks' vacation in Europe. They sailed on the Columbus, August 20, and are headed straight for Paris, and will also visit Switzerland, Germany and the Riviera. They will return on the Bremen, one of the largest ships in the world.

This month will long be remembered by the veterans of the Ticket Auditor's office as the month in which anything can happen. For it was two years ago this month that the last of the old guard gave up the ghost, and, as Walter Wittich would say, walked the plank. Herbie Cheatham celebrates his wedding anniversary this month.

On August 1, at 12:08 A. M., a baby girl was born to Mr. and Mrs. Edward Kusch. Mr. Kusch is one of our well known boys in the Ticket Auditor's Office. The baby weighed eight pounds and is called Bonnie Mae Kusch. Congratulations!

Myrtle Prelag of the Ticket Auditor's Office, who has been on sick leave for several months, has returned from a short trip to Rices Lake, Wis. Although still unable to resume her duties, Myrtle's health is said to be much improved.

Miss Betty Laeffelman of the Freight Auditor's Office spent her vacation at Twin Lakes, Wis. Althogether she spent two months. She was delighted with his trip and visit with relatives and old friends. She returned on his return, she was sorry to come home and wished he could stay in London always. His friend said it was too bad.

A. K. Palak of the Auditor of Expenditure's Office lost the thumb of his right hand in an automobile accident. It happened while attempting to avoid running down a boy on a bicycle, the car rolling over, lacerating the thumb so badly that it was necessary to remove it.

Andrew Edmonds has returned from England, where he spent two months. He was delighted with his trip and visit with relatives and old friends. He remarked, on his return, that he was sorry to come home and wished he could stay in London always. His friend said it was too bad.

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Miss Caroline Macbeth of the Auditor of Station Account's Office toured the West by way of Los Angeles, San Diego and Agua Caliente.

Miss Sylvia Edstrom of the Car Accountant's Office spent her vacation at Twin Lakes, Wis., acquiring a nice coat of tan. Incidentally, she drove her car about 1,000 miles around the country during her absence. Some people have a lot of luck.

Margaret McCarthy, Marie Streicher, Veneta Sheehan and Ruth Nixon of the Car Accountant's Office; Mary Kelly of the Central Computing Bureau, and Mary Kavanagh of the Credit Officer's Office, spent the week-end of August 13 at Oconomowoc, Wis. Within three hours of Chicago by excellent train service, Oconomowoc is an ideal place to spend short vacations, and many small parties are being arranged. With the low week-end rates, this is a good field for traffic tips.

Miss Helen Ewald and Miss Marion Peterson of the Car Accountant's Office have taken up horseback riding. To be absolutely correct, Marion has taken it up a couple of times, but she is getting so she sticks on a little better. An appreciated compliment on the recent $79.00 Yellowstone Tour was paid by Mr. Michael Mannehorn, who told us that never before has he been shown such courtesy as he received at the hands of Conductor's Ollie Anderson and William Wallace. With the entertainment provided in the recreation cars, added to the usual enjoyment of a scenic trip, Mr. Mannehorn was more than satisfied. Incidentally, he was christened "Chief Pipe in Face" at the Indian ceremonies at Wakpala, S. D.

The following men from the several offices, who are members of the 108th Engineers, spent the two weeks, August 6 to 20, encamped with their company at Camp Grant.

Jos. Grace, Auditor of Expenditure.
Chas. A. Dodds, Auditor of Station Accounts.
Walter Hanson; Car Accountant.
Walter Bushing, Central Typing Bureau.
Fred Stowell, Central Mail Bureau.
Frank Paszetti, District Accountant.
Alfred Dinoffria, Freight Auditor.
Walter J. Carrow, Ticket Auditor.

Edw. Kusch, Ticket Auditor.
Sam Wedeen, Ticket Auditor.

Sports
Again the Milwaukee softball team is showing its class. Starting with about 230 teams in the opening rounds of the American Tournament, the Milwaukee and the Northwestern teams qualified as finalists. Each team has won a quarter final, leaving only three games yet to play. Last year the Milwaukee team finished second in the finals.

How come? No talk as yet about a golf tournament similar to the one held last year. In the first tournament, held on September 19, there were thirty-nine contestants, who spent a pleasant day, even under unfavorable weather conditions, and there should be twice that many entrants this year. The low grass record is held by J. Oakley (86), made with a strong wind whipping across the fairways.

Either the fishermen in this building have turned truthful or the fish have been looking the worms over more carefully than in former years. Here it is the middle of August and not a single big fish reported, while at this time last year there were all kinds of stories about fish caught that lowered the lake when taken out of the water. Truth and veracity are all right in their place, if not used to excess, but you can almost anything. Of course, the season is not over yet, and some notorious liars are on their vacation at the moment.

Card of Thanks
To the officers and friends of The Milwaukee Family in Union Station and Fullerton Avenue Building, I wish to extend my sincere thanks for the many kind attentions of good cheer and congratulations tendered to me during my recent illness. Wish it were possible to thank you personally.

Mary Maney.

Notes from the Willapa Harbor Line

There hasn't been very much summer weather in this part of the woods so far, nearly the entire month of July being cool and rainy, but nevertheless this is officially the good old summer time and therefore those who can afford it are taking vacations, hence much of this month's grant of news will relate to vacations.

Engineer Hans Johnson, the faithful Eagle Eye of the Willapa Harbor Limited, took two weeks' vacation in the middle of July in order to go to Ohanapeoaeh Hot Springs, up near the mountain, in order to get the rheumatism boiled out of him. (One of the local papers in reporting it said he had gone to "O-Hanna-by-gosh" Springs but you should discard this spelling.) He is an enthusiastic booster for the springs now, the cure seems to have done him much good.

During Mr. Johnson's absence Engineer Benjamin of Tacoma relieved him at the throttle. Mrs. Benjamin also came down here to see the country and to keep house for her hubby.

Frank Ziel, conductor of the Willapa Harbor Express, together with Mrs. Ziel, came back in July from an extended visit to their daughter, living near Medford, Oregon. During Frank's absence, our old friend Charlie Russell relieved him.

Dan Verbeck, Car Foreman and fish expert at Raymond, together with Mrs. Verbeck and their daughters, Mary Louise and Diana, came back from an extended vacation trip to California. They had a splendid time and saw many interesting things but were very glad to get back to the cool and invigorating climate of Willapa Harbor again.

In order to prove that the stories of Dana's fishing exploits are not mere figments of a feverish imagination, Mr. and Mrs. Verbeck recently entertained Mr. Charlie Lenon, the genial Agent at Raymond, and your correspondent at a fish dinner, the central attraction of which were twenty beautiful rainbow trout. Why twenty, you ask? Because that is the legal limit; there were plenty more waiting to be caught, but not this time.

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Address
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Continental Casualty Company

CHICAGO      TORONTO
Mr. J. Hayden Thomas, Roundhouse Foreman at Raymond, and Mrs. Thomas at this writing are on a vacation which includes visits to Seattle and to their married daughters living at North Bend and Ellensburg.

Mr. Burton, Agent at Dryad, is away for a brief vacation just now, being relieved by Mr. Wheeler.

Mr. Kennedy, Agent at Chehalis, is back at work again after a protracted vacation, spent chiefly at Portland and Seattle.

George Hunseid, brakeman on the Willapa Harbor Line, residing at Raymond, is now the proud possessor of a new Ford car and with his usual generosity makes frequent use of it for giving his many friends a lift when they need it.

Operator W. E. Logan of Raymond is off for a brief vacation and has gone to Seattle, his old home, to attend to some business. During his absence Mr. F. E. Hill of the extra list did the work.

Bill Bovier, section man from Willapa, recently paid a visit to his old friends, Mr. and Mrs. Hunseid, at McKenna. Mr. Hunseid was formerly Foreman at Willapa. While up there Bill completely flushed out several of the lizards in that vicinity.

Our Foreman Dan Verheek and his daughter Mary Louise recently were on board Dan's little speeder, returning to their home which is inaccessible by road. It is really too heart-breaking to tell, but the truth cannot be hidden, especially in this case; and in deference to your anxious inquiries as to what happened we must tell the harrowing facts—they met and ran over a skunk on the track. Need we say more? Dan appeared on the scene next day in the oldest clothes he had, with the conscious air of having been properly soused in the bathtub from head to foot, but nevertheless causing suspicious sniffs from those whom he met; and we understand the ladies of the Verheek family had to cancel all social events for the rest of the week.

Wallace P. Wood, Agent at Centralia, is what you might call a golf-hound, the kind who would rather play golf than eat. Luck would have it, he was twice matched against Charlie Lennon, Agent at Raymond, in inter-club matches, once at Centralia and once at Raymond. At Centralia he wiped up the ground with Charlie Lennon, but at Raymond the tables were turned and he fell a victim to the doughty champion of Raymond.

General Office, Chicago

MISS Rose Riley of the Pass Bureau has a very beautiful new ring and we are very happy to offer our congratulations to Rose and her fiancé, Mr. John Monahan.

Miss Elisa Moulton returned August 1st from a two weeks' vacation spent in the mountains near Denver, Colo., very much enthused over the grandeur of the Western country, to say nothing of the wonderful time.

Early this spring Miss Sally Patterson of J. L. Brown's office underwent several operations and recently it was necessary for her to return to the hospital for another operation. Word has come to us that she is improving and we hope Sally's troubles are over now and she will continue in good health.

Betty Meyer at the Engineering Department won her vacation from some time to come. It held some new experiences for him, especially the three hours that cost him about twenty dollars.

Transportation Department

"The Summer Social of the Transportation Department opened with a bang with a big get-together at the home of Miss Ida Tucker on the far North Side. Dancing and bridge were the favorite diversions, although a deck walking contest was held with Angus McPherson winning first prize for completing 76 laps around the block. Granger Smith walked a few laps but said that Mac's pace was too strenuous. A big luncheon was served just before daybreak.

Lava cleans your hands quicker and better because it makes a thick heavy lather which is filled with soft fine pumice. In less than a minute the worst grease and most stubborn stains are gone.

Lava works well in cold water too. And it does a fine job even in the hardest water. These are advantages you don't get in ordinary toilet soap or special paste and powder soaps.

There's a generous supply of glycerine in each cake of Lava which gives full protection to your skin.

You save money with Lava too—because Lava is a big, husky cake of soap that lasts longer. Your local drug and grocery stores sell Lava Soap in two sizes—6c. and 10c.
and all the guests after eating like Starving Arabs jumped into their Cadillacs, Packards, etc., and departed for far-distant homes.

After several weeks’ rest from the effects of the above-mentioned event, the whole gang, including several slackers who did not attend the Tucker Housewarming, journeyed to the Gregg Mansion in Wooddale, Ill., for another pleasant evening. After a big picnic supper, Chief Leith presiding (with a special batch of fried onions for Doris), Emil was persuaded to drag out the squeeze box and oblige us with a little concert. The menu was well arranged, the chief dish being “Hamburger ala Paul Jones.”

Although those who had heard him before requested that he refrain from singing, Jerry Foll murdered several numbers in his off-key, unforgivable baritone. Although all of the renditions were rotten it will be admitted that the numbers “Das Yowlie’s Schnittkleine” and “Humberger ala Paul Jones” were the best. The last mentioned number was rendered with real pathos and was dedicated to Paul Jones who believes in showing tomorrow’s styles in straw hats today.

The mosquitoes were not very active on this particular night—Oh no! ? ! Rule “G” was strictly enforced in both of the social events mentioned above.

Oh for a life on an ocean wave! What fun, what sport, look at the waves, watch them surge, what fun. Joanne Evon is the name which Mr. and Mrs. W. E. Failor gave to a seven pound daughter. W. E. Failor gave to a seven pound daughter. Mrs. E. L. Sinclair, whose husband was a failure, however, no romances having developed.

On August 8th, George Clemmer, for many years the bumper at Rhodes, died at his home in Des Moines. Mr. Clemmer retired on pension a couple years ago and moved to Des Moines to be near a daughter. Burial took place at Nevada. Mrs. Clemmer had worked for the Milwaukee over fifty years.

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

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Offices and Works
BETTENDORF, IOWA

Twenty-Four
Signal Maintainer Walter Irony was off duty a few days after the latter part of July to go to Chicago as his daughter who is there taking nursing training, was operated on.

Agent J. M. Truett spent several days of that vacation at the summer home of terminal agent Ray Hinze at Waterloo, Wis. Mr. O'Keefe was loud in his praise of this location to spend a vacation. Ray has a number of cottages which he rents out during the summer and Jim says there is no better place to enjoy a week than at Ray's place.

Agent John Wolf of the Bensenville roundhouse force has just received an invitation for himself and wife to attend the wedding of Mr. Arthur Hornbeck of the same roundhouse force and Miss Rose Marie Miller of Earlville, Iowa, the ceremony to be held at the home of the bride's parents at Earlville Aug. 30th. Art, who has been employed on different positions at the Bensenville roundhouse for several years, is well known and well liked by all his associates and they all join in wishing them a long and happy life. We understand they will make their home in Bensenville where we feel sure they will be made to feel right at home from the first day they arrive.

Mr. and Mrs. Leo Searls are the parents of a daughter born the latter part of July. The baby is a grandson of Conductor Dan Searls.

Engineer Earl Townley and wife who have been operating a restaurant in Perry while Earl cannot hold work on the road, spent their vacation with Arthur Yates and family of Wauqua at one of the Wisconsin lakes. Arthur is round house foreman at Wauqua.

Agent Fred Harvey and wife of Manilla, have a new born son born July 26th. Fred expects the lad to learn the Morse code as soon as he can distinguish a dot from a dash.

David Thomas, a Milwaukee veteran who retired on pension about a year ago, died at the family home in Perry July 27th. Mr. Thomas was a round house man. His son, Earnest, is second trick caller.

Richard Barker, one of the first employees for the Milwaukee at Perry, died at the home of a daughter in Des Moines where he has been living since the death of his wife in 1930. Mr. Barker commenced work at Perry in 1882 and continued in service until about six years ago when he retired from his work in the oil house. Mr. Barker was a life long personal friend of P. M. Fish, the first master mechanic on the Iowa division. A daughter is married to Charles Hurd of the roundhouse force.

Mrs. Walter Kyle, whose husband worked in the B and B department until laid off on account of being a restaurant in Perry while Earl, the Perry hospital the first of August following a sickness of some duration.

Fireman Frank Breese and wife are the parents of a daughter born August 2nd.

Iowa Division, Second District
Herbert Jacobs

Mr. O. M. Case, agent, Adel, has been relieved by V. C. McGee recently.

C. W. Bink's brother passed away recently in Denver. Interment was at Council Bluffs.

Conductor McGath has been taking a few days' vacation.

Bus Operator Lyle Townsend on the Rockwell City-Storm Lake line has returned to his school work. Clarence W. Moore is replacing Mr. Townsend on the second run.

A slightly later train schedule was made effective Aug. 14th for Nos. 35 and 36 between Des Moines and Spirit Lake.

Chicago Terminals
Guy E. Sampson

The August joint meeting of Safety First, Traffic, Fuel Conservation, Loss and Damage and other subjects was an interesting meeting and well attended. Every subject was well covered and every engineer who arrived himself of the opportunity of attending received a lot of subject matter for thought. Every employee who can possibly do so should attend these meetings for his own good and the good of the employes who are keeping them on the job.

Raymond Peter Olsdahl, 1 Year, Grandson of Horace S. Good, Yard Conductor, Western Avenue.

Third trick train director Frank Reed enjoyed his vacation the fore part of August. He and wife journeyed to Alabama and had a wonderful time. And how one can enjoy a couple of weeks away from the strenuous duties of an office as busy as the one Frank fills when on duty.

A train of 15 cars of silk arrived in Chicago from Omaha over the Milwaukee August 12th enroute to the eastern markets. A nice shipment, exercise the intestines and Vitamin B to tone the intestinal tract.

Unlike drugs, this delicious cereal is gentle in action. Its bulk is much like that of lettuce. It also furnishes iron for the blood.

All-Bran is served everywhere. Sold by all grocers in threadd-and-greenpackage. Made by Kellogg in Battle Creek.

ARE YOU running "express" or "local"? If you're being side-tracked by dull headaches and poor appetite, put your body on inspection. Possibly you are being bothered with constipation. If so, one simple shift in your diet will help you to switch over to the through track of health.

Try eating two tablespoonfuls of Kellogg's All-Bran daily. All-Bran provides "bulk" to exercise the intestines and Vitamin B to tone the intestinal tract.

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Kellogg's All-Bran
FUNERAL DIRECTORS

Ambulance Service
Our Service » »
« « Anywhere
Anytime » »

SAX-TIEDEMANN & CO.
Franklin Park
Illinois

PHIIE E RAN K PAK 170
RESIDENCE (Mr. Sox) SCHILLER PARK 5124

Iowa & S. M.
F. J. W.

ON August 9th, Charles Hans, veteran machinist, passed away at his home in Austin after a lingering illness. Mr. Hans was eighty years of age and had been an employee of the company for fifteen years. He had been retired for several years.

Edwin Beckel, twenty-four year old son of Roundhouse Carpenter Ben Beckel, passed away at his home in Austin, August 3rd, after an illness of several months. Edwin was a machinist at the Austin Shops some years ago. His sympathies are extended to the bereaved family.

Engineer and Mrs. Harley Kough left Austin August 13th for St. Louis where they will visit a daughter.

Machine Shop Chas. Holton and family leave this month for a visit in California.

Word reaches us that Engineer Tom Clancy expects to report for work as soon as the weather cools a little.

Mrs. H. A. Wunderlich received word that her father, Simeon Green, died Sunday July 31st at Salem, Ore., after a lingering illness. He was buried at Eugene, Ore., his home for the past thirteen years. Mr. Green saw service with the company at Savannah and later as chief clerk at the Dubuque freight office, about thirty years ago.

Engineer August Damm, who is vacationing in Oslo, Norway, writes that he is having a fine time.

Lineman Walter Chesnut, who suffered a broken ankle a few weeks ago, has been released from the hospital and is now at his home in Austin. He is looking and feeling fine. Mr. Johnson is 79 years of age and has a 56 year service record. He is now on pension.

Anyone interested in a fine cat should see Boiler Foreman Bowler at once. He is slightly overstocked and we hear he is very anxious to sell one. In fact, it is rumored he would take lead money for it.

Howard Rafferdy bid in the Hollandale clerk job. Must be a popular job—13 applicants.

The work of moving the operators from the Yard Office to the old dispatchers office has just been completed.

Lewis A. Harper, division freight and passenger agent, spent a day in Great Falls and Lewiston the early part of August. They were greatly impressed with the outlook for a fine grain movement this season.

Employes Ship-by-Rail Association was held in the Austin Club Rooms Sunday August 16th with 64 in attendance. After talks by members of the General Committee from Minneapolis a local unit was organized with the following officers elected; Chairman, Jacob Herzog; Vice Chairman, J. D. Williams; Secretary and Treasurer, H. A. Wunderlich.

Rocky Mountain Division
Northern Montana

The wool shipping on the Northern Montana district was unusually heavy this season. During the month of July and the early part of August the wool warehouse at Lewiston handled 112 consignments and shipped out 483,366 pounds destined to Chicago and Boston. The prices obtained by the growers ranged from six to ten cents. The larger shipping points in this territory are Winnett, Grass Range and Roy.

There were cars loaded at a number of other points.

Western Traffic Manager Hicks, J. F. Bahl, assistant general passenger agent and Harry Rowe, assistant general freight agent spent a day in Great Falls and Lewiston the early part of August. They were greatly impressed with the outlook for a fine grain movement this season.

The Montana Flour Mills Company, headquarters at Great Falls, Montana, will open the mill at Lewiston which they acquired from the old Judith Milling Company.

N. D. Fuller, assistant superintendent, M. E. Randall, division freight and passenger agent, George Kristens, roadmaster, and R. E. Cornelius, chief dispatches attended the several division meetings held at Deer Lodge. The agent at Lewiston was unable to be present on account of being busy with the wool shipping.

J. Z. Ramsay, agent at Denton, Mont., was
The outstanding fact about the Mimeograph is that it is a money saver. As never before it is being used now by railroads throughout the country. Whatever you type, write or draw on its famous stencil sheet is turned into clean-cut duplicates by hourly thousands. Tariff sheets, illustrated letters, yard bulletins, manifest reports, etc., at high speed and low cost! Write A. B. Dick Company, Chicago, or 'phone branch office in any principal city.
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H. F. NARIES, Proprietor
BOWLING and BILLIARDS
1349-1353 FULLERTON AVENUE
CHICAGO

W. D. Griffiths were the umpires and managed to last the full game. From the talent which represented both sides we should have no trouble at all in taking Sioux City for an awful drubbing.

Mrs. Jenine Wheeler spent Sunday, August 27th, visiting friends in Sioux City.

Mr. and Mrs. Buechler are spending their vacation at Aberdeen, S. D.

Engineer Wm. Sabin passed away at his home in Sioux City, July 25th. We wish to extend our sympathy to the members of his family.

A truck crowded Engineer Hayward’s car into the ditch when he was returning to Sioux City Saturday, July 30th. The car was not badly damaged, but Mr. Hayward says that is just one more reason that he doesn’t like trucks.

Mr. and Mrs. Louis Rabie spent Sunday, July 31st, visiting friends at Sioux City.

L. F. West, Ticket Agent, Sioux Falls, S. D., spent a week in New York City as the guest of the United States Steamship Lines. In New York he had a ride on the new ship, the S. S. Manhattan, which is the fastest cabin liner afloat. Mr. West reports a wonderful trip.

Colonel Kemp and wife left Sioux Falls for Sacramento, Calif., August 20th to attend the National Enactment of the V. F. W. Mr. Kemp is a Past Commander of the Sioux Falls Post.

F. M. Henderson was doing a little deep sea diving at a local swimming pool at Sioux Falls and hit one of the rocks that make Sioux Falls famous. We understand Frank came out second best in the encounter.

At this writing we have secured permission for a special train to go to the Sioux City picnic. A large crowd is expected which will include the famous Sioux Falls ball team which will meet Sioux City at the pier.

To give people an idea how fast the S. F. S. X. travels, the tornado which left Sioux Falls about five minutes behind this train was thirty minutes behind it at Harrisburg. Engineer Mike Kelly was taking no chances.

Engineer Jim Southard and family recently spent their vacation touring Minnesota and visiting relatives in St. Paul and Minneapolis.

Agent Henry Brown and wife of Hawarden, Iowa, spent a few days visiting in Des Moines.

Wanted: Lowest prices on Copenhagen. See our store.

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Your Local Watch Inspector Deserves Your Patronage!

MILTON PENCE
29 E. Madison Street ½ CHICAGO, ILLINOIS
F. H. BARTHOLEMEW
2353 Madison Street ½ CHICAGO, ILLINOIS
H. HAMMERSMITH
332 W. WISCONSIN AVENUE MILWAUKEE, WIS.
CHAS. H. BERN
Union Station Bldg., ½ CHICAGO, ILLINOIS

The above are Official Watch Inspectors for

The MILWAUKEE ROAD
Consult them when considering the purchase of Watches or Jewelry

Hansen, Daugherty & Stiner of the Safety and Claims Departments were present.

August 20th, Mr. W. E. McNamara, Roadmaster at Janesville, Wisconsin, was transferred to the Terre Haute Division as Roadmaster with headquarters at Terre Haute, Indiana. We wish Mr. McNamara success in his new appointment and hope he likes the Hoosier state.

It is just a little unusual that we have a wedding, two births and a death to report this time.

July 15th, Miss Marie Miller, stenographer in the Superintendent’s office was married to Mr. J. J. Frantzen. We extend our congratulations and best wishes for a long, happy and prosperous married life.

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Wm. Waldie, Section Foreman, Tacoma, wife and daughter, spent several days in the latter part of July in Fortaleza, Sandus, and other Oregon points, Bill returning home looking fit for another year's good hard work.

Geo. A. Loomis, Chief Clerk in Division Engineer's office, Tacoma, left August 3 for two weeks' visit with his mother and other relatives at the same place. He has many friends with him an enjoyable vacation.

Francis Loomis and Cecilia Geerhart have contracted to cut the brush on the Enumclaw Line, which will have a lot of fencing with the telephone and telegraph lines. They have had experience with this sort of work in the past and will do a good job.

Roadmaster H. C. Davis spent a week's vacation during August with his family at Lake St. Claire. He probably can tell the usual line of fish.

Mr. Wen, Hutchinson, Asst. Sec. Foreman, Tacoma Yard, had his daughter, left the latter part of August for several weeks, visiting in Los Angeles.

The little BLACK BAG has assumed quite a place in the political canvass in this State and several who have noticed Eddie Herzog traveling around with a little BLACK BAG are wondering if he is contemplating a little opposition to Governor Wilson.

Mrs. H. F. Achenbach, wife of B. B. Foreman Achenback of Seattle, left the middle of August for Chicago, to spend several days with friends.

Mr. and Mrs. Gerald Gordon and their daughter, spent several days the latter part of August at Okoboji where they spent a week.

Mr. and Mrs. C. L. Stutsman spent several days at their cottage near Lake Pequot, part of August, at their home.

Mr. and Mrs. H. D. Easton of Delmar went to Laramie, Wyo., for several days in the middle of August, attending the funeral of a brother-in-law.

Express agent J. E. Sheln of Delmar is reported many fish were lured to an untimely death.

Mr. and Mrs. C. L. Stutsman spent several days on account of death of his brother-in-law.

Comdr. A. J. Gregg, of Perry, relieving on the Cedar Rapids-Calmar passenger.

Conductor W. L. Hudson, left duty a few days in August after a short illness.

The men of Marion have returned home after several weeks spent at their cottage near Lake Pequot, Minn.

Agent J. R. Harding of Hawkeye was away on a two weeks' vacation, W. K. Hodgson relieving.

Dispatcher and Mrs. L. S. Dove of Marion spent most of their vacation times, the forepart of August, at their home.

Agent H. E. Sheln of Delmar is reported many fish were lured to an untimely death.

Mr. and Mrs. C. H. Pomeroy of Marion returned home from Tulsa, Okla., where they visited their daughter, Mrs. H. E. Sheln.

Mr. and Mrs. Gerald Gordon and their daughters, Geraldine and Muriel and their son Lawrence, returned to Marion Aug. 8th from Lake Okoboji where they spent a week.

Little Son of Dispatcher J. A. Sanford and Grace of our Shop Repairmen, James Morlock, Ottuma, Iowa.

Kansas City Division

SUPERINTENDENT W. C. Givens and family returned on August 1st from a two weeks' vacation at Lake Okoboji, including several days visiting with friends in Sioux City.

On July 18 a daughter was born to Mr. and Mrs. L. H. Wilson in the Memorial Hospital at Ottawa. Mr. Wilson joined his family there on July 20 and will spend his vacation in Ottawa.

Mr. and Mrs. C. L. Stutsman spent several weeks during July motoring through points of interest in Michigan, Indiana and Illinois, including a stop-over in Chicago.

Agent at Liberty, T. O. Reiste, is on a leave of absence, having been ill and at the present time is a patient in the Hines Veterans' Hospital at Hines, III. He is relieved by R. E. Wilson.

Several forms of entertainment were given honoring Mrs. J. V. Tuomey previous to her departure for Polo with her daughters Marybel and Nancy to join Mr. Tuomey, where they will establish their residence. Among her hostesses were Mrs. J. V. Tuomey, who gave an evening party; Mrs. E. F. Kletzien, who entertained with a dinner in the Village Tearoom followed by a line party at the Capitol Theatre, and Mrs. Jno. Coughlin entertaining the members of the E. C. T. Club as her guests.

On July 14 occurred the death of Mrs. R. O. Clapp at the St. Joseph Hospital where she had been a patient for many weeks. Funeral service will be held in Marion Saturday, August 16th.

JACK HARDING COMES BACK TO FAVORITE SMOKE

Fancy-Priced Mixtures Fail to Woo Him Away

No explorer in search of a new country could be more zealous than is the ardent pipe smoker in his search for the perfect tobacco. For that reason, pipe smokers—and perhaps even those who have not yet been initiated into the joys of a pipe—will be interested in the experience of Mr. Jack Harding, who returned to his first love and found "unusual blends" and "fancy prices" failed to woo him away from Edgeworth Smoking Tobacco.

Are you one who has never known the genuine satisfaction of a good pipe and good tobacco? Then let this neglect go no further! Take your pen right now and drop a line to Larus & Brother Co. at 108 S. 22d St., Richmond, Va., and ask for a free sample packet of Edgeworth Smoking Tobacco.

You can buy Edgeworth anywhere. Look for the blue tin. It is sold in two forms—Edgeworth Ready-Rubbed and Edgeworth Plug Slice. (You may smoke this form in an automobile without flying sparks.) And you'll find it in all sizes from the 15-cent pocket package to the pound humidor tin. Some sizes come in vacuum tins. Edgeworth is always the same.

Listen to "The Corn Cob Pipe Club of Virginia," Edgeworth's radio program, next Wednesday evening from 10 to 10:30 (E.D.S.T.), over a coast-to-coast network of the National Broadcasting Company.

Twenty-Nine
The name of Pettibone Mulliken in connection with the following products is a guarantee of the increased safety and lower cost resulting from their application.

- Frogs, Switches, Guard Rails, Crossings
- Open Hearth and Manganese
- High and Low Switch Stands
- Mechanical Switchman
- Miscellaneous Castings
- of Manganese, Carbon Steel, Grey Iron
Motoring on the Milwaukee. Up and Down Hill on the Rocky Mountain Division

I UNDERSTAND the Gallatin Valley passenger crew is taking up a collection to get a small bell which they will put on Engineer Towns fishing if you know what I mean, I don’t. Anyway they had been hunting for several hours they found him, but he didn’t find his knife, so as they expect every time he makes a trip to the Gateway now he will start out right over the brush looking for that same knife, they are going to make sure they know about where he is anyway.

The third trick telegrapher was pulled off at Three Forks a short time ago and Operator Herring is running sheep out on his ranch for a while, or at least he is taking a short vacation.

Jack Weatherly from Bozeman is working the extra train because his job now on at Harlowton during the rush while the wheat is moving on the Northern Montana end of the R. M. division. E. B. Cornwell, chief dispatcher, is expected to take about three weeks off probably soon and will spend it in California, we hear.

Chief Clerks from Mr. Middleton’s office in Seattle was a Three Forks caller early in the month, enroute to Manhattan with some other engineers. They made a trip to Gallatin Gateway out west also.

Engineers Shaw and Mrs. Shaw have returned from several weeks trip which included the Shrine convention at San Francisco, they report an enjoyable time and visited their son Fred while away and saw among other old friends, Engineer Cadden and former trainmaster Wilkins.

Operator Jost worked a week as Agent Manhattan while Mr. Alexander was away. He made a flying trip to Chicago and Wisconsin points, and Mr. Jost is now working as relief agent for a short time at Two Dot while Agent Buns is off awhile.

Chief Clerk O’Riley from Supt. Sorenson’s office is on the sick list for a few days. He was taken sick in Harlowton and is reported some better this date, which is August 14th (I have to do this to please the Editor, if I don’t she will cut it all out).

Conductor Donner and Mrs. Donner have moved to Bozeman and Mr. Donner has taken the Gateway Division, held by Conductor Kirwan for some time. Mrs. Kirwan is now on the east subdivision in pool turn.

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The Ship-by-Rail Association of Minnesota in Twin Cities was selected. At the next regular meeting held on July 12th, 1932 Publicity Committee was appointed by the chairman, consisting of 14 employees. The Club holds regular meetings every two weeks and now has a membership well over 500 and anticipates that by September 1st they will have a membership of 1,000 employees in the Twin Cities.

The Milwaukee Club is associated with the Minnesota Ship-by-Rail Association, which is carrying on a state wide campaign organizing Ship-by-Rail clubs in all railroad towns in the State.

A convention will be held of all clubs in the state at St. Paul on September 16th and 17th. At that time plans will be formulated for conducting a very active campaign this fall in the selection of candidates for public office who are favorable towards more adequate legislation governing highway and waterway transportation. The State association will devote most of its activities to the legislative feature. However, all the members of the various clubs, as well as members of their families are active in the solicitation of business for the railroads by whom they are employed.

The members of the Twin City Milwaukee Club are showing a lot of enthusiasm and activity and the movement is rapidly spreading to other points on our railroad.

The movement originated and is sponsored solely by employees. Contributions varying from twenty-five cents to one dollar per month are being given by all employees who are regularly employed. Employees who are not able to hold a job or only partly employed, or who for other reasons cannot contribute, are eligible for membership in this club, because the Club primarily desires the moral and financial support of every employee and only requires such financial assistance as is necessary to conduct the affairs of the organization.

It is hoped that within the next thirty days every employee in the Twin Cities will become a member of the Ship-by-Rail Club. Several departments in the Twin Cities are now organized 100%.

August 2nd was the date of the weiner roast for the employees in the District Accountants Office. Thirty-five of the employes, with their families, invaded the picnic grounds at Spring Park on Lake Minnetonka. Some of the ladies got hungry before they arrived and stopped

THE FAIR

Those who use the
FAIR Rail Antici-
Creepers appreciate
that it is a device of quality
precisely made, simple and
easy to apply, dependable
and that it has a long life.

Here’s Work for
Furloughed Men

Permanent Employment For Those Not
Afraid to Get Out and Hustle

Attractive Proposition—
Desirable Location

Write Today to
H. C. CONLEY, Vice-president
Railroad Department

Established 1987
ALL OVER THE UNITED STATES

DELICACIES FOR THE TABLE
Specialties
Butter, Eggs, Cheese, Poultry, Game, Fruits and Vegetables
E. A. AARON & BROS.
CHICAGO, ILLINOIS

THE P.R.M.I.CO.

Thirty-One
FLOWER LOVERS ATTENTION— I am giving a great sacrifice sale to employees only. On these are air (6) highly rated peonies, all labeled including a division of the World's largest peony, Martha Bullock, which measures 8 inches across and retails at two dollars and fifty cents ($2.50) and six (6) highly rated iris all labeled, including two (2) Siberian Iris for three dollars, and one Spec's ($3.50). This offer for September and October only. A. L. MURAWSKA, Rem. C. T. Dr. De Puyy Garden, 8740 Ridge St., River Grove, Illinois.

FOR SALE—Finest Quality Dark silky Eastern moss, immediate delivery at $3 a pair. Lack of space compels me to sell some of the increase. They will not last long at this price. A few pairs for $5 each. Raise peonies profitably and an interesting pastime. A. M. Smith, 422 S. 15th, Springfield, Ill.


FOR SALE—Remington Automatic Pistol, Model No. 1, cal. 38, in good condition; $12.00.

FOR SALE—Five acres irrigated orchard mature bearing apple trees. Near Ola Or­

chards or Green Acres, Washington, about two miles east of lake. Cautions here to Cœur d'Alene, Idaho. No buildings; lend splendid for country farm or city suburban home; near steam, electric and automobile route. Write 800 South street, 112 South East Avenue, Oak Park, Ill.

MONTANA RED CEDAR PRODUCTS—Everlasting Gifts—Chester, Gem Cabina.

eets, Smoking Stands, Card players' novelty; Table and Floor Lamps. C. C. Field, 804 California Ave, Deer Lodge, Mont.

FOR SALE—Dark interior Tulpen moss, domesticated, and is seeded in highest prices in the market. The firm commands very high prices for these aristocrats of furn. Auction sales statements in my files prove it even during the last two years of depression. If interested in a pleasant, and profitable occupation, write Henry Way­
nes, Prop., Aragon Moss & Fur Ranch, Bristol, S. D.

FOR SALE OR TRADE—For small Mo­
n farm not more than 50 miles from R. F. Mo. Mo., 6-room modern house, 500x150 ft. lot; class estate front porch; full basement; decorated walls; five cheries, one pear and 1 apple tree; lots of grapes; 3-car garage; value $7,000; sacrifice for cash. Located 17 miles west of Chicago in the plain of the C. M. St. P. & F. If interested write O. W. Huyser, 173 S. Addison St., Bensenville, Ill.

FOR SALE—Well improved 25-acre farm 1/2 miles east of Elmore, Indiana. 3-car garage, 16 ft. length. Fenced and crossed-fenced; 35 acres alfalfa hay; fenced land.发烧 acquire good farming ground besides the alfalfa; hay; fast wild and pasture. For full particulars write G. A. Abo­bott, Stamford, S. D.

FOR SALE—Partridge Cochin ducks, also Light Brahams; May hatch all pure.

blood, 40c each. Also, Malleypuller ducks or potato onions, sets for full setting. Frank Floyer, 540 S. Locust St., Valley Junction, Ia.

FOR SALE—80 acres cutover land in Pine River Valley. 3 miles east of Sandstone on state aid road, one mile from store and oil station. Ideal dairy farm and farming locality. Will sell at a sacri­

fice. Write, Ray H. Hoffmann, 309 North 25th, Austin, Minn.

FOR SALE—5-Room Bungalow—New­

est ears, 2Y. 2 marine, 1 bedroom, 2 bath, 2 latrines, 2-car garage. 2433 Fargo Ave., Chicago. Pho­
e Br. 3786, $40.00. Also "Sonny Boy" Evenson now that he has

Mr. Wm. A. Eddington, Engineer, South Min­

cago so that Mr. Stockwell got everything that

five-time for anybody with ambition. Also

Romantic tournament. The following employes received honorable

however. Write P. O. Box 276, St. Paul, Minn.

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five-time for anybody with ambition. Also

Romantic tournament. The following employes received honorable

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9:30 am Lv. Minneapolis Ar. 10:15 pm
11:15 am Ar. Gallatin Lv. 7:00 pm
8:15 am Lv. Gateway Ar. 10:15 pm
12:12 pm Ar. Butte ... Lv. 6:44 pm
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