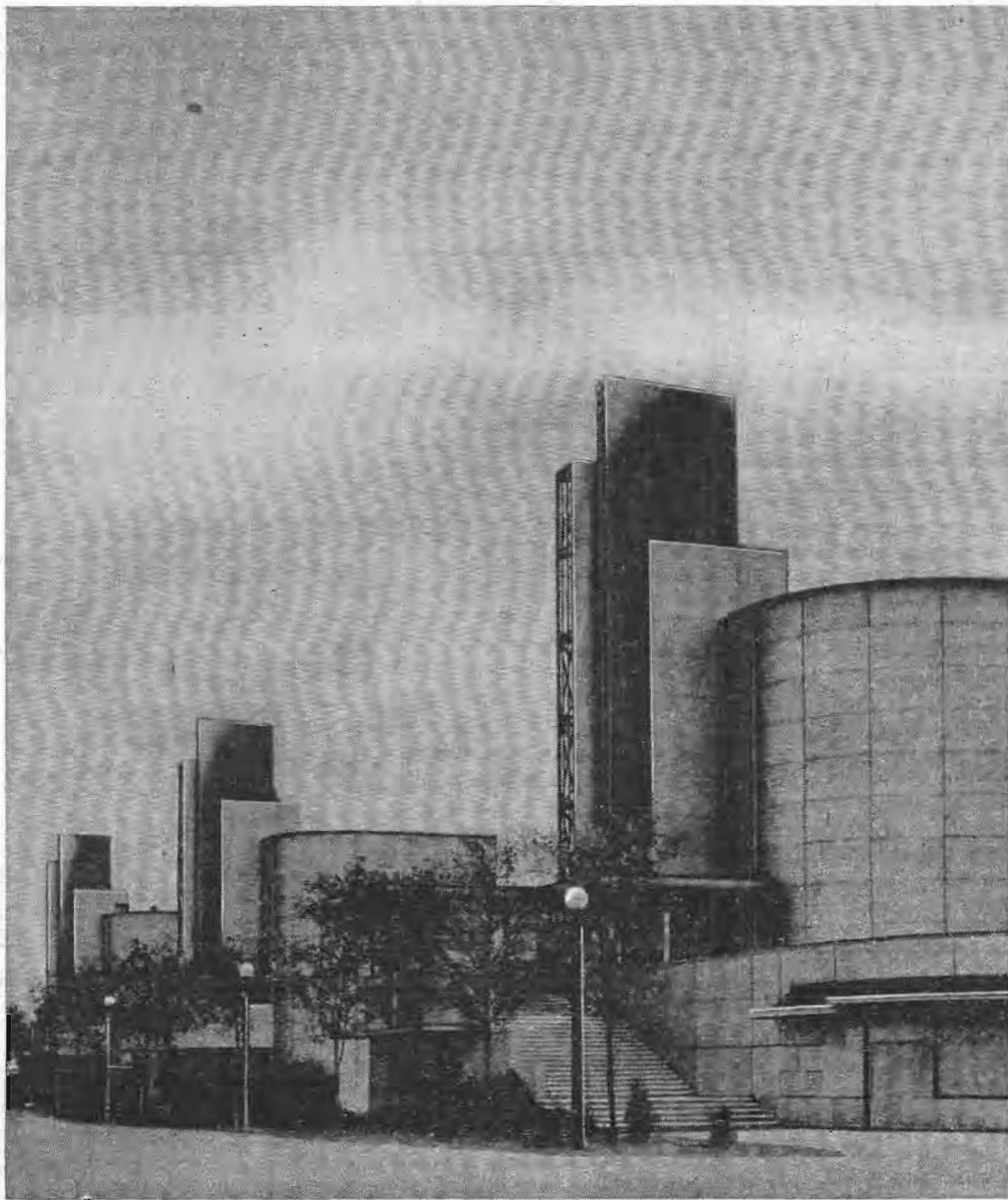


The MILWAUKEE MAGAZINE

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AUGUST, 1933



Section of General Exhibits Building—Century of Progress

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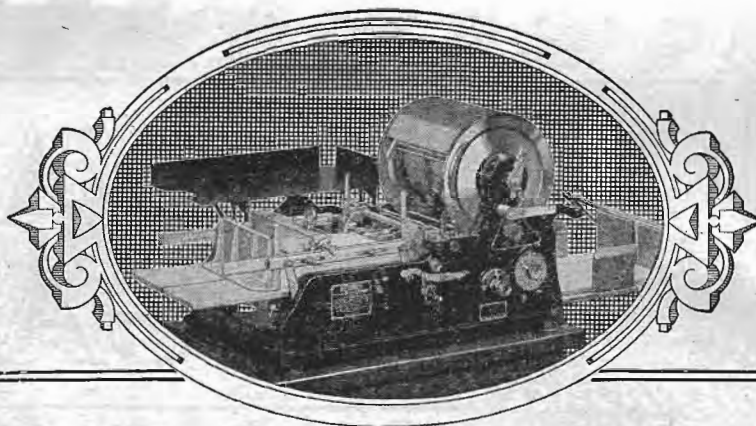
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At the Century of Progress Exposition— Some Things to See

"YES, we're going to spend a day at A Century of Progress Exposition and then go on up to the North Woods for the rest of the summer." Overheard on a Chicago-bound Milwaukee Road train. One wonders to what extent that itinerary was reconstructed after the first view of that marvelous scene down on Chicago's lake front where the progress of arts and science are on exhibition in the most wonderful exposition which the world has ever seen. Why, in one day, you could only get over gasps of astonishment; in another, just get yourself orientated and ready to begin something like an intelligent system of research work among the countless phases of progress, in order to be able in the days to come, after the big show is over and gone, to marshal impressions, experiences and mental pictures into an orderly whole and get the great lesson the exposition is teaching.

The whole scheme of exhibit is so vast that it would take far more space than this magazine has at its disposal to even make a beginning at telling what to see, and the exhibits are all so magnificently "staged," if one may use the term, in their various buildings and sections that the presentation alone is a wonderment.

Perhaps because we are transportation minded, we head first southward to the Travel and Transport Building to see and hear all about the ways of travel since the days of our forefathers—the covered wagon, the prairie schooner, the stage coach, the family "kerridge," the horse and buggy, primitive railroading, and so on in steady progress to the luxurious and speedy transportation we enjoy today.

So let us enter the great building and enjoy for a moment the cool, shaded light that pervades the place. At once, we are under the great dome in the center of which is a huge pillar advertising the lubricant that keeps the cogs of machinery moving and around the nearby ample space the relics of a past age of transportation. On the circular wall moving pictures are displayed while a voice from somewhere tells you what they are all about.

You roam about among the relics of a bygone day in transportation and come out right where the very last word in Pullman sleeping cars and coaches greet you; and where a mighty airplane spreads wide wings and pokes three motors out from its nose at you. Then you wander off into the wings of the great building to where The Milwaukee's giant bi-polar motor rears its huge bulk. It stands among the railroad exhibits—a challenge to all other rail motive power. Motor 10250 came all the way from Puget Sound to enlighten the world about the transcendent progress this railroad made when it changed its motive power throughout the mountain districts from steam to electricity. We are accustomed to seeing pictures of this mammoth motor, and when we travel on The Olympian, we watch it from the observation car, as it winds around

the mountain curves at the head of our train, gliding silently and smoothly, dragging its load with no apparent effort, while the witch at the end of that pantagraph affair on the top of the motor sees to it that the mystic current keeps the wheels far down below on the rails, rolling along.

Familiar though it may be to those who travel on The Milwaukee's Coast Line, we cannot get the sense of its massive lines with their suggestion of enormous power, until we see it face to face, as it were, right there in the halls of A Century of Progress. Platforms have been built at either end of the motor and thousands of people pass through it daily and hear the story of its gadgets and switches and gears and what not; and learn how this monster speeds you over the hills and through the valleys with never a cloud of smoke or coal dust to vex your journey.

A relief map showing the route of the electric motors on The Milwaukee stretches along in front, sunken a bit below the pavement level, where you can stand and look down on mountain grades, curvature, tunnels, bridges, rivers, lakes, Yellowstone Park marvels and other scenic features of the route of The Olympian all done in miniature and colored to rival Nature's hues themselves.

You can sit awhile at the foot of this monster in comfortable chairs, and follow the story again in a wall map which flashes in brilliant color the route all the way from Chicago to Seattle and Tacoma. The bell on the top of the motor rings its warning in a thoroughly realistic manner, and it does not take a stretch of the imagination to picture the conductor's high-ball and see yourself on the way behind The Milwaukee's great bi-polar, gearless motor 10250.

The Milwaukee's exhibit stands with those of other trunk lines all different in concept and presenting a graphic picture of transportation and its progress during the past century. There are old locomotives with a historic past—one of the quaintest of these being an old engine of the Natchez and Hamburg Railroad, built in 1834 and the South's oldest existing locomotive. The legend accompanying it says it served both the Union and Confederate armies during the Civil War. There is an old wood burner locomotive

of the 1848 period exhibited by the Northwestern Railway. The Baltimore & Ohio Railroad have some of their interesting history, pictorially told. There is a picture of the George Brown home with moving figures of the group gathered to consider building this country's first railroad; and there is the historic race between the old white horse and the primitive train—with the race ever in doubt, as now old Dobbin gallops up on the little old train and then falls back while the engine chugs its way along.

Other railroads exhibiting in a big way are The Illinois Central, the New York Central, Pennsylvania, Rock Island and others. The south wing of the Travel and Transport Building of A Century of Progress is pretty sure to bring all the old "rails" together on inspection trips and everyone else interested in rail travel.

The first Pullman sleeping car stands modestly beside the very last word in Pullman construction. The first one—small, built out of a day coach, has bunks—upper and lower—with scarcely more than head room between for a very small person; stoves at either end and wood boxes to hold the fuel. Washbowls are provided also at each end, but with no privacy whatever. You go from paying your visit to this relic of the past into a magnificently appointed "palace on wheels" built entirely of aluminum, and said to weigh just about one-half as much as the standard steel sleeping car of the present day use. It is air conditioned, windows sealed against dust and dirt; fitted with bedrooms, drawing rooms, compartments, buffet and observation room—all the very last word in elegance and comfort.

A quaint, little old railway coach stands nearby, with tiny windows, hardly large enough for a passenger to get a squint at the passing scene, and near to it is a big helium gas car belonging to the United States Bureau of Aeronautics its tanks capable of holding 250,000 cubic feet of helium gas. One end is open showing the mechanical devices used to pump the gas into the dirigibles.

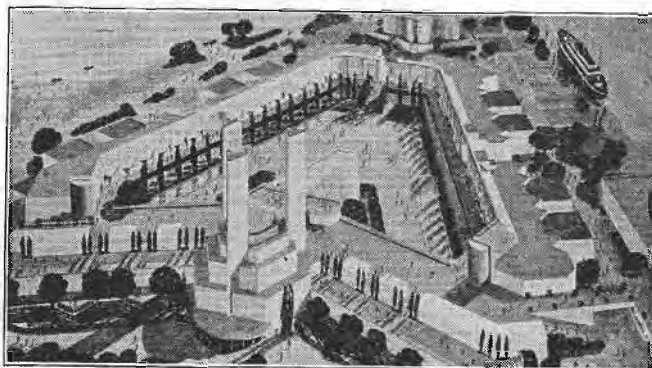
Old covered wagon days are represented by a specimen or two of the ancient prairie schooner; and memories of stage coach days are brought back by an old Wells Fargo Overland stage.

The evolution of the automobile is demonstrated by all the types from the old gas buggy and the "one lugger."

Aeroplane advancement is also demonstrated by many and varied types, from

the days of the Curtis experiments onward to the splendid planes that now fly between New York and San Francisco.

Up in the balconies of the building every known device contributing to travel and transport is on exhibition and unseen announcers keep the air vibrant with their stories of this and that. You can't get away from



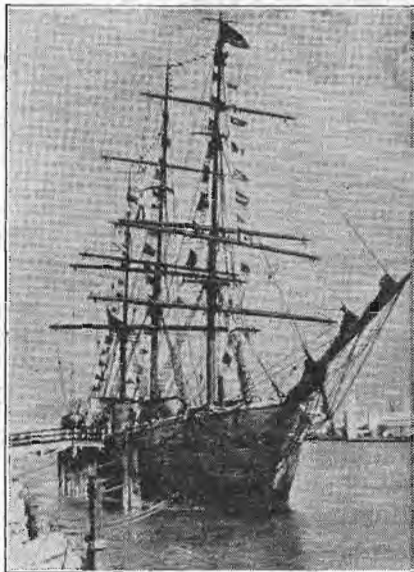
Federal Building and Court of States

the loud speaker, not only in this building but over every inch of the great Exposition. It is amplification raised to the nth degree.

Out on the plaza to the south of the building the famous "Royal Scot" train of the London, Midland and Scottish Railway, is drawn up 'longside of de luxe trains of the American type; and you can make the tour of inspection of all of them reserving for yourself the decision on which mode of travel comfort you prefer—the European first, second and third class accommodations or the ample provision for ease on American trains.

The Travel and Transport Building is toward the south end of the Exposition, and may be reached easily by the 39th Street gateway, or by any of the others to the north, taking the buses thence to the building.

Some of the big automotive transport exhibit buildings are in the neighborhood, which makes it convenient to satisfy one's appetite for travel and transportation before going on to other interests and sights.



Admiral Byrd's Polar Ship, The City of New York

Wings of a Century

A DRAMA of transportation progress entitled "Wings of a Century" is appropriately a feature of the transportation exhibit at the Exposition and is presented in a picturesque setting immediately opposite the Travel and Transport Building. A Greek outdoor theater with the blue waters of Lake Michigan its background, is the stage, and in the wings at either side the narrators forecast each pageant as it appears on the scene. The readers are a man and a woman and their reading is sent out through amplifiers to the audience.

The play begins at seven o'clock each evening, lasts one hour and then repeats, there being three performances during the evening.

The entire pageant is very real because it uses a most astonishing collection of historic vehicles and modes of transportation, under their own power.

In the theater, tiers of seats face the stage which is on three levels and a railroad track occupies part of the foreground, while back of the two side rostrums an open space gives access to the stage, and a water front bulkhead extends along at the back showing Lake Michigan beyond.

The action is divided into five scenes with prologue, interludes and epilogue. The prologue portrays the retreat of the Indians from the white man invasion and the action begins with an Indian riding in on a pony. He is clad in the accepted Indian costume, bonnet, feathers, deer-skins and all. He pulls up with a jerk as if sighting something on the far horizon, peers searchingly and turns swiftly back. Directly he reappears with more scouts, while from the left straggles in a group of weary trappers, a missionary priest and others typical of the first white explorers and voyageurs of the wide, new country. There are Indian women, a pony with a travoise, a birch bark canoe, etc.

The missionary distributes beads among the women while the men bargain for a deer carcass. Then the scene of the pageant of progress begins, as a tall, bearded ranger, coon skin cap and rifle comes on. This, the narrator says, is Daniel Boone blazing a trail for a party of settlers, men, women and children coming in covered wagons and on jaded horses. An Indian war party charges the camp which they have set up, and women fight beside their men with any variety of arms they can get hold of, the women not hesitating to beat up their victims with frying pans or any other household utensil.

The next scene changes from the frontier to gay little old New York in 1807, showing the water front. Sailors in various stages of conviviality appear and girls come out to entertain them; and then comes on a varied procession of citizens in queer old chaises and family chariots—all of undoubted antiquity and authenticity, while the costumes follow faithfully the modes of the day. A Philadelphia stage coach dashes onto the scene while the narrator relates the importance of the event, it having negotiated the entire ninety miles of distance between the cities in the unbelievable time of *two days*. Then a little pioneer paddle wheel steamer arrives at back stage and the entire gathering is agog with excitement and curiosity for *steam transportation* has arrived.

The era of the Erie Canal and its distinctive type of water transportation comes on in the foreground, the canal boats drawn by the usually accepted tow mules while passengers of fashion sit on the boat deck which is the roof of the cabin and wave greetings to the awe struck bystanders.

The clipper ship then has its day and is portrayed on the Baltimore water front where the crowd gathers, laborers, business men, hangers-on and girls. Hogsheads of molasses and tobacco are trun-

dled on and bales are piled up on the dock. The ship comes to mooring and a varied action typifies the mode of the times.

At last comes the era of steam transportation and the founders of the first railroad assemble in Baltimore to see the consummation of their hopes or their fears—the little old "Tom Thumb," pioneer American locomotive, comes chugging in under its own steam. Peter Cooper, the builder, climbs aboard and the odd little contrivance under the name of a locomotive pushes itself across the stage amid frantic demonstrations from the people. The famous race between the Tom Thumb and the old gray mare follows, then successively a parade of the various stages in the progress of steam transportation. The locomotives as they come in, in succession, on the rails are all under their own steam and are themselves, the real thing, which have been loaned to the Century of Progress by their owners or the museums in which they are permanently preserved. There is the famous "DeWitt Clinton," first locomotive of the old Mohawk & Hudson R. R. It drags its train of coaches just as we have been used to seeing it pictured and described; there is the "Thomas Jefferson" of the year 1836, and the Winchester & Potomac R. R., with its train; then the "Pioneer" of 1851, now beginning to look something like the locomotive we have grown to know, it was of the Cumberland Valley R. R. The old "C. P. Huntington" of the Central Pacific, of the year 1863; the "Minnetonka," first locomotive on the Northern Pacific, still affectionately remembered in the regions of its usefulness, as "Old Betsy." Then this scene closes with the appearance of the "Thatcher Perkins," an imposing spectacle for those days, for it drags in a train of early day coaches while an excited populace stands by agape in wonderment. There is with all of this pageantry, a pantomimic comedy to enliven the action.

The scene changes then to the days of the forty-niner of California, with the weary, travel-stained caravans that crossed the plains and mountains to the new eldorado. In wagons and on ponies they troop by. Then a stage dashes up, is held up in frontier style with shootings and that like; the pony express streaks by, scarcely stops at the relay station, while rider and mail bags change ponies, and go hurrying on.

The driving of the golden spike as the rails of the Central and Union Pacific Railroads meet at Promontory Point in Utah, and from either side, two locomotives roll in over the rails, and the accepted tableau of the two enterprises grasping hands across the pilots of the two engines.

"The Gay Nineties" come on, with the episode of the World's Columbian Exposition. Fine horses prance onto the stage drawing coupes, brachoues, victorias, smart broughams, a tallyho coach, etc., carrying parties of smartly dressed men and women all in the height of the pre-

(Continued on page 13)

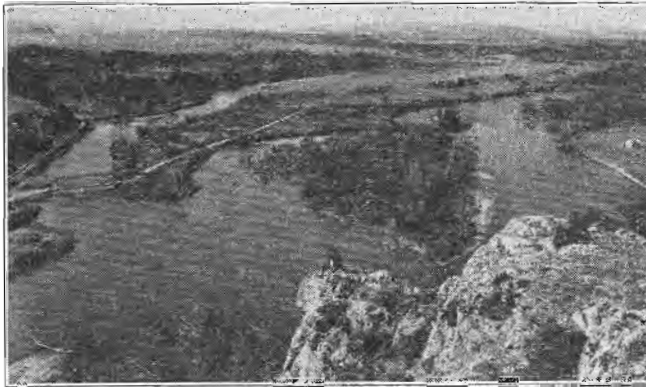
Some Half Forgotten History—

The Remittance Men of Old Three Forks

NO PLACE in the state of Montana has such a many-sided, glamorous past as the sunny, mountain-girt valley where the Madison, Gallatin and Jefferson Rivers unite to start the Missouri on its way to the sea. The Three Forks plain all surrounded by the snowy-capped "Shining Mountains" has a past linked with the earliest human life that roamed these mountains, with the Indian tribes which came here every year to hunt the buffalo or met in battle array when the hostile tribes clashed in dispute of eminent domain.

The white explorers, the fur traders, the settlers all came this way and left something of tradition to the historic spot, and last among the transient sojourners were a picturesque gentry who "lit" in the valley for a short period lending to the place an atmosphere of international interest. These comers were Englishmen, younger sons for the most part of the British peerage, young men raised to believe that work was degrading and packed off the ancestral isle for various reasons. They came to be known in foreign lands as "remittance men" because they lived, not by work or by wits, but on the periodical remittances from home, and enjoyed life in ways peculiarly their own. The first Three Forks town was a remittance man town and some recollections of their sojourn there are still extant, while but little of material evidence stands to their memory.

With all the historical associations about the place it is little wonder that the very air at Three Forks seems to impart something of the intangible essence of romance. The thrilling climax to the great Lewis and Clarke Expedition was enacted here when the weary explorers, led by the Shoshone Indian woman Sacajawea, climbed a height overlooking the valley and beheld, in glistening glory below, the three rivers they sought and believed to be the headwaters of the Missouri; the more romantic thrill of the Indian woman, espoused to one of the half-breed guides, finding among the wondering tribesmen gathered in the valley her long-lost brother, a proud and powerful Shoshone chief; for Sacajawea had been stolen from her people years before and carried east to grow up among the savages of another tribe. And back of that reunion come trooping in the shadowy figures of the hostile tribes who came in every year over the trails from north, east and south—the haughty and bloodthirsty Blackfeet from the north; the no less savage Banacks and Crows from east and south and the Flatheads from West of the mountains, the Shoshones from northwest. And when they were not hunting in the valley, they turned it into bloody battleground for most of the tribes waged perennial warfare among themselves. Following the white men explorers there came the fur traders, among them the noted Manuel Lisa, who established a trading post at



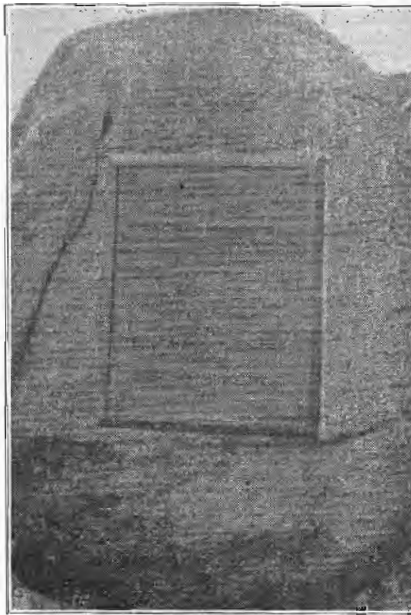
The Three Forks of the Missouri River

the point where the Madison and Jefferson Rivers meet. Ruins of the old post still stood on that spot until within a few years, when high water carried the rotting timbers down stream and demolished all vestiges of the post.

The Three Forks plain also thrilled to the wild dash of the trapper Coulter, who escaped from hostile Indians and made his historic race across the valley to the mountains that border Yellowstone Park.

Followed then the gold rush with its restless throngs that trekked across the plain in the fond hope of finding "gold in them thar hills."

And then the remittance men who came and established a British colony along the Missouri's headwaters. They built a little community that is now styled "Old Town" down by the "Forks" and one writer of that day says: "Three Forks, old town, while never within British possessions, was at one time under British control" and it came about this way—in 1884 an English company composed of four men purchased a site for a hotel and later ac-



Tablet to Sacajawea, at Three Forks, Montana

quired some six or seven hundred acres, adding to their holdings until they controlled in the neighborhood of 7,000 acres on which they purposed to range cattle and horses and enter in a big way into the horse and cattle industry. They founded a town and built what, for those days, was a pretentious hotel and set up life in baronial style. During their first year they ranged something like four hundred head of cattle, but the winter proved a hard one and they decided the climate was not favorable to their projects and in the spring of 1885 they took their bunch

north to the British possessions, leaving the little town, the fine hotel and all the lands and ranch homes to destiny. And so for a short period Old Three Forks was strictly English and the old town was socially gay.

It is said that quite a number of the residents were descendants of well known British noblemen and they were joined occasionally for a more or less protracted visit by friends and relatives whose object was a wild time out in the Montana open spaces, with none to curb their lawless performances. It was said they had been too wild to keep under the parental roof, so they were shipped off to the settlement at Three Forks with a sigh and a good riddance.

About the time that the range cattle project blew up at Three Forks, one of the number, with the idea of retrieving something from the bursted bubble, evolved the idea of establishing a ranch in the Madison Valley, put up a few log cabins and sent over to England an invitation to some of the wild younger sons to come out to the Valley and learn American methods of farming. A certain number of favorable responses were received, and shortly the young gentry began to arrive—they came at the rate of fifty pounds per head. While it may be subject of some doubt whether these young men experienced reformation of their wild ways to any degree, it is certain they did have a good time. They all came with fine rifles and guns and they were all good shots, as of course became the true son of Britain.

Here is a story typical of the kind of "reformation" they acquired: "One day the whole gang—ten or fifteen—bought a porker, took him up the road, loosed him and each one armed with a rifle took after him after the pig had gotten a good start, firing as fast as they could. The frightened pig made for the main street of old Three Forks with the Englishmen after him, shooting wildly, but entirely unable to kill 'the bloody beast.' The inhabitants were scared to death for the bullets were flying thick and fast, and their only refuge was the cellar. The English, however,

soon tired of their sport and retired to the 'tap room' of the hotel while the pig lived to a riper age."

The town of Manhattan was also settled by English emigrés and the two colonies often got together to eat, drink and be merry and this is another one of the stories which has survived the British occupation: "About midnight, after beer and wassail, someone suggested they all go out and wake up the Americans. So armed with some kind of a gun, each one, they sallied forth and the town was obliged to enjoy the fusillade, whether they wished to or not."

An ice boat, the first of its kind in Montana, furnished the Englishmen a lot of fun when Madison Valley overflowed and became a sheet of ice. "One day the crew of the ice boat started down the flat with a fair wind. About a mile ahead was a barb-wire fence and just as the boat was about to strike the barrier, the crew all jumped. They were going at break neck speed so the result of the jump may be imagined. They were picked up and returned to their ranch considerably the worse for the experience. The boat was a wreck."

These youngsters varied their "studies" into American methods of farming by riding bucking bronchos with an English saddle. They were fearless, good sportsmen and good swimmers, and they seldom

troubled to take the bridge, but swam their horses across any stream they came to—always landing in safety even though their experiences in the water were often times perilous.

The English disappeared from the Valley after about ten years, and Old Three Forks lapsed into a peaceful quiet, not to be disturbed again until the sound of the graders' outfits announced the coming of The Milwaukee Railroad, after which the old town was superseded by a new location—the old hotel was moved bodily from its foundations up to the new city and is now a part of the handsome Sacajawea Hotel that stands in the street in the new Three Forks opposite The Milwaukee Road station. Other buildings were transplanted and "Old Town" settled into a memory, with only here and there a ranch-house of the "ancien régime" to mark the place of the so-called "British Possession."



Hotel Sacajawea, Three Forks, Montana

Half a Century Ago

Some Tricks in Railroading in Those Good Old Days

THE Milwaukee Journal in their Fiftieth Anniversary Edition, published several months ago, carried some interesting stories which old-timers of The Milwaukee Road will readily remember as being in the nature of "stealing a march" on a competitor, etc.; stories that were told in their day with all the relish of the loyal "Milwaukee Spirit."

Mr. Charles A. Lapham, division engineer, at Milwaukee, was the Journal's historian for many of the anecdotes of those other days:

The eighties were an era of branch line building, of little railroads being gobbled up by systems that were becoming giants, of battles for control of railroads. Fine stations were being built; refinements were being made in locomotives, cars and roadbed.

Stealing into forbidden areas under cover of night and working frantically to lay a stretch of rail by lantern light before anyone could stop them was another trick of those days of the eighties that Mr. Lapham tells about.

Tracks Laid Secretly

"There were many times when expansion of the railroads were blocked by common councils, lawyers and everybody else," he says. "Competition was bitter. We were always fighting to get into new territory and speedy action was necessary to stop the other fellow from beating us to it.

"Once we wanted to lay a track across a street near what is now our freight depot

at Fowler Street. The politicians wouldn't let us. We were desperate.

"We got everything ready—rails, ties, etc.—and went there at 4:30 a. m. one Sunday with a big gang. We worked as quietly as we could and laid those tracks right across the street. We got them across before anyone knew what was going on.

"There was a big row over it. But being Sunday, they couldn't get an injunction to stop us. After we got the tracks in, I guess they thought we might as well leave them there.

"Down at Janesville we did the same thing one Sunday, but had a harder time. The police tried to stop us, but they had no injunction so we kept right on.

"Another time we got wind at Madison that the Illinois Central wanted to extend from Madison to tap the timber in the north woods. The Milwaukee Road and the North Western ran side by side along a lake. There was just enough room between their tracks for a third track and the I. C. planned to sneak in and lay its track right down the middle.

"But we fixed them. We went in and laid the track ourselves on Sunday while a great crowd gathered to watch us. There were telegraph poles in the way, but we spaced the road out and left the poles standing and later in the week, we took them out."

It was in 1879 the great shops of the railroad in the upper Menomonee Valley were just being completed. And thereby hangs a tale.

Those shops were built upon marsh land.

The Menomonee was treacherous, not the tranquil, inoffensive little stream of today.

Menomonee Wild Stream

There were times when that stream, then following a circuitous route, went on a wild dash and ripped up railroad tracks by the hundreds of yards.

The great industrial valley, where 50,000 now work in good times, with its hundreds of mills and giant machines, was yet in the future.

It was Lapham, grandson of one of the builders of the Erie Canal, who tamed the river. He had a new channel dug, dammed up the river and set a new and straight course for it from which it never has jumped. This made possible the great development of the valley.

Lapham was also associated with the building of the present Union Station of the Milwaukee Road, completed in 1887. He had charge of driving the stakes upon which it was constructed. That station in those days was considered the last word in station facilities. A mile of new track was laid to bring the trains into it.

In the same story John M. Horan, seventy-eight year veteran of the service does some interesting reminiscing:

"My memory runs way back to the days when they laid the first rail where the Milwaukee shops now stand and I can still see the white oxen hauling the ties in.

"I go back to the wood burner days when we stood in the gangway and threw four-foot logs in as fast as we could move, stopping every few minutes to pull splinters out of our hands with our teeth. I can remember the first coal burner because I was engineer on it. We had an expert come and show us how to fire it, and we thought it was wonderful to get along with so small a fire.

We were pretty smart, we thought, and took our engine out the next day bound for Madison. We hadn't gone many miles when we found in our ignorance that we had let the fire blow up the stack and we had no fire. We had to start a new fire with wood and we used wood all the way to Madison.

Thirty Hours to Madison

"That was an awful trip. It took us 30 hours to get to Madison.

"Those days before 1882 were hard ones. We didn't have any eight-hour law then. Railroad men thought nothing of working 24 and 36 hours and then getting called after a few hours sleep and going out on the road again. I guess the most uncomfortable job on the line then was that of call boy. We had no telephones and it was the boy's job to get us out of bed even though we might throw shoes or anything else at him to go away. I remember my mother getting me up by putting a wet rag on my face.

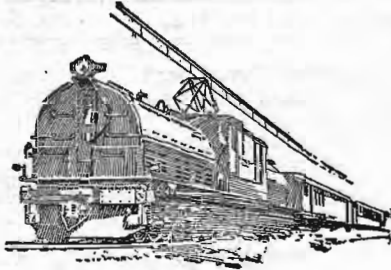
"One of my most amusing memories was of the immigrants in the days before 1882. The Goodrich line boats brought thousands of them up from Chicago. The boat people wouldn't let the railroad's representatives on the boats to solicit passengers for the trip on into the west.

Grabbed Immigrants' Bags

"Our shops then weren't far from the docks. A. V. H. Carpenter was our gene-

(Continued on page 16)

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



Progress

In the field of transportation great strides have been made during the past one hundred years and this is one of the features presented at "A Century of Progress," more popularly known as the Chicago World's Fair, which is now in full swing.

The progress made by the railroads in providing for safety and comfort in passenger equipment is a convincing argument in favor of "travel by rail to Chicago's Fair."

During the past 15 years, more than 154,000,000 passengers have traveled over the Milwaukee Road and during that period only one passenger was fatally injured in a train accident. This record denotes progress in providing for the safety of passengers on our trains and can be used to good advantage by all employes in soliciting passenger business. At the same time we should take advantage of every opportunity to secure freight traffic.

While a century of progress is being dramatized at Chicago's Fair, we must look to the future for even greater accomplishments not only in our safety records, but in all other fields of endeavor in which we are engaged. By planning beforehand, progress is assured.

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

Vice-President

(Contributed by E. A. Meyer, Manager Safety & Fuel Depts.)





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Questions Cheapness of Waterway Transport Declares Inland Waterways Are Not Needed, and Suggests Inquiry into Real Cost of Providing This Service

WITH the "cheapness" of inland waterway transportation yet to be proved, and the absence of any actual need for this service, there is no real reason left for the government to continue in this business, declares *The Traffic World*. Its editorial on this subject follows in part:

"The favor with which inland waterway development is still meeting rests on the premise that waterway transport is essentially and definitely cheaper than rail transport. If it were, there could be no question but that the government was wise in fostering it, but is it? That question has never been properly studied or answered.

"Have the waterway operators any undue advantage in rates not justified by comparative cost of service—real cost? Should they pay something for the use of the waterways to reimburse the taxpayers for money expended in deepening and maintaining channels? These questions must be answered.

No Shortage of Transportation

"It cannot merely be assumed that water transport can be furnished at lower cost than rail transport and that, therefore, the government ought to promote it. And, whatever is concluded about water transport in general, there can be no good reason for the government itself continuing

"The waterways are not needed at all. The only justification for them is low rates, and whether these low rates are justified or not can be known only after some such study as we have suggested is officially made. Certainly, low rates made by the government itself, with part of the real cost borne by the taxpayers, are not proper."

Unfair Truck Competition Cuts Rail Income

Rail Carriers' Freight Revenues in 1932 Reduced by \$500,000,000 Due to Subsidized and Unregulated Highway Transport

SUBSIDIZED and unregulated highway transportation in 1932 deprived the railroads of 500 million dollars in freight revenues, which is equivalent to the annual interest on the carriers' entire funded debt, Samuel O. Dunn, Editor, *Railway Age*, told the members of the Southwestern Lumbermen's Association recently. In his address, which follows in part, he pointed out that this loss to the railroads is reflected far beyond the industry itself.

"Detailed information furnished by the agents at all railway stations in the seventeen states in the Mississippi Valley shows that the freight handled by the trucks in these states would have yielded the railroads, if it had been handled by rail, more than 180 million dollars in gross earnings.

"As about one-third of the freight traffic of the country is handled in the Mississippi Valley states, and as truck competition is about equally prevalent throughout the country, it is a reasonable conclusion that the earnings lost by the railroads due to truck competition were three times as great in the entire country as in the Mississippi Valley states.

Equals Interest on Funded Debt

"In 1932, therefore, the subsidized and unregulated competition of trucks oper-

ating upon the highways deprived the railroads of 500 million dollars of freight revenues, an amount approximately equal to the annual interest upon the entire funded indebtedness of the railroads.

"It entered it in the beginning for two reasons—first, on the theory that there was a shortage in transportation facilities that ought to be remedied, and, second, in order to demonstrate to private capital what could be done on the rivers.

"If either of these reasons was ever a good one it is good no longer. There is no shortage, but rather an over-abundance of transportation facilities, and, if a demonstration was needed, it has continued long enough and cost enough to satisfy. If the thing has not been demonstrated by this time it never can be.

Do Not Help the Railroads

"That development of inland waterways will 'help the railroads' is one of the silly things urged in defense of waterway development. What is needed now is a sane and sound coordinated system of transportation. We hear too much from enthusiasts and not enough from hard-headed economists who have no interest but the right.

"The waterways are not needed at all. The only justification for them is low rates, and whether these low rates are justified or not can be known only after some such study as we have suggested is officially made. Certainly, low rates made by the government itself, with part of the real cost borne by the taxpayers, are not proper."

competition has been added to the depression as a cause of the present railway situation, let us see what has happened since 1929 because of the railway situation in the seventeen Mississippi Valley states.

"Between 1929 and 1932 the number of persons employed by the railways in these states declined 254,000, and the amount paid them annually in wages declined about \$515,400,000. The purchases of equipment, material and fuel made by the railways from industries in these states declined about \$330,000,000. Therefore, the railway payroll and railway purchases from industries in these states were about \$846,000,000 less in 1932 than in 1929.

"In 1931 the railways paid \$111,420,000 in taxes in these seventeen states, of which \$41,000,000 were used for the support of state and local governments, \$49,000,000 for the support of schools, and \$17,000,000 for roads and bridges. From what source will the local governments and schools in these states derive the taxes now paid by the railways for their support if railway earnings continue to be reduced by unfair competition?"

Subsidies and Lack of Regulation

"Including proper charges for interest upon investment, depreciation and maintenance, the highways of the seventeen Mississippi Valley states in 1930 cost the people of these states over \$740,000,000.

"The amount of revenues received from motor vehicle license fees, gasoline taxes, etc., in that year was about \$302,000,000, or only about 41 per cent of the total highway cost. This left about \$438,500,000, or almost 60 per cent, of highway costs to be paid from general property taxes and other sources.

"To continue to foster long distance truck transportation by subsidies and lack of regulation will undermine the ability of the railroads to render service that they only can render, and will completely destroy the publicity, stability and equality of freight rates which have become essential to the nation's commercial welfare."

President Scandrett Elected to the Western Railroads Co-ordinating Committee

ON June 30th, representatives of the Western railroads elected a regional co-ordinating committee as follows: Carl Gray, president, Union Pacific; S. T. Bledsoe, president, Santa Fe; H. A. Scandrett, president, Milwaukee; Ralph Budd, president, Burlington, and Hale Holden, chairman, Southern Pacific. Mr. Scandrett is receiving congratulations on his appointment to this important committee.



On the Upper Iowa River

James J. Sweeney

ON June 29th, at his home in Freeport, Illinois, occurred the death of James J. Sweeney, agent at Freeport and veteran in Milwaukee service. He was 71 years of age and had 55 years of continuous service with this company. He began his railroad work as messenger, then telegraph operator and was stationed at Fulton and Lanark; also served as relief agent on the R. & S. W. Division. He served twenty-two years as agent at Nurlington, Wisconsin, from which point he was transferred to Freeport, where he has since remained. He was the third oldest man in point of years of service on the division.

Mr. Sweeney enjoyed to a remarkable degree the friendship and confidence of the business world with which he came in contact, and was honored with the respect and love of his many friends of The Milwaukee Family.

Funeral services were held on July 1st and burial took place in Freeport. He is survived by his widow, two daughters and one brother, all of Freeport, to whom the sympathy of The Milwaukee Family is extended.

J. E. Ober

ON THE morning of June 18th, at St. Olaf's Hospital in Austin, Minnesota, occurred the passing of Mr. J. E. Ober, veteran agent of this company at Austin. He had been in failing health for some time, and recently went to Rochester for observation and treatment. He returned to Austin and entered St. Olaf's Hospital. Death was caused by a cardiac affection.

Mr. Ober was born in Preston, Minn., in 1857, and entered railroad service as express messenger, between North McGregor and Chamberlain. He was the first express messenger to run into Chamberlain. In 1885 he started work for The Milwaukee Road, as clerk. In 1895 he was appointed agent at Sheldon, Iowa, where he remained until June 1st, 1908, when he was transferred to Austin to take the position of station agent, which position he filled until his death.

"Joe" Ober, as he was affectionately known among his friends, was genial and popular wherever he was known and was greatly esteemed by the community in which he has lived so many years. "Joe put the human element into the conduct of a big corporation," said one of his many friends, "and attracted business to his road by his personality and friendship, as if he had been working for himself." He was a member of the Veteran Employees Association, the Masonic Order, the Elks, the O. E. S. and the local Kiwanis Club. Funeral services were conducted at the home and burial was in the cemetery at Austin.

Mr. Ober is survived by one son, Floyd H. Ober of Minneapolis, and one grandson. The funeral was largely attended by his friends and associates of the railroad, who unite in tendering sympathy to the surviving family.

William E. Jones

William E. Jones, train dispatcher for the past forty years at the LaCrosse Di-

vision, died at his home in Portage on June 9th.

Mr. Jones was among the best known dispatchers of the company. He occupied the position of dispatcher at Camp McCoy during the World War and also served at New Lisbon, Tomah, LaCrosse and Portage.

Funeral services were conducted under Masonic auspices and burial took place at Portage.

Mr. Jones is survived by his widow, one son and two daughters, to whom the condolences of his many friends are offered in their bereavement.

John Chrystal

John Chrystal, conductor for many years on the Madison Division, died at his home in Milwaukee after a lingering illness.

He was a member of the Veteran Employees Association and had at the time of his illness, forty years of service with the company.

Before his illness he was for a number of years, conductor of The Sioux passenger train, between Chicago and Madison.

Funeral services were conducted in Milwaukee and burial took place in White-water, Wisconsin.

Mr. Chrystal is survived by his widow to whom the sympathy of the many friends of The Milwaukee Road are offered.

James M. Hill

ON July 9th, occurred the sudden death of James M. Hill, chef on Vice President Gillick's car, The Wisconsin.

Mr. Hill had not been in good health for some time, but his illness was not considered serious. He passed away after a sudden seizure in Western Avenue Yards in Washington Boulevard Hospital without regaining consciousness. He was on his way to prepare his car for a road trip.

"Jim Hill," as he was always called, was one of the best known and most popular of The Milwaukee Road's exceptionally capable and efficient chefs and he enjoyed a wide acquaintance and friendship all over The Milwaukee System. Officials and employes alike held him in regard not only for his ability in his calling, but for the sterling worth of his character.

He was a veteran in Milwaukee Service, having commenced in 1890 as porter and chef on Mr. W. J. Underwood's car.

He also served Vice Presidents J. H. Hiland, B. B. Greer and J. T. Gillick, with whom he was employed at the time of his death.

The personnel of the general offices contributed a floral blanket in testimony of their regard.

He is survived by his widow, three sons, one granddaughter, one sister and one brother, to whom the sympathy of Mr. Hill's many friends on the railroad is tendered, in their bereavement.

To the Officers and Employes of the Great "Milwaukee" System.

WE WISH to extend to you, our sincere thanks and appreciation for the telegrams, letters of sympathy and beautiful floral designs, received during our bereavement.

The passing of the faithful head of our family was quite a shock to us, but after hearing such wonderful testimonials of his loyalty and faithfulness, and such beautiful words of condolence, the sting from the shock has been partially removed, and we are better able to bear our burdens with a smile.

We thank you again and again.

Mrs. J. M. Hill and Family.

A Railroad Yard At Night

R. W. L.

A cold moon dripping ice upon a frozen patch of earth—;

Shimmering mercury in long thin lines: Blotches of black—cloud shadows no doubt.

A heap of ties, like stiff corpses strewn aimlessly about,

With spots of red and green—eyes blood shot with anger or dyed with jealous bile:

Queer noises like the deaden thump of ripe plums falling:

And a harsh swish of dry shifting snow—

A leaden cold engulfing all—

Freezing the blood of life that might be there These things make up frost bound yards at night.

His Golden Jubilee

ON June 15th, Morris P. Conery, of Iron Mountain, Michigan, celebrated his fiftieth year as a railroad employe, forty-four of which has been continuously with The Milwaukee Road and six years with the Milwaukee & Northern R. R., which is now the Superior Division of this railroad. His service has been in the car department as car repair foreman. He has served under twelve superintendents whom he speaks of as "the finest officials with the real Milwaukee Spirit, a man could have in any line of work."

Mr. Conery is a native of Wisconsin, and as a young man he worked at the wheelwright trade at Oconomowoc and Neenah; and while at the latter place, formed his first connection in railroad service as a bridge worker with the Milwaukee & Northern R. R. He remained on that work five years and was then transferred to the M. & N. shops at Green Bay. In 1890 he was sent to Iron Mountain as car repair foreman and was re-engaged in that same capacity when that same year the Milwaukee & Northern was taken over by the C. M. & St. P. In 1918 Mr. Conery was transferred to the car shops at Green Bay as general car repair foreman, and was transferred back to Iron Mountain several years later as car repair foreman at that point.

"During the busiest days of Iron Mountain's mining development," says the Iron Mountain News, "when the St. Paul was hauling ore from the Pewabic Mill, Hamilton, Ludington, Chapin and Traders' mines here, and other properties in the immediate district, as many as thirty men were employed constantly in the car repair department under Mr. Conery."

Mr. Conery was married in 1883 to Miss Margaret Kinivan of Neenah, and nine sons and one daughter were born to them. Six sons and the daughter, who is Mrs. Henry Hadey, live in the Iron Mountain district and one son resides at Channing, Mich. Mrs. Conery died in 1909.

This veteran of the service is in the enjoyment of good health, goes regularly to his work as part-time car repair foreman.

History of Track Material

Reclamation on the Milwaukee Road

By John Reinehr

IN 1864 there was established at New Lisbon, Wisconsin, a small shop for the purpose of repairing iron rails that had become battered at the ends or bruised or battered elsewhere on the surface. The equipment consisted of two ordinary blacksmith forges, hand driven bellows blast, anvils, and ordinary blacksmiths' tools.

The method of repair was to weld a prepared wrought iron patch to the defective portion of the rail, by heating rail and patch simultaneously and welding the patch over the defective portion of the rail with hammer, sledge and flatter. The work at New Lisbon continued until 1868 when it was shifted to Watertown, Wis., and continued there with some addition to equipment. A power blast was installed, also a set of power rolls to roll the patch onto the rail instead of applying it through the former means of hammer, sledge and flatter. However, there were many failures of the rails where patched, and the idea was conceived of cutting off the battered ends, redrilling or repunching the rails to fit the standard splice bars and using the rails in the shorter lengths.

The idea of a friction saw was conceived about this time and after many failures this was successful, and with changes in composition of metal in the saws, improvement in the drive and method of handling the rails, friction sawing has continued until the present, through this means of reconditioning rails, many millions of dollars of rail service has been conserved.

To the rail reclamation plant at Watertown there were added directly after installation at Watertown, frog shop, track tool manufacturing and repair shop, also a hand car repair shop, and current repairs were made at this shop to many units used in the maintenance of track.

Up to the time that the frog shop was installed at Watertown, the only frogs commercially available were cast iron frogs faced with steel wearing plates. Rail frogs and rail railroad crossings were manufactured in this shop. The design as compared with present design was crude. The method of manufacture equally so. The design was of bent and rough cut rails riveted to plates, without filler blocks or assembly bolts. The method of manufacture was to bend the rails to template with sledges, hack the rails to desired head and base design and dimension with hot chisel and flatter, and to assemble the structure by riveting to a base plate. There were no split switches manufactured at Watertown. As a matter of fact these were still in the experimental stage and but very few if any were in service on the railroad.

In July, 1887, the entire shop burned down. The frog shop was moved to Humboldt Avenue, Milwaukee, and a more modern shop was installed, with mechanical means for bending rails, planers and

shapers for cutting to form. Split switches were also manufactured at this shop. The activities of the shop were about the same as the activities of the frog shop at Watertown, excepting that improved methods were used. Repairs to hand cars was discontinued, this activity being transferred to the shops at West Milwaukee.

The frog shop was operated at Humboldt Avenue, Milwaukee, from October, 1887, to November, 1907, when the plant was moved to Tomah, Wis., and it has operated at Tomah since then. To the activities of the frog shop at Tomah there has since been added, repairs to all section motor cars and repairs to all track equipment, developed within the past 25 years and used in the maintenance of track. There has also been added to the activities of Tomah a modern concrete products plant in which are manufactured all of the concrete culvert pipe used on the system, and such other concrete products as are required for track maintenance. A carpenter shop and planing mill is operated at Tomah for the purpose of framing bridge timbers, repairing motor cars and push cars, also to manufacture all track signs. In addition to this the General Maintenance of Way material storehouse is located at Tomah and the Maintenance of Way stock of material excepting rails, ties, angle bars, tie plates and anchors is carried at Tomah.

As noted above the entire plant at Watertown was destroyed by fire in July, 1887. In October, 1887, a rail sawing plant mounted on a car, making it portable, was installed at Watertown and rail reclamation was carried on. The plant serving the purpose for the whole railroad until 1890.

In 1889 a program of rail renewal cov-

ering several years was outlined and it was found that the plant at Watertown would not be able to reclaim all of the rails proposed for removal from track, and it was decided that another plant of larger capacity was to be built, so that the rails recovered from track could be reclaimed, and gotten back into service in the same season that they were removed.

The additional plant was designed at Watertown and located at Savanna in 1890, its present location. Both plants were operated from 1890 to 1894 when the plant at Watertown was abandoned and the plant at Savanna performed all of the reclamation excepting as noted below until 1928, when an additional plant was installed at Tomah.

About 1892 the idea of rerolling old rails removed from track was conceived, the rails so rerolled being heated and by rolling reduced in section, retaining original length. This method was followed for some years in reclaiming the heavier sections of rail, but was discontinued entirely in 1917. Since 1917 all rails removed from track were reclaimed, through the former method of friction sawing, at Savanna and at Tomah. The plants at Savanna and at Tomah are of modern design, the plant at Tomah being built in 1928, the plant at Savanna being rebuilt in 1930.

The history as noted above commencing in 1864 up to 1886 was furnished by Mr. Andrew Flood, who was employed at both New Lisbon and Watertown and who still lives at Milwaukee. The history since 1886 is from the writer's observation and memory.

The writer wishes to say that from his observation of methods on other railroads, from his conservation with officers of these other railroads, there was up to about 1920 a very hazy conception of the possibilities of rail reclamation. The Milwaukee Railroad in the writer's opinion is the pioneer in systematic reclamation of rail, and the improvement in methods of reclaiming.

"The First Fifty Years Are the Hardest"

THE above assertion was made by Mr. August Kressin, Steamfitter Foreman in the Milwaukee Shops Passenger Car Department in commenting on the completion of fifty years' service in the employ of the Company.

Mr. Kressin entered the service of The Milwaukee on July 5, 1883, as a store helper and in 1886 at the request of Mr. J. J. Hennessey he was transferred to the Car Department, Steamfitting Department as a steamfitter helper which position he held until 1889 when he was promoted to a steamfitter and in 1891 when he was again promoted to Steam-



August Kressin

fitter Foreman which position he now holds.

Mr. Kressin has seen the steam heating installations in our passenger equipment cars grow from a very humble beginning (there were only three employes in the entire Steamfitting Department when he started work with them) up to its present efficiency which vies with and in most cases excels the modern heating plants which we have in our homes today. The first of these installations being the piping up of cars running in what is now known as our "Pioneer Limited" train.

He has seen the relocation of the steam train line used for heating purposes from underneath the cars to the overhead system and then back again to underneath the car due to the fact that occasionally passengers and others would be treated with a hot bath in the event that the steam hose developed a leak.

He has further seen the replacements of what were once regarded as modern heat-

(Continued on page 13)

ACCIDENT SAFETY FIRST PREVENTION

Contest Standing for First Six Months

THE following tabulation shows a forecast of the rank of the various divisions in the safety contest for the first six months of 1933; also the number of reportable and lost time injuries which occurred on each of the divisions during that period and similar information for shops and departments:

Rank	Divisions	Reportable Injuries		Lost Time
		Fatal	Other	
1	Dubuque & Illinois.....	..	..	..
2	Twin City Terminals.....	..	..	..
3	La Crosse & River.....	..	1	3
4	Iowa & Dakota.....	..	1	..
5	Milwaukee Terminals.....	..	2	2
6	Trans-Missouri.....	..	1	2
7	Chicago Terminals.....	..	4	2
8	Iowa & Southern Minnesota.....	..	1	2
9	Iowa.....	..	5	..
10	Milwaukee.....	..	3	1
11	Kansas City.....	..	3	2
12	Rocky Mountain.....	1	..	1
13	Coast.....	1	2	3
14	Terre Haute.....	..	3	1
15	Hastings & Dakota.....	..	5	1
16	Madison.....	..	4	..
17	Superior.....	1	1	..
	Minneapolis Loco. Shop.....	..	..	..
	Tacoma Locomotive Shop.....	..	..	..
	Milwaukee Locomotive Shop.....	..	2	2
	Milwaukee Passenger Car Shop.....	..	2	..
	Milwaukee Freight Car Shop.....	..	1	1
	Car Department:			
	Southern District.....	..	..	..
	Northern District.....	..	..	..
	Lines West.....	..	..	..
	Middle District.....	..	..	1
	Car Department—System.....	..	3	2
	Locomotive Department—System.....	..	6	3
	Store Department.....	..	1	1
	Signal Department.....	..	1	..
	Sleeping & Dining Car Department.....	..	..	1
	Maintenance of Way Shops:			
	Tomah.....	..	..	..
	Savanna.....	..	..	..

The Dubuque & Illinois and Twin City Terminal Divisions have a very wonderful record and rightfully deserve congratulations. The officers and employes of both these divisions are very proud of their showing and are working hard to keep the record clear for the balance of the year.

In addition to the foregoing, I believe the information contained in my Circular No. 464, copy attached, would make good material for the magazine and I suggest that you publish that part of it which is enclosed in red under the heading:

HEALTH SUGGESTIONS

By

Dr. A. R. Metz, Chief Surgeon

There is quoted below a bulletin containing health suggestions by our Chief Surgeon, Dr. A. R. Metz:

During the summer months, the following conditions should be observed:

1. Diet. Care should be exercised in not overeating, and at the time of eating it is well to mix your food. Fruits and vegetables are always good when in season and care should be taken not to overeat too much of one fruit or vegetable, especially if not ripe. There is danger of producing an acute intestinal irritation from overeating unripe food or too much of an irritating food without properly mixing it with some less irritating food.

2. Drinking of water. Plenty of water is always indicated, but care should be used in not drinking too much at one time. Drinking large amounts of ice water or other ice drinks may cause an acute abdominal discomfort. Be sure that the source of the water is pure, especially if out on a camping trip where the water supply is unknown. In case of doubt, it is well to boil water at least five minutes which then makes it safe for ordinary drinking purposes.

3. Exposure to sun is to be desired, but care should be taken to avoid over-

exposure until the skin has developed a tolerance. Repeated short exposures will develop a gradual tanning of the skin and in this way avoid the sunburn which is painful and if extensive can develop into a dangerous condition.

4. Flies, mosquitos and other insects spread disease. Every care should be taken to avoid food contamination from this source which is best accomplished by protecting the food and also screening of houses. If on a camping trip where flies and mosquitos are numerous, it is well to sleep under a mosquito netting.

5. Exercise should be indulged in with moderation until an endurance has been developed. On a hot day, avoid over exertion.

These suggestions should be of much benefit to the employes during the warm weather provided they are carefully followed out.

Saves a Milwaukee Train from Wreck

THROUGH the heroism of an eighteen-year-old girl, Miss Esther Tomcheck of Allouez, a fast Superior Division passenger train was saved from derailment near the Hochgreve Brewery at Green Bay, Wisconsin.

One morning Miss Tomcheck saw several boys piling rock and stones on the railroad track which runs along the river bank at the rear of the brewery, and within a few moments train No. 31 from Milwaukee was due. Realizing the imminent danger, the young heroine ran to the tracks and speedily removed the obstruction, completing her work just a few seconds before the train roared by. As there was no time to cross the tracks to safety on the land-side Miss Tomcheck threw herself over the embankment on the river side. The engineer saw her as she dashed down the embankment, but was unable to stop his train to render assistance if any were necessary. He, however, reported the matter as soon as he reached the station and two Milwaukee road police officers went immediately to the spot. Their investigation revealed the facts and the two boys, each twelve years old, were brought into court later. On the stand, Officer McMahon testified to Miss Tomcheck's heroic deed and the Judge, before placing the boys on probation, pointed out to them that scores of lives might have been lost as a result of their mischievous prank, had not the brave girl seen them and rushed to the rescue of the train and its passengers.

Erratum

The picture appearing on page 14 of the July issue, at the foot of column two was of Miss Goldie Lutz Bross, daughter of C. O. Bross, of Aberdeen. Miss Goldie was the author of the verses on Safety First, appearing on page 14 of the same issue, and her picture was to have accompanied the little poem.

Cafe and Restaurant Charges at Century of Progress

SO MUCH news of varying character has been broadcast concerning the prohibitive cost of meals at A Century of Progress that General Passenger Agent W. B. Dixon has compiled the following by way of guide to visitors who expect to spend a whole day on the grounds and desire to find comfortable and reasonable places to eat.

STREETS OF PARIS
CAFE DE LA PAIX
 Entrees, \$1.25 to \$2.00.
 Le Diner de Luxe, \$1.75.
 Luncheon, Le DeJener, \$1.25.
 Steaks, chops, chickens, etc., \$1.00 to \$1.25.
MOULIN ROUGE
 Special dishes a la carte, 60c to \$1.25.
CAFE DE LA ROTONDE
 Entrees, sandwiches, 30c to \$1.00.
CAFE DU DOME ET BAR
INTERNATIONAL
 Entrees, 50c to \$1.00. Cold plates and sandwiches, 35c to \$1.00.
BAR AU LAPIN AGILE
 Foods and sandwiches, 25c to 40c.
HARRY'S NEW YORK BAR
 Light sandwiches, popular prices.
NEAR 23RD STREET
BELGIAN VILLAGE
 Prices, plate dinners and luncheons, 75c to \$1.00.
 A la carte, reasonable.
NORTHERLY ISLAND—23RD STREET
PABST BLUE RIBBON CASINO
 Dinners, \$2.00. Also a la carte.
BROWN DERBY—HOLLYWOOD
 Sandwiches, 20c to 40c.
NEAR GENERAL MOTORS BUILDING
CASINO DE ALEX
 Steaks, chops and poultry, 75c to \$2.00.
 Entrees, 65c to \$1.50.
OLD MEXICO
 Fixed price meals, \$1.25 and \$1.50.
 A la carte service, popular prices.
NEAR 23RD STREET
OLD HEIDELBERG INN
 Daily specials, 65c to \$1.00. From the Grill, 75c to \$1.50. Entrees, 60c to 90c.
BIER STUBE
 Daily suggestions, 60c to 70c.
 Sandwiches, 20c to 40c.
HALL OF SCIENCE
TRIANGLE RESTAURANT
 Entrees, 45c to 65c.
 Hall of Science specials, 35c to 50c.
WALGREEN
 Sandwiches, salads, 15s to 30c.
 Sodas, beverages.
NORTH OF ELECTRICAL BUILDING
MILLER HI-LIFE FISH BAR
 De luxe dinner, \$1.25.
 A la carte, 60c to \$1.25.
SOUTH OF: WEST OF HALL OF SCIENCE
MULLER'S PABST CAFE
 Entrees, 40c to \$1.00.
 Cold platters, 50c to 85c.
CHINA CAFE
 Special Chinese dinners, 85c and \$1.00.
 Luncheons, 50c and 60c.
ENCHANTED ISLAND
HARVEY TOY TOWN TAVERN
 Entrees, 35c to 90c.
 Plate service, including dessert and beverage, 75c.
ON NORTHERLY ISLAND—NEAR 23RD STREET
HORTICULTURAL CAFE
 Entrees, 50c to \$1.35.
 Italian dishes, 45c to 60c.
TRAVEL AND TRANSPORT BUILDING
CARTER BROTHERS SODA GRILL
 Breakfast plates, 15c to 35c.
 Plate luncheons, 50c and 60c.
ELECTRICAL BUILDING
SCHLITZ OASIS
 Lunches, 35c and 40c.

NORTH OF HALL OF SCIENCE
ITALIAN RESTAURANT
 Fixed price meal, luncheon, 75c.
 Entrees, 60c to \$1.25.
ON THE MIDWAY
MIRA MAR—SPANISH PAVILION
 Spanish dinners, \$1.25.
 Spanish luncheons, 50c and 75c.
VICTOR VIENNA GARDEN CAFE
 Entrees, 40c to \$1.00.
 Sandwiches and salads, 20c to 30c.
 Specials, 20c to 50c.
LINCOLN VILLAGE NEAR MIDWAY
RUTLEDGE TAVERN
 Dinners, \$1.00 and \$1.50.
 Vegetarian plate, 60c.
ON THE MIDWAY
PUEBLO INDIAN DOBE HOUSE
 Chicken dinner, 50c.
 Lunch, 35c.
 Fish lunch, 35c.
 Extra large sandwiches, 25c.
FISHER'S KOSHER STAR
DELICATESSEN
 Cold plates, 50c.
 Hot and cold sandwiches, 15c to 40c.
 Luncheons, entrees, 25c to 50c.
THE OASIS—ORIENTAL VILLAGE
 Dinner, 75c.
 Luncheons, 50c.
 Sandwiches, 20c to 50c.
THE DANCE SHIP CAFE
 A la carte and sandwiches, 15c to 75c.
 Chinese dishes, 50c and 60c.
 Special dinners, 50c.
16TH STREET, 39TH STREET ENTRANCES
JAPANESE RESTAURANT
 Sandwiches, 15c to 40c.
 Salads, 25c to 40c.
UKRAINIAN VILLAGE
 Special dinner, 90c.
 Entrees, 50c to 85c.
12TH STREET ENTRANCE
EITEL—ROTISSERIE
 Entrees, 25c to 65c.
 Sandwiches and salads, 10c to 40c.
23RD STREET PLAZA
MAYFLOWER DOUGHNUT AND MAXWELL HOUSE CAFE
 Sandwiches and salads, 10c to 65c.
 Desserts, 5c and 10c.
WALGREEN
 Sandwiches, salads, 15c to 30c.
 Sodas, beer, beverages.
SEARS BUILDING
B/G FOOD CO.—CAFETERIA
 Price range, 5c to 35c.
 Plate luncheons, 35c to 50c.
CENTURY GRILLS
 1. Northwest Corner Hall of Science
 2. Southeast Corner Electrical Bldg.
 3. Twenty-Third Street Plaza
 4. North End of Midway.
 5. Opp. Main Entrance Genl. Motor Bldg.
 6. Northwest Corner, 2nd Floor, T. & T. Bldg.
 Cold plate luncheons, 35c, 40c and 45c.
 Hot and cold sandwiches, 10c to 20c.

Exposition Notes

LARGEST system of radio loud speakers ever hooked up together covers the 424 acres of A Century of Progress. One hundred and eighteen loud speakers are distributed through the World's Fair. Six

hundred miles of buried wires carry the 1,350 watt electric power. At every point in the Exposition grounds the music and the Fair announcements are heard and microphones can be hooked directly to the loud speaker system to pick up musical entertainments.

Five different programs may be given simultaneously in different parts of the Exposition. Loud speakers of the system that may be interfering with a musical or other event may be temporarily patched out. The three control rooms employ seven announcers and twenty-five operators, the largest staff of any single radio station in the world.

Primary purpose of the public address system of A Century of Progress is entertainment and news service in the Exposition grounds. The system can be connected directly with any outside station or network but in most cases the national services have brought in their own pickups to cover news.

The entertainment is music exclusively. No talking whatever is done except the Fair's announcements. Much of the music is brought in from outside from famous orchestras of the air. Cooperation has been given by putting the advertising in one spot on programs so the Exposition control rooms repeat simply the name of the program sponsor and drop out on the rest of the selling talk, filling in from the control room until the music starts again.

Electrical transcriptions and programs originated by the Fair public address system also are used. The Fair itself is a field of musical novelties. Singing gondoliers, quartettes, orchestras, choruses and bands may be picked up at almost any hour.

Eighteen foreign nations, European, Oriental, African, North and South American, are participating in A Century of Progress, either officially or by private enterprise. The picturesque parade runs from the towering masts of the Norwegian training ship Sorlandet, in which the descendants of the Norse sea rovers cruise the icy North Atlantic, to the Moroccan Village, a section of ancient Africa set down beside Lake Michigan.

The government buildings give a serious review of history and achievement, while the foreign villages—mostly privately operated—give the moving spectacle of life as it is lived in far-off countries. The Mexican Village shows community life emerging from the primitive on this continent. The Belgian Village, with its reproductions of medieval buildings, shows the ancient civilization of Europe and the Streets of Paris present a lively section of the Latin Quarter of today.

Japan and China show the Orient of today and of yesterday in groups of pavilions that are government contributions. Spain and the Ukraine give their color to the show of nations in pavilions that are private enterprises.

The British Empire is represented by a great show by Canada while the Irish Free State displays its industrial and artistic progress. Outstanding among individual exhibits from England are the Royal Scot train, and the Burroughs-Wellcome scien-

tific exhibit. The schooner Bluenose from Nova Scotia, champion deep-sea racing fisherman, is moored on the Fair's lake shore.

Important government buildings are those of Italy, Sweden, Egypt and Czechoslovakia. The Danish government has sent an interesting astronomical exhibit to the Hall of Science where Italy also has a separate scientific and historical exhibit.

Smallest nation of them all has brought to the Fair an exhibit of profound interest to the Western world. The Dominican Republic has erected on Northerly Island a model of the Columbus Memorial Beacon which is to be erected off the harbor of Santo Domingo by the member nations of the Pan-American Union.

Wings of a Century

(Continued from page 4)

vailing style. Then appears the "horseless carriage" which according to tradition, wheezes and stops, while its driver "gets out and gets under." The progress of the automobile then follows, with some amusing action when girls and gallants go out for a ride, the former first swathing themselves in and tying their hats on with the voluminous veils of the day, and the men buttoning themselves into the accepted "duster." All types of auto-motive vehicles follow in succession across the stage.

Then the aeroplane, with a model of the first contrivance the Curtis Brothers took off the ground at Kitty-Hawk on a memorable day while the awed bystanders point upward as if following that first memorable "flight."

As the epilogue continues, a great locomotive of the most modern type and size steams on and all manner of gas engine vehicle from the motorcycle to elegant motor cars move in rapid succession and the drama ends in a breathless measure, while a modern type of plane is wheeled up to center front, the wings are brought in and placed and Wings of Progress are complete, to date.

The story of transportation is the story of development of nations and this "Wings of a Century" depicts entertainingly, the progress in our country. It is one of the "side shows" of the great Exposition which is nightly crowded and applauded by visitors to the Fair.

The New Hub of the I & D

Wm. Lagan

CONDUCTOR John Reagan and wife are visiting relatives in Chicago and attending the Century of Progress Exposition.

Conductor T. A. Biggs and wife have returned from a two weeks' visit at Long Beach, Calif. They were called there on account of the sickness of Mrs. Biggs' relative.

Joe Griller, City Ticket Agent, Sioux City, escorted a special train from Des Moines to Lake Andes, S. D. This train carried Federal Reforestation workers to work on a Federal project at Lake Andes.

F. M. Washburn, who has been acting as car foreman at Sioux Falls, has been appointed Trainyard Foreman at St. Paul, Minn. O. K. Johnson of Sioux Falls has been appointed car foreman at Sioux Falls. We wish to congratulate these gentlemen on their appointments.

Mrs. Joe Griller and daughter spent the week

end with Mr. Griller's parents in Sioux Falls recently.

Train Baggage man George Murphy has returned from a week's fishing trip and had the misfortune while gone to get the flu. He has been confined to his home in Sioux City for the past week, but at the present time is reported to be recovering nicely.

Misses Ina May and Marion Belknap, daughters of train baggage man C. M. Belknap, Jr., left Sioux City July 10th for a visit with relatives at Los Angeles, Calif.

Chicago Terminals

Guy E. Sampson

AS YOUR correspondent was on vacation the first half of July our minutes this issue will be more like seconds than minutes. Friend wife and myself journeyed to Portland, Ore., and back via America's finest train, the Olympian. We heard enough compliments about Milwaukee Railway service to convince us that a great many people besides our own employes realize that fact. We had the pleasure of seeing Nora B. for a minute at Three Forks, Mont., and also met another member of the Milwaukee News Gatherers group, Miss Story, of La Crosse, (and that's a true story). Also had a few minutes' talk with our old time friend, Supt. Gibson and train dispatcher Sam (Filup) Hunter as well as many of the train and engine men of the old Lax Div. Was greatly pleased to learn on the coast that many people who are attending the Century of Progress, are coming into Seattle by both rail and water to route over the Milwaukee from that point. Well courtesy and prompt service is one of the fundamental principles of early training on the Milwaukee and once the lesson is learned, its advantages keep one along that line through life.

Pat Carey and wife drove to New York and Washington and spent a couple of weeks with their son who remained there while the parents returned by rail. Pat says he enjoyed a fine bath in the ocean, says he always takes a bath every year (whether he needs it or not) in the ocean. Only trouble he couldn't stay long enough to suit any of them.

Yardmaster J. Capoot on vacation this month and R. A. W., assisted by a bunch of loyal employes saw that the time freights kept up to their past schedule, during Mr. Capoots' absence.

Bensenville yards was one of the places the wind, hail and rain storm struck on the early morning of July 2nd. During the 20 minutes of the most terrible storm that ever visited these parts all activities were at a stand still as no one could remain out in the driving rain and hail let alone keeping their balance against the awful wind. Several buildings, including

the depot lost parts of their roofs and every residence, barn and other buildings of any size were shaken till they were expected to collapse. However no fatalities were reported. And were we lucky. We all say Y-E-S.

Mrs. Chas. Olhaber, wife of our oldest employe in the terminal, has returned home from the hospital where she underwent an operation for goiter. Improving nicely at last report.

Trainmaster Woodworth and family, escaped the activities of a busy railroad for a few days the latter part of June and enjoyed an auto trip into Michigan.

Not much this month but on our return the 14th, we knew we just had time to write a few items so that our column would not go vacant.

The First Fifty Years Are the Hardest

(Continued from page 10)

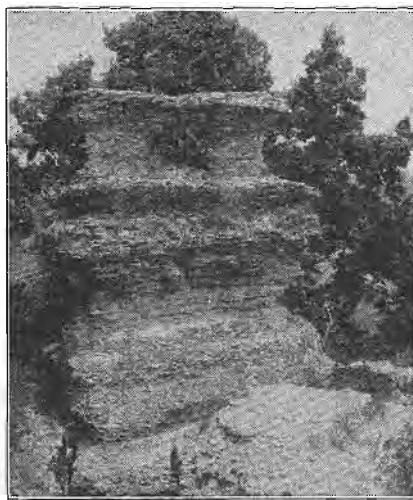
ing systems with others more modern and these again discarded and replaced with a more efficient type. The first of these being the straight steam heating system, the next being the combination heating systems in which the water in the heating coils could be heated either with steam from the train line or by a fire in the Baker heater. Then came the Vapor Heating system which utilized steam at atmospheric pressure passing through the heating system of a car. These systems were later replaced with the Baker Heater-Vapor heating systems and up to the present time when we have some of our cars fitted up with fine pipe radiation and thermostatic heat control.

It may be interesting to note that Mr. Kressin had charge of the erection of the Light and Heat Tender which was placed on exhibition at the World's Fair in Chicago in 1893. This tender was placed immediately in back of the locomotive and was used to supplement it in furnishing steam and electric power for the train. This was considered quite an achievement at that time but in making comparisons with our present installations and with the Electric Locomotive which we now have on exhibition at the Century of Progress it certainly shows that great progress has been made in the perfection of our present facilities.

He has also seen the disappearance of the old style hand pumps on the washstands and of the gravity feed water systems in our cars which have been replaced with the underneath water pressure systems furnishing hot and cold water for the convenience of the passengers and also has seen the replacement of the rubber steam train line hose with the modern metallic joints.

The only regret Mr. Kressin has is that he has but one fifty-year period to give to the service of the Company but he has in a way compensated for this by the fact that he had two sons follow in his footsteps insofar that they served their apprenticeships here at Milwaukee Shops and one of them, August, Jr., is now Roundhouse Foreman at Perry, Iowa, and the other, Herman, who died in 1930, was formerly stationed at Davenport as Roundhouse Foreman.

A dinner in celebration of the occasion was tendered to Mr. Kressin, at the Elks Club in Milwaukee the evening of June 30th, which was attended by his old-time associates and friends.



Pulpit Rock near Decorah, Ia.

The Agricultural and Colonization Department

Superior Potato Growers Producers Offered Splendid Contract Price

THE first annual meeting of the members of the Lake Superior Potato Growers, Inc., revealed that there were 698 paid up members and that during its first full year, 227 carloads of potatoes were marketed. The meeting was held at Champion Beach on beautiful Lake Michigan with a large percentage of the growers present.

One of the interesting features of the meeting was the announcement made by the Manager of the organization. He stated that he had a bona fide order for U. S. No. 1 Green Mountain potatoes that would net the growers a very substantial increase price over the price received last year per hundred weight F. O. B. cars, at any point in Upper Michigan. The person making the offer of purchase was willing to give any reasonable deposit on each car contracted.

That is good news. Even potato prices are on the upturn. Last crop year, these same growers got about 29 cents a bushel for their crop. At that they received a fair premium for their potatoes over that paid growers in other localities.

This Association of growers is composed almost entirely of farmers who grow Green Mountain potatoes. A large percent of them use certified seed or seed that is not more than one year removed from certification. Every member of Lake Superior Potato Growers, Inc., agrees to grow, harvest, store and grade his potatoes so that they can be marketed to advantage. So rigid are the rules of the organization enforced that now the brand has become well established and a market has been developed which apparently exceeds the supply. All of which is a splendid endorsement of the efforts of a group of growers who could see a future for themselves and went about cultivating that future.

Nineteen years ago when L. R. Walker entered Marquette County as the new County Agricultural Agent, his first job was a survey of 100 potato fields. Out of all the fields and all the growers, he gleaned the fact that Green Mountain potatoes outyielded and outsold all other varieties. So he started out to develop growing that variety by inducing several to attempt to grow certified Green Mountain seed.

From the number who started growing certified seed, three made good. From them has come nearly all the Green Mountain seed planted in the so-called Lake Superior area. That these seed growers produce very high quality stock is indicated by the fact that they have produced official

yields exceeding 530 bushels per acre, and potatoes that sell to select dining car and hotel trade.

It was no accident that Green Mountain potatoes should do so well in this Lake Superior region. Experience on the Prince Edward Island and in the famous Aroostook County, Maine, had proven beyond doubt that Green Mountain potatoes do best in a relatively cool growing climate. And, like the two older producing regions, this one just south of Lake Superior has a mean annual growing temperature of 67 to 68 degrees. In addition to this ideal temperature, the Lake Superior region has a soil rich in natural food elements so that size of tubers and yield per acre can be secured without great applications of commercial plant food.

Another advantage is that of market. These northern growers can send their uniformly graded, smooth white potatoes to market as far distant as Pittsburgh, Louisville, Cleveland, Detroit, Indianapolis and St. Louis, at a transportation rate equal to or less than that paid by the Aroostook growers in reaching their market. The millions of consumers in the market area of these Upper Michigan growers will, no doubt, be willing and glad to take all the potatoes, the Lake Superior Potato Growers, Inc., can offer.

Year by year the acreage of Green Mountain potatoes grown in Marquette, Baraga, Houghton, Ontonagon, Alger and northern Dickinson Counties increased gradually. But in 1930 carload movements began to flow to market and the price advantage at once stimulated increased acreage. It is estimated that the Green Mountain acreages in these counties were doubled over the previous years in each 1932 and 1933.

Our Agent at Republic conservatively estimates that there are 3,000 acres of potatoes near his town, "most of which are Green Mountains."

Other Upper Michigan stations on our road where interest in these Green Mountain potatoes has literally "taken the farmers by storm" are Champion, Sagola, Mass and Ontonagon. The acreages and inter-

est of the growers has reached the point where several communities are now talking about storage houses so that the crop can be uniformly fed onto the market during the winter months.

This is simply another example of leadership pointing the way whereby a group of producer farmers might capitalize on their natural advantages to the benefit of all. And no one knows the benefits to be derived from the Lake Superior Potato Growers, Inc. They have just begun.

Montana Farm and Ranch Lands

A New Milwaukee Pamphlet

A NEW fifteen page pamphlet of farm and ranch bargains has recently been issued by our road. It should appeal to anyone who would like to make his home in the Treasure State.

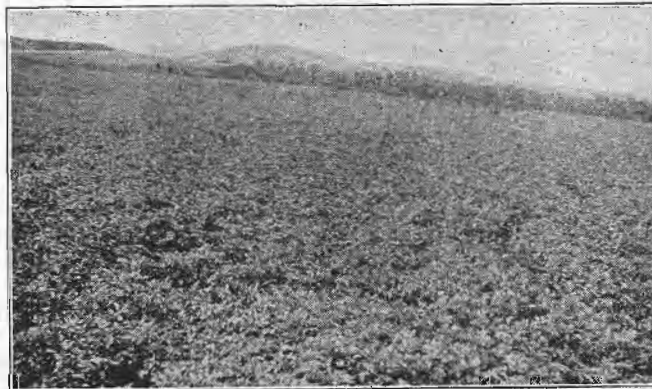
In the pamphlet there are 86 descriptions of individual farms or ranches that are for sale. Each description is representative of the district in which the land is located, there being, often, several other farms or ranches in the neighborhood that can be purchased.

A great majority of the farms and ranches described have been personally inspected by our Colonization Agents, or other members of this department. Those descriptions that have not received personal inspections are in areas known to us and are listed by men whom we believe would not misrepresent the lands offered. Each farm or ranch is suitably adapted by soil, topography, location, rainfall or irrigation, for the type of agriculture suited to the area in which the land is located. Some family will, in each case, find in these described farms and ranches an opportunity to provide permanently for their future.

The fifteen pages are filled with bargains. Lands are cheap. And while prices are low is the time to buy. One may have almost any kind of a buy; ranch land, grain land, rolling land, valley land, prairie land, timber land, irrigated land or lands naturally watered.

Montana is a state with almost unlimited opportunities for progressive families who have the urge to grow up in a new country. The state is old enough to have amply proved what its lands will do. It is young enough to satisfy the man who wants "room" and an unfretted opportunity to grow up as he would wish.

To such men, and others, this new pamphlet will open a new vista of opportunities. It is yours for the asking.



Potato Field on Farm of August Brauns at Iron Mountain, Mich.



SAID TO BE HUMOROUS



Suspension or Cantilever?

"Hello! Is this the city bridge department?"
 "Yes! What can we do for you?"
 "How many points do you get for a little slam?"

"And you are sure this bathing suit won't shrink?"
 "Yes, Miss; it has nowhere to shrink to."

Exaggeration.—"What did they teach you at school today, sonny?"
 "Oh, teacher told us all about Columbus, who went 2,000 miles on a galleon."
 "She did, did she? Well don't believe all she tells you about those American cars, my boy."
 —New Zealand Decorator.

Silence Is Golden

A fastidious housekeeper was having her bedroom redecorated and wishing to learn what progress the painter was having with his work, she crept to the bottom of the stairs and listened. Not a sound reached her ears from the inside of the room.
 "Painter," she called out suspiciously, "are you working?"
 "Yes, ma'am," came the reply.
 "I can't hear you making a sound," returned the housekeeper pointedly.
 "Perhaps not, ma'am," the painter shouted, "I ain't puttin' the paint on with no hammer."

Proud father (showing triplets to a visitor):
 "What do you think of them?"
 Visitor (pointing to one in middle): "I'd keep that one."

A Poor Farmer

"Jerry ain't much of a farmer, I'm afraid."
 "Naw, he keeps foolin' 'round with his crops so much, he don't half tend to his fillin' station."
 "And you don't know anything about religion?" queried the missionary.
 "Well, we got a little taste of it when the last missionary was here," replied the cannibal chieftain.

"Now, children," said the teacher who was trying to boost the sale of the class photographs, "just think how you'll enjoy looking at the photographs when you grow up. As you look you'll say to yourself, 'There's Jennie, she's a nurse; there's Tom, he's a judge; and—'"
 "And there's teacher, she's dead," came a voice from the back of the class.

Small boy (home for the holidays): "Mama, can I make Betty's bed this morning instead of my own?"
 Mother: "Why, darling?"
 Small boy: "Because I can't sleep in my bed when I make it."

The Grateful Wife

The big-game hunter was telling his wife all about his fight with a ferocious tiger and how he finally shot it.
 "Yes," he concluded, "it was a case of the tiger or myself."
 "I'm so glad it was the tiger," replied his wife, "otherwise we wouldn't have this lovely rug."

A Suggestion to Those Who Know How Railroads Should Be Run

A Minnesota Editor Moralizes Thusly:

"If we could all switch businesses all the way around for just one week, we'd be a lot more sympathetic of the other fellows' problems and know a lot more than we do at present about the cause of his shortcomings and of his apparent failures. Let the banker sell prunes, the grocer pull teeth, the dentist run a garage, the garage man edit the paper, the editor run the bank (that's the biggest jump of any of them!) for just six little work days and we'd all have our eyes so wide open to what the others are up against that we would never have the courage to criticize, nor would we ever be unsympathetic again. Then if the whole caboodle of us were to move on various farms and operate them for another six days per each, we'd all be so wise and understanding that the peace and harmony prevailing would make this little old community just about the best place in the world to live. It can't be done, of course, but we could take the thought to ourselves that we don't know anything about the other man's job, and concede that for all we know, he is handling it in good shape."

Supply and Demand

The story is going the rounds of a young ex-millionaire who could no longer afford to keep his string of polo ponies. So he advertised them for sale—cheap. Not a single response came to the ad.
 The following week he inserted an announcement in the paper to the effect that, as he no longer had the money to support his ponies, he would leave the stable doors open that night and the ponies might be taken by anyone who liked animals and would be kind to them.
 When he went down to the stables the next morning he found 38 additional horses.

A Hard Prescription to Fill

"The thing for you to do," said the doctor, "is to stop thinking about yourself—to bury yourself in your work."
 "Gosh" replied the patient, "and me a concrete mixer."
 "Do you like codfish?"
 "No, I don't like codfish, and I'm glad I don't like it because if I did I'd eat it, and I hate the blamed stuff."

Jones: "How do you manage with your salary?"
 Smith: "I spend 30 per cent for shelter, 30 per cent for clothing, 40 per cent for food and 20 per cent for amusement."
 Jones: "Why that adds to 120 per cent."
 Smith: "I know it."

"Why did Ikey invite only married people to his wedding?"
 "Well, in that way he figured that all the presents would be clear profit."

After the fall of the Herriot Government, an American, registered at a de luxe Paris hotel, approached the boniface with his bill in his hand and asked:
 "Am I on the American or European plan?"
 "On the European plan, of course," the hotel man replied.
 The American smiled and commented, "then I don't pay, eh?"

Gone But Not Forgotten

First brakeman: "I hear you were upset by the bank failure."
 Second brakeman: "I should say; I completely lost my balance."
 Judge—"The policeman says you and your wife had some words."
 Defendant—"I had some but didn't get a chance to use them."

You're Tellin' Me?

By The Jack o' Diamonds

"Hogger" Sweaney swore a plenty
 And he wore a vicious frown.
 He got up from a lunch room stool
 And slammed a paper down.
 The waitress took the sidin'
 The "hogger" took a chew.
 Then bellowed, "What in thunder
 Is this country comin' to?"

"Say I've been pullin' throttle
 On this system forty years
 And the way things change here lately
 Will drive a guy to tears.
 There's a picture in the paper
 Of a Dad Burned new machine
 To compete with air plane travel
 And the thing burns gasoline."

"I traded off a good road run
 For a job here in the yards
 And I'm tellin' all you Boomers
 That some guy stacked the cards.
 A hundred miles an hour
 Without a pound of steam
 I tell you it's enough to make
 An old time 'Hog Head' scream."

"A hundred miles an hour,
 Boy you travel like a shot.
 You're not bothered with head brakemen
 Or a lousy 'Tallow Pot.'
 It's a big compound corn sheller
 (Some guys say it's a 'tram').
 'Twas one of these corn shellers
 That put me where I am."

"It looks like we old timers
 Will wind up on a farm.
 I can do my share of hard work yet.
 Step up—and feel this arm."
 The waitress said, "Rail roading
 Ain't what it used to be."
 "Hogger" Sweaney turned and blurted,
 "Say kid, you're tellin' me?"

She Should Be Ready

Hubby: "I have tickets for the theatre."
 Wife: "Fine, I'll start dressing at once."
 Hubby: "Yes, do. The tickets are for tomorrow night."

The Patterns

Send 15c in silver or stamps for our UPTO-DATE BOOK OF FASHIONS, FALL and Winter 1933.

Address The Milwaukee Magazine, care The Beauty Pattern Company, 11-3 Sterling Place, Brooklyn, N. Y.

7775—A Pretty Frock.

Designed in sizes: 11, 13, 15, 17 and 19, with corresponding bust measure, 29, 31, 33, 35, 37. Size 13 requires $3\frac{3}{4}$ yards of 39 inch material. Sash of ribbon requires $2\frac{3}{4}$ yards, or if made of material a strip 5 inches wide and $2\frac{3}{4}$ yards long. Price 12c.

7932—Ladies' Morning Frock.

Designed in sizes: 34, 36, 38, 40, 42 and 44. Size 38 requires $3\frac{1}{2}$ yards of 39 inch material. Bow at neck requires $\frac{1}{2}$ yard of ribbon. Price 12c.

7929—Ladies' Dress.

Designed in sizes: 34, 36, 38, 40 and 42. Size 38 requires $4\frac{3}{4}$ yards of 35 inch material. To finish with bias binding requires 5 yards $1\frac{1}{2}$ inch wide. Price 12c.

7938—Ladies' Dress.

Designed in sizes: 36, 38, 40, 42, 44, 46, 48, 50 and 52. Size 46 requires $4\frac{7}{8}$ yards of 39 inch material together with $\frac{3}{8}$ yard of contrasting material. Price 12c.

7940—A Popular Design.

Designed in sizes: 11, 13, 15, 17 and 19, with corresponding bust measure, 29, 31, 33, 35 and 37. Size 13 requires $3\frac{1}{2}$ yards of 35 inches wide. The sash requires $3\frac{3}{4}$ yards of ribbon. To trim requires $3\frac{3}{4}$ yards of insertion or veining, and $1\frac{1}{4}$ yard of edging. Price 12c.

7950—Girls' Dress.

Designed in sizes: 2, 3, 4 and 5. Size 4 if made as in the large view, requires $1\frac{1}{2}$ yard of 35 inch material together with $\frac{1}{2}$ yard of contrasting material for collar and sleeves. The frill on the collar requires $2\frac{7}{8}$ yards of lace edging. To finish sleeves with bias binding requires $\frac{3}{8}$ yard $1\frac{1}{2}$ inch wide. Price 12c.

7948—Girls' Dress.

Designed in sizes: 2, 4, 6 and 8. Size 4 as pictured in the large view, requires $1\frac{1}{2}$ yard of 39 inch material together with $\frac{1}{8}$ yard of contrasting material for vestee, sash and puffs. To finish vestee and neck edges with $1\frac{1}{2}$ inch bias binding requires $1\frac{1}{8}$ yard. Price 12c.

7942—Girls' Dress.

Designed in sizes: 8, 10, 12 and 14 years. Size 12 requires $2\frac{3}{8}$ yards of 36 inch material, together with $\frac{1}{2}$ yard of contrasting material. Price 12c.

7945—Girls' Dress.

Designed in sizes: 6, 8, 10, 12 and 14 years. Size 10 requires $2\frac{3}{8}$ yards of 36 inch material. For contrasting material $\frac{3}{8}$ yard, 35 inches wide. Price 12c.

Favorite Recipes

Green Gage Sherbet. Stone and cook twelve green gage plums with half the quantity of sugar. Let cool then rub through a coarse strainer. Add one-fourth cup powdered sugar and stir until well dissolved. Then add the syrup from the plums, one-half cup white Karo and a dash of salt. Blend well and place in refrigerator a little while, then add one cup of heavy cream not beaten, stirring gently. Pour into refrigerator trays and freeze. This makes one quart. Canned plums may be used, in which case do not add sugar or cook.

Grapefruit Ice. One and one-half cups sugar; three-fourths cup white Karo; one and three-fourths cups water; six tablespoons lemon juice and one No. 2 can grapefruit. Cook the sugar, Karo and one cup of water to a soft ball. Add lemon juice and the rest of the water. Cool. Cut the grapefruit segments into small pieces with scissors. Add to the cooled syrup. Freeze. Makes two quarts.

Frozen Rice Pudding. Three cups milk; three-fourths cup rice; four tablespoons sugar; three-fourths cup Karo; one-half teaspoon salt; two squares chocolate; one teaspoon vanilla; one-

half package pasteurized dates; one cup cream. Scald the milk, add the rice which has been thoroughly washed, and the sugar. Cook in double boiler until the milk is absorbed and the rice is tender. Add Karo, the melted chocolate, salt and vanilla. Add sliced dates, cool and fold in one cup of cream whipped. Freeze. Makes one quart.

Ice Box Cookies. One cup of flour mixed and sifted with one teaspoon baking powder and one-fourth teaspoon salt. Add one cup of ground rolled oats, one-half package pasteurized dates and one-fourth cup chopped nuts. Cream half a cup butter, add one cup brown sugar and one well beaten egg. Stir in the mixed dry ingredients alternating with one-fourth cup milk. Roll the dough or pack into butter cartons and chill for at least three hours. When ready to bake, cut in thin slices and bake on an oiled baking sheet in moderate oven about 15 minutes.

Cocoanut Cream Cookies. Beat two eggs until light, add gradually, one cup of sugar, one-half cup shredded cocoanut, one cup thick cream and three cups flour mixed and sifted with three teaspoons baking flour and one teaspoon salt. Chill in icebox, toss on a floured board, roll one-half inch thick. Sprinkle with cocoanut and cut with small round cutter. Bake on a buttered sheet in moderate oven.

Peanut Wafers. Cream three-fourths cup but-

ter, add one and one-half cups brown sugar, beating constantly. Then add one well beaten egg, one-half teaspoon salt and one-half teaspoon soda dissolved three tablespoons milk. Put one quart shelled peanuts through grinder, add one-half to the mixture and flour to roll out, about three cups. Pat roll, cut and sprinkle with peanuts. Bake in hot oven.

Half a Century Ago Tricks in Railroading

(Continued from page 6)

ral passenger agent. When a boat was sighted he'd get a lot of men out from the shops and as the gangplank was thrown out our men would run up. The immigrants carried carpet bags. Our men would snatch the bags out of their hands and run like the devil over to the depot to keep the other road from selling the immigrants tickets.

"The immigrants would get mighty mad, jabber in their native tongue and run madly after their bag. But when they saw the bag had been rushed over to a depot they turned all smiles and it was easy to sell them tickets."



THE MILWAUKEE RAILROAD WOMEN'S CLUB

List of General Officers and Chairmen, and Presidents of Local Chapters

Honorary President General.....	Mrs. H. A. Scandrett.....	Chicago, Ill.
President General.....	Mrs. H. E. Byram.....	New York City
First Vice-President General.....	Mrs. Carpenter Kendall.....	Chicago, Ill.
Second Vice-President General.....	Mrs. E. H. Bannon.....	Minneapolis, Minn.
Third Vice President General.....	Mrs. F. E. Devlin.....	Tacoma, Wash.
Treasurer General.....	Mrs. W. W. K. Sparrow.....	Chicago, Ill.
Secretary General.....	Miss Etta N. Lindskog.....	Chicago, Ill.
General Director.....	Mrs. J. T. Gillick.....	Chicago, Ill.
General Director.....	Mrs. G. F. Baker.....	Chicago, Ill.
General Director.....	Mrs. J. H. Valentine.....	Milwaukee, Wis.
General Director.....	Mrs. H. P. Carmichael.....	Savanna, Ill.
General Director.....	Mrs. G. A. Van Dyke.....	Austin, Minn.
General Director.....	Mrs. G. H. Hill.....	Spokane, Wash.
General Chairmen:		
Relief.....	Mrs. Carpenter Kendall.....	Chicago, Ill.
Constitution and By-Laws.....	Mrs. O. W. Dynes.....	Chicago, Ill.
Ways and Means.....	Mrs. E. F. Rummel.....	Chicago, Ill.
Annual Luncheon.....	Mrs. C. H. Dietrich.....	Chicago, Ill.
Safety.....	Mrs. E. A. Meyer.....	Chicago, Ill.

Presidents—Local Chapters

Aberdeen, S. D.....	Mrs. H. M. Gillick	Marmarth, N. D.....	Mrs. Fred De Lange
Alberton, Mont.....	Mrs. C. A. Bolton	Marquette, Ia.....	Mrs. Fred Reitz
Austin, Minn.....	Mrs. E. J. Blomiley, Sr.	Mason City, Ia.....	Mrs. W. J. Johnston
Avery, Ia.....	Mrs. D. P. Saunders	Milbank, S. D.....	Mrs. E. A. Phelan
Beloit, Wis.....	Mrs. Jas. T. Barrett	Miles City, Mont.....	Mrs. H. L. Pitner
Bensenville, Ill.....	Mrs. D. T. Bagnell	Milwaukee, Wis.....	Mrs. M. F. Dineen
Black Hills.....	Mrs. A. M. Saxer	Mitchell, S. D.....	Mrs. Edna Bintliff
Butte, Mont.....	Mrs. D. C. Goggin	Mobridge, S. D.....	Mrs. I. L. Dickey
Cedar Rapids, Ia.....	Mrs. Jas. Chermak	Montevideo, Minn.....	Mrs. Fred Burdick
Channing, Mich.....	Mrs. C. Huetter	Murdo, S. D.....	Mrs. W. D. Bowers
Chicago—Fullerton Ave.....	Mrs. H. M. Borgerson	Outuma, Ia.....	Mrs. W. C. Givens
Chicago—Union Station.....	Miss Hazel Merrill	Perry, Ia.....	Mrs. W. F. Thompson
Council Bluffs, Ia.....	Mrs. Edw. M. Lee	Portage, Wis.....	Mrs. Curtis E. Hodge
Davenport, Ia.....	Mrs. Wm. Dehning	St. Maries, Ia.....	Mrs. C. H. Burt
Deer Lodge, Mont.....	Mrs. Belle Pears	Sanborn, Ia.....	Mrs. John Wiley
Des Moines, Ia.....	Mrs. K. M. Hamilton	Savanna, Ill.....	Mrs. H. P. Carmichael
Dubuque, Ia.....	Mrs. Henry G. Wiedner	Seattle, Wash.....	Mrs. J. M. Axelson
Green Bay, Wis.....	Mrs. M. E. Hastings	Sioux City, Ia.....	Mrs. Geo. Wean
Harlowton, Mont.....	Mrs. David Wagner	Sioux Falls, S. D.....	Mrs. C. M. Belknap
Janesville, Wis.....	Mrs. Chas. Gregory	Spokane, Wash.....	Mrs. David C. Leaming
Kansas City, Mo.....	Mrs. D. R. Davis	Tacoma, Wash.....	Mrs. W. S. Burroughs
La Crosse, Wis.....	Mrs. E. R. Merrill	Terre Haute, Ind.....	Mrs. C. E. Elliott
Lewistown, Mont.....	Mrs. S. G. Spring	Three Forks, Mont.....	Mrs. Wm. O'Ragan
Madison, S. D.....	Mrs. Dan E. Lawler	Tomah, Wis.....	Mrs. Wm. Hovey
Madison, Wis.....	Mrs. Rae Scherneck	Twin City.....	Mrs. E. H. Bannon
Marion, Ia.....	Mrs. Margaret Leming	Wausau, Wis.....	Mrs. J. E. Dexter

General Governing Board office address—2423 Southport Ave., Chicago, Ill.
Telephone—Diversey 1543.

Milwaukee Chapter

Mrs. C. C. Steed, Historian

THE regular monthly meeting of the Milwaukee Chapter Railway Women's Club was held in the Club Rooms, Union Station May 15th at 2:00 p. m., preceded by luncheon.

Meeting was opened by our president, Mrs. Dineen, who welcomed our visitors of the day—comprising 29 ladies from the Fullerton Avenue Chapter, Chicago, and 6 from Portage Chapter. We hope to meet again with them to discuss matters of importance and benefit to our clubs. Several of them responded with words of good cheer.

Reports were read and approved. Sunshine Chairman, Mrs. Carey reported 4 telephone calls made and 3 personal calls—reaching a total of 21 persons. She also reported \$5.00 spent for flowers during the month. Mrs. McConahay, house and purchasing chairman, reported we were unable at this time to secure the stove, rugs and chairs asked for, for the club rooms. Constitution and by-law chairman, Mrs. Wightman, had no report. Mrs. Rochford, ways and means chairman, reported \$26.10 from last card party and \$1.66 for sunshine fund. Librarian, Mrs. Straussman, reported 98 books on hand and 35 received from Chicago; also that she had collected \$0.50 for book rental.

Mrs. Zimmerman, mutual benefit chairman, reported spent for food and clothing during the month \$43.30. She also made 6 personal calls; 7 families aided and total number of persons in families 20.

Letters of thanks were then read. The World's Fair Tickets were spoken of and Mrs. Dineen asked that Mrs. Steed take charge of selling of same.

Miss Lindskog then gave the club some in-

teresting facts as to the amount of money spent for mutual benefit for year ending March 31, 1933. New members were then introduced and welcomed by the club. The three past presidents of the chapter, extended to the club, their thanks and appreciation of the trees planted in their honor. Mrs. Deads, program chairman, then presented the following:

The Misses Catherine, Eugenia and Margaret Moore in first a vocal, then a whistling and last a piano solo. Then Miss Ellen Neumstecklein gave us two delightful readings. Little Miss Laverne Schorwe entertained with a vocal solo, accompanied by Mrs. Carey at the piano, and then an accordion piano solo. Last on the program was Master Joel Scheeman in a "Dutch" and "Military" dance, accompanied by Little Miss Laverne Schorwe, all of which was greatly enjoyed by the club.

Meeting then adjourned.

Union Station Chapter

A. Casey, Historian

THE activities of Union Station Chapter for the last two months included a card party held on May 2nd, in the Club Room, at which there were eight tables of bridge, dinner reservations for that day numbering forty.

Joint Fullerton Avenue and Union Station Chapters held a picnic at the home of Mrs. Grant Williams in Edgebrook on June 10th.

Sewing meeting was held at Edgebrook on June 8th.

Aberdeen Chapter

Mrs. Charles L. Boland, Historian

IN THE absence of the president, Mrs. Gillick, the May meeting was conducted by Mrs. Sizer. There were approximately seventy-five

members in attendance, and the meeting was of great interest both from a business standpoint and socially.

A pleasant surprise was in store upon the opening of the meeting as the club members were greeted by Mrs. J. E. Hills, now of Minneapolis, who was first president of this Chapter.

Mrs. Hills spoke briefly on the growth and development of the club, the wonderful work its members are accomplishing, and lastly, on the satisfaction it is to a former member to come back occasionally, and see how the membership has grown to its present large proportions from the small beginning of several years ago. The club members always enjoy these visits from their first president, and look forward to each one.

A complete and gratifying report was given by treasurer, Mrs. E. H. Soike, on various disbursements. Surprisingly large amounts have been spent on the welfare work of this organization, and reports show a substantial sum totals the various activities given to raise money for continuing this work.

Twenty-seven families have been provided with garden space and seed for planting same.

Mrs. Lowell Winters, membership chairman, gave a brief report of her work; and a report from corresponding secretary, Mrs. Wm. Geer, showed eight cards of good cheer sent to those who have recently been on the sick list, and one card of sympathy to a member in the loss of her father.

Mrs. H. Morehouse outlined a movement sponsored by the Red Cross, whereby former service men now in various veterans' hospitals may be remembered at Christmas time, by any interested club or organization donating a bag containing many useful articles for these men. It was decided that this club prepare one of these service bags sometime in early fall.

The entertainment for the evening was varied and most enjoyable, consisting of a novelty musical arrangement by Clyde Morehouse and two piano solos by this young artist; clever dance and song by a group of small girls, Lorraine McClain, Marian Dempsey, Leitha Egert, Betty Jane Kettering, and Donna Daulton, accompanied by Mary Ellen Mundy; Lawrence Schumaker then gave a humorous reading which was enjoyed very much.

Mr. Don Hansen, formerly of Perry and but recently joining our local Milwaukee "family circle," sang two solos which immediately won him a place of interest with lovers of good music.

Concluding—a new organization known as the Milwaukee Women's Chorus sang three numbers. A rising vote of thanks was given Mrs. W. H. Berg for her untiring efforts to secure the best entertainment for these meetings.

It is with real regret that we announce the loss of one of our charter members, and a valued worker in this chapter, Mrs. S. L. Winn, who, with her children has recently moved to Milbank, to which point Mr. Winn was transferred some time ago.

A social hour followed the business of the evening, and a committee composed of Mrs. M. O'Riley, chairman, assisted by Mmes. W. B. Geer, A. H. Adams and Ralph Homelstad served light lunch.

On Wednesday, May 31, the Aberdeen Chapter gave another well attended party, a bridge tea, the last activity until fall; proceeds to be used in caring for the unemployed and needy of our railroad family. Mrs. R. E. Sizer, chairman sunshine committee, was in general charge of this event, assisted by her committee, and Mrs. C. J. McCarthy was in command of kitchen activities, accompanied by a large group of co-workers. Thirty-three tables of auction and contract were enjoyed and both hostesses and their guests were well pleased with the afternoon's entertainment.

Closing another year of successful endeavor both from a membership and welfare viewpoint,

Report of Activities, by Chapters, during Fiscal Year April 1, 1932, to March 31, 1933, inclusive.

Chapter	Amt. Spent for Welfare, Good Cheer and Benefit	Est. Value Donations requiring no expend. from funds	Welfare & Good Cheer Calls Made	Welfare & Good Cheer Messages Sent	Donations to Chapters from Relief Funds of— (incl. in first column)		March 31, 1933 Membership			Cleared on Ways and Means	Balance in Treasury March 31, 1933
					General Gov. Board	Ass'n Veteran Employees	Voting	Contr.	Total		
General	\$ 40.00				\$ 40.00			3	3	\$ 387.48	\$16,364.49
Aberdeen, S. D.	2,090.23	\$ 550.00	2,690	125			349	444	793	540.99	318.99
Alberton, Mont.	111.50	21.00	142	38	35.00		31	23	54	121.72	47.01
Austin, Minn.	492.41	91.00	1,841	114		\$ 186.27	128	138	266	206.81	92.18
Avery, Idaho	51.21	24.75	188	7	50.00		37	18	55	41.75	41.87
Beloit, Wis.	590.36	39.00	854	29	330.00		49	54	103	169.33	31.97
Bensenville, Ill.	769.63	79.00	370	20	685.00	34.80	87	105	192	156.53	12.06
Black Hills (Rap. City)	855.35	24.00	1,980	67	335.00	200.00	64	94	158	141.52	7.25
Butte, Mont.	214.09	29.25	116	4	50.00		57	97	154	54.65	72.85
Cedar Rapids, Ia.	38.05		139	21	30.00		14	10	24	108.21	33.05
Channing, Mich.	294.88	49.25	319	50	300.00		32	34	66	92.48	35.42
Chgo. Fullerton Ave.	1,808.61	181.35	382	15		77.75	390	662	1,052	1,117.90	1,225.17
Chgo. Union Station	1,436.80	344.00	434	32		100.00	262	464	726	400.37	446.95
Council Bluffs, Ia.	333.54		276	18	255.00		51	54	105	76.52	23.37
Davenport, Ia.	160.05	29.43	432	63	30.00		54	97	151	90.82	171.20
Deer Lodge, Mont.	127.45		87	8	105.00		32	9	41	20.00	32.81
Des Moines, Ia.	295.55	24.15	196	8	150.00		34	45	79	56.73	25.07
Dubuque, Ia.	816.46	122.00	1,104	238	500.00	150.31	48	83	131	152.27	15.66
Green Bay, Wis.	405.46	22.00	779	44	250.00	48.66	69	84	153	110.86	79.74
Harlowton, Mont.	162.69	2.25	198	9	70.00		35	19	54	65.16	90.93
Janesville, Wis.	465.27	80.75	990	405	255.00		88	37	125	154.12	133.12
Kansas City, Mo.	273.51	51.00	600	53	100.00		64	67	131	75.20	36.83
La Crosse, Wis.	200.06	76.00	330	44			80	56	136	62.98	76.41
Ladd, Ill.	87.81		16	3	95.00		18	12	30	9.02	14.67
Lewistown, Mont.	158.45	32.50	250	10	50.00		44	52	96	37.75	33.31
Madison, S. D.	279.32		387		160.00	108.79	54	34	88	79.60	22.76
Madison, Wis.	283.21	47.90	551	61	50.00		84	89	173	408.40	158.72
Marion, Ia.	487.61	58.91	396	73			103	50	153	181.30	419.76
Marmarth, N. D.	163.72	286.05	429	36			24	10	34	70.15	59.92
Marquette, Ia.	204.45		55	27	25.00	56.96	63	100	163	90.46	96.44
Mason City, Ia.	828.53	66.99	1,010	106	350.00	33.53	157	235	392	164.46	7.28
Milbank, S. D.	179.60		117	3		81.72	39	34	73	95.92	97.99
Miles City, Mont.	637.63	171.00	2,146	56			173	126	299	265.80	344.11
Milwaukee, Wis.	1,070.46	33.75	318	69	150.00	128.63	241	76	317	749.60	254.02
Mitchell, S. D.	138.06	19.50	279	45	110.00		30	79	109	60.70	63.05
Mobridge, S. D.	906.10	135.30	1,290	202	250.00		140	202	342	512.83	10.06
Montevideo, Minn.	445.91	143.73	458	61	30.00	116.00	46	74	120	128.31	107.09
Murdo, S. D.	111.14	26.79	223	44	31.67	3.75	20	24	44	43.36	56.15
Ottumwa, Ia.	958.21	197.52	2,132	155	100.00	172.00	122	246	368	422.28	125.08
Perry, Ia.	424.90	46.67	360	55			128	48	176	71.88	255.60
Portage, Wis.	479.57	12.50	403	35		45.00	126	210	336	88.60	264.93
St. Maries, Ida.	306.83	67.34	523	15	335.00		27	29	56	46.25	14.79
Sanborn, Ia.	148.83	69.70	338	5		63.50	72	56	128	16.35	74.25
Savanna, Ill.	448.73	113.00	382	68		72.10	125	116	241	684.55	724.26
Seattle, Wash.	119.10	28.40	500	39			86	71	157	102.00	110.64
Sioux City, Ia.	311.09	37.00	1,454	61	50.00		106	161	267	125.78	8.81
Sioux Falls, S. D.	389.21	39.35	157	32			49	58	107	118.20	120.40
Spokane, Wash.	314.24	66.39	437	88			129	453	582	107.39	93.16
Tacoma, Wash.	761.79	34.55	614	63	200.00	58.05	146	331	477	338.21	142.18
Terre Haute, Ind.	1,625.96	25.50	721	39	1,225.00	104.86	39	290	329	191.77	58.81
Three Forks, Mont.	144.56		98	29		97.25	30	11	41	60.80	34.73
Tomah, Wis.	738.27	18.50	419	37	125.00	5.59	89	120	209	41.26	27.50
Twin City	1,215.69	45.50	191	18	745.00	65.00	113	247	360	439.90	7.73
Wausau, Wis.	555.16	1.00	1,573	177	250.00		120	102	222	414.80	51.00
Total	\$26,957.30	\$3,671.61	32,684	3,124	\$7,998.92	\$2,232.97	4,798	6,443	11,241	\$10,572.08	\$23,266.60

it is with great pride and deepest gratitude that attention is called to our work of the past year.

We say "with pride" because of the growing interest that manifests itself with each new undertaking, and an ever increasing membership, the latter alone sufficient cause to inspire members to greater effort in all phases of the club's work.

We say "with gratitude" because of non-member patrons and friends who so warmly support each event given, and by their continued interest aid in making a success of each new plan.

Mrs. Gillick, President of this organization, has by unceasing effort built up a membership second only to that of a Chicago Chapter; has given her personal sanction to every undertaking, both in general work of the club, and in every case of the welfare work. She wishes to thank all the boys of the Milwaukee, who, by their generosity have been responsible for so large a share in taking care of the unemployed and needy. Without their wonderful help and cooperation, it would not have been possible to care for so many families over the long periods of time. Over three hundred families have been taken care of this past year; not just one or two calls made, but they have been repeated frequently as often as need for further help arose. Seven hundred tons of coal have been distributed as requested, all sorts of medical attention given and five thousand quarts of milk given to those needing same. Thirty-five hundred dollars have been spent for this relief work, for food,

clothing, medicine or whatever was needed.

Garden space was furnished all those desiring same, the plots plowed, and seed given for the planting thereof. In this way many dependent families are enabled to help themselves during the summer months, and produce many of the necessary food items for next winter.

In appreciation of all efforts to aid in this club's continued success, this resume is given and it is hoped the same interest will be in evidence when various activities reopen in the early fall.

Butte Chapter

Mrs. Warren W. Grimm, Historian

The final meeting of the Butte Chapter was held June 5, with Mrs. Dave Goggan presiding. Meeting was called to order. The club motto was recited. Minutes were read by Miss Ann Goldie and approved. Treasurer's report was given by Mrs. Mike Welch and Mrs. H. L. Clemens gave report concerning the Sunshine Committee.

After the business session bridge furnished diversion and a tempting luncheon was served by Mrs. Goggan and Mrs. James O'Dore. The next meeting will be held October 2.

Miss Margaret Hickey, accompanied by her mother, spent Sunday, June 18, in Deer Lodge, visiting friends.

Miss Ann Goldie spent the last few days of May in Seattle and Tacoma, visiting Miss Katherine Bell and other friends.

Mr. and Mrs. L. K. Sorenson and Mr. and

Mrs. W. W. Grimm were among those from Butte to attend the Shrine ceremonial held in Billings, June 10.

Mrs. Dee Pecke returned to Deer Lodge after spending a few days with her husband in Butte.

After visiting his mother in Spokane, Mr. L. J. Leveque stopped in Butte visiting friends here before returning to Great Falls.

Ottumwa Chapter

K. M. G.

Another successful Milwaukee picnic was held on June 17 in Wildwood Park, approximately 125 guests assembled for the afternoon contests and the 6:30 P. M. picnic dinner. The usual outlays of appetizing food was displayed at the dinner hour to which everyone did full justice. Ice cream, cake, coffee and lemonade were furnished by the Milwaukee Women's Club. Following were winners of various contests and games:

Girls' Shoe Scramble, Irene Kervin; Rolling Pin Race, Mrs. G. C. Sheridan; Ladies Shoe Scramble, Mrs. Marie Davis; Sack Race and Foot Race, Leroy Keller; Archery Contest, Paul Link; Balloon Race, Harold Peters; Newspaper Race, Max Peters; Wheelbarrow Race, P. J. Weiland and Jno. Harness; Nail Race for Men, H. O. Everson.

The main event as usual was the ball game, played this year between the Milwaukee Yanks and the Milwaukee White Socks. Those in the side lines saw some real baseball playing. There was might behind the bats and the heavy hitting

by some of the players resulted in a homer now and then; nothing weak in the pitching and fielding of the teams. A "no error" game with some very spectacular playing on the part of members of both teams and it was hard to determine which was the stronger team.

Guests from out of town were Mrs. Joe Kenesic, formerly Olive Romie, and Miss Lucille Mallar, both of Dubuque and former employes in the Master Mechanic's office in that city, who at the time were visiting in the Fernstrom home in Ottumwa.

Mrs. H. C. Munson was chairman of the picnic and had charge of the games and contests.

Club meetings have been discontinued for the summer months.

Fullerton Avenue Chapter

Mary J. Maney—Historian

Too bad "Old Man Mercury" decided to take a leap skyward on June 10th, bringing a torrid wave that prevented many of our members from attending our annual picnic at the home of our gracious hostess, Mrs. Grant Williams, in Edgebrook, Ill. Mrs. Williams was our first President and is always interested in Fullerton Avenue Chapter and its activities. She has extended this lovely invitation to us for the month of June since the organization of the club and has always been shown our appreciation by a large attendance. The members who braved the intense heat to attend reported the usual delightfully happy time.

The Fullerton Avenue Chapter Cafeteria is now in operation. Color scheme carried out in green and white—the pretty checked curtains that adorn the windows were made by a small group of Fullerton Avenue members. Excellent food, daintily and tastefully prepared is an incentive for all to patronize our lovely lunch room. Any profit realized will be used for welfare work. We had the honor of having as our guests for luncheon June 29th Mrs. H. A. Scandrett, Mrs. H. E. Byram and other members of the General Executive Committee. Mrs. Bergerson and her lunch room committee acted as hostesses.

Meetings for the summer months have been dispensed with; however, committees are active in carrying on the necessary work of the club.

The sewing group were entertained at the home of Mrs. Aepple in Edgebrook early in June and at Mrs. Carpenter Kendall's home on June 26th. Unfinished garments were completed at Mrs. Aepple's and a quilt, material donated by Mrs. Kendall, was made while at her home in Libertyville. This quilt is to be given to any Chapter which may need it.

Very interesting programs are being planned for our meetings in Fall and Spring. Members should make a resolution not to miss any of them.

Bensenville Chapter

Mrs. William Wolf

Bensenville Chapter met May 3rd, the meeting being conducted by our President, Mrs. D. Bagnel. Plans were made for a card party and pinafore sale to be held May 18th. Following the business session a social hour was enjoyed and refreshments served. May 25th at 1 P. M. board meeting was held at the club house. A delightful lunch was served by Mrs. W. Rands, Mrs. L. Steffen, Mrs. R. Smith, Mrs. R. Tonning and Mrs. W. Williams. The remainder of the afternoon was spent sewing.

On June 7th the club held its last meeting for the summer months. Reports from the various committees were read and approved. We enjoyed several solos rendered by Miss Rilling. Refreshments were served by Mrs. G. Bayne, Mrs. H. Beger, Mrs. W. Bishop and Mrs. A. Born. An ice cream social was given June 20th. The club desires to thank all who helped make this affair a success.

Spokane Chapter

Mrs. W. H. Hunter, Historian

A Board meeting of Spokane Chapter was held April 1st with the president, Mrs. P. L. Hays, presiding. Old business and communications were cared for after which the business was turned over to the new president, Mrs. David Leaming, and her Board. It was voted to set aside \$5.00 for relief Chairman's expenses.

The president announced her chairmen for the coming year: constitution and by-laws, Mrs. P. L. Hays; mutual benefit, Mrs. L. H. Moore; sunshine, Mrs. Frank Fisher; scholarship, Mrs. W. F. Emerson; ways and means, Mrs. A. H. Palmlund; membership, Mrs. Charles Lillwitz; social, Mrs. Cas. Strong; program, Mrs. Joe Lawrence; publicity, Mrs. W. H. Hunter; auditing, Mrs. James Corbett; library, Mrs. W. W. Cutler; safety first, Mrs. George Hill; department chairman, Mrs. Nathan B. Jones; contact chairman, emergency sewing, Mrs. G. A. Rossbach; house and purchasing, Mrs. Guy Lanning; telephone, Mrs. H. Fallscher.

The regular meeting of the Chapter followed. The club motto and salute to the flag were given, the members standing. Reports were read.

A card party was planned for April 22nd and

a short program was then enjoyed, Mrs. Charles Goodsell entertaining with several readings. A social hour followed when Mrs. Leaming, new president, was hostess to the members.

On April 22nd, a very enjoyable card party was given in the club rooms, Mrs. Leaming in charge of the arrangements. Door prizes were won by Mmes. P. L. Hays, L. H. Moore, A. H. Palmlund and Charles Lillwitz. Those scoring high at pinochle were Mrs. H. Fallscher and G. E. Hubbard; while honors at bridge were won by Mrs. Palmlund and Mr. George Hill. Refreshments were served.

On May 9th the regular meeting of the Chapter was held, preceded by a Board meeting. Several resolutions were offered. The treasurer reported \$119.51 on hand. Other reports were the net amount from the card party, number of calls made, membership of 60 for month of April.

With the thought of Mother's Day, Mrs. Leaming read a poem, and this was followed by a luncheon honoring Mrs. Charles Strong, who is leaving to reside in Lewistown, Montana. Cards were played. Mrs. J. W. Walter, of Butte, Montana, was a guest. Prizes were donated by Mrs. G. A. Rossbach, Mrs. Palmlund and Mrs. Leaming.

Coast Division

Gertrude Alden

The annual meeting of the Milwaukee Puget Sound Pioneer's Club was held in Tacoma, June 19th and 20th. The business meeting and annual banquet were held at the Tacoma Hotel during the first day. On Tuesday, June 20th, about 150 employes, together with their families and friends were taken for a beautiful two-hour ride down the sound to Delano beach where a sumptuous fried chicken lunch, together with all the trimmings, was served.

After preliminary rounds of tennis, bathing, horseshoes and dancing, the real event of the day took place, which as most everyone west of the Mississippi knows, is the annual baseball game between the Engineers and Conductors. This proved to be a real thriller and ended on account of darkness at the end of the 19th inning with the score a tie at 4 to 4. Conductor Cummins' smoke ball and Superintendent of Motive Power Anderson's sinker (some said he was using dope on it) were working to perfection. Honors were even, as each had 21 strikeouts.

Numerous original rules by Umpire Callahan, which are being sent to major league heads, and errors by Conductor Gardner who stole second with bases loaded, and Engineer Buchanan who only caught one ball out of thirteen chances, all helped to make the game one that will be long talked about.

The following officers were elected for the coming year:

President, T. J. Hamilton.

Vice-president, D. C. Clarke, Othello; J. H. Little, Malden; H. M. Cessford, Tacoma; N. H. Mayo, Deer Lodge; P. J. Cummins, Missoula; John Mackedon, Deer Lodge; W. F. Foshay, Lewistown; P. J. Farley, Miles City; J. G. Kressell, Miles City; W. G. Fuller, Moberdy; John M. Horn, Milwaukee.

Secretary-treasurer, J. E. Brady.

The meeting for 1934 will again be held in Tacoma, and everyone hopes that even a larger attendance will be on hand to enjoy the festivities.

The Coast Division officers were very busy during the latter part of June handling large movement of C. C. C. men to destinations. There were thirteen 12 and 13 car trains for the Elk River branch out of St. Maries, Idaho, as well as trains for Enumclaw and Raymond Branches.

Trains were also routed to Seattle and Tacoma for delivery to foreign lines. All trains were handled on schedule, and the U. S. Army commended the Milwaukee service very highly.

The employes on the West end of the Coast Division just can't believe the hot weather stories coming in from the East.

Mrs. C. F. Negley of Puyallup entertained the Milwaukee Women's Club on June 26th in the delightful gardens surrounding her home. The ladies brought a picnic lunch, and all enjoyed a very pleasant afternoon.

Mr. Chas. Devlin is spending the summer with Superintendent and Mrs. F. E. Devlin. Charles attends Harvard University.

S. C. D. Office

J. B.

Does everyone know that Dick is the owner of a brand new two-door Plymouth sedan? He bought it sometime in June, but didn't say a word about it until Edith saw him driving it last week.

Martin took an awful lot of razzin when he came down to the office wearing his new tan and brown sport shoes, but it was nothing compared to what Mr. Brock had to take when he sported a pair of black and white ones. Martin said that he bought his shoes because he thought that they would be cool and comfortable during the hot weather, but Mr. Brock didn't get a chance to explain his.

Has everyone noticed Mr. Bremer's new glasses? Who said "Old Man Depression" wasn't leaving us. We need to see Carl with a new pair to convince us that the "Old Man" is gone.

While staying out at Nashotah, Mr. Wible decided to get up a little bit earlier than usual and go fishing. He had splendid luck, for he caught fifteen fish and I want you to know there was a mighty proud man around that morning telling a mighty fine fish story.

Walter Czahoske just returned from his vacation and said he had a great time.

The Secretary of the Milwaukee Road Car Department Credit Union has submitted the following:

While the Milwaukee Road Car Department Credit Union has been successful since its organization, still there is room for more members, and every employe in the Car Department at Milwaukee Shops is invited to get in touch with the officers and avail themselves of this convenient way of saving. As little as 25 cents per pay-day makes a member in good standing.

The Milwaukee Road Car Department Credit Union has been primarily organized for the benefit of the Car Department employes, not only to promote thrift among its members, but also to loan money at a nominal rate of interest to those who find themselves in need of monetary assistance.

All employes of the Car Department are eligible and the officers of the Milwaukee Road Car Department Credit Union anticipate a 100 per cent membership.

SPECIAL COMMENDATION

WILLIAM RULEMAN, Yardmaster, Division Street, Chicago; T. Karglader, and C. Wareham, yard brakeman, are commended for prompt action in connection with an accident which occurred at Division Street on May 30th, saving life and company property.

W. Carpenter, conductor, K. C. Division, discovered broken arch bar while with train at Laredo, Mo., June 7th. Car was set out. H. G. Smith, brakeman, D. & I. Division, discovered a loose wheel on car in ex. 8620, east, June 10th. When train was stopped, a sprung axle was found.

Harvey A. Bishop, brakeman, T. M. Division, discovered broken truck hanger on diner 5124 in train No. 16, while at Marmarth, June 9th. His vigilance is much appreciated.

William Muckerheider, conductor, Milwaukee Division, while on moving train thought he detected evidence of a broken rail. Train was stopped and word sent to Dispatcher. Section men found two feet broken out of rail. This, no doubt, prevented serious trouble.

E. C. Carlson, yard clerk, Moberge, on June 27th, discovered sand pipe stuck in guard rail at switch leading to roundhouse, and immediately reported same.

William Brannon, La Crosse River Division, discovered loose wheel on coach in train No. 58, June 3rd.

George Freeman, brakeman, Terre Haute Division, while sitting in a restaurant at West Clinton, thought he noticed something wrong with a flange on a car as it pulled into the yard. He went out to make inspection and found eight inches of flange missing. Brakeman Freeman was off duty at the time.

M. Kronik, fireman, Coast Division, while working on No. 16, July 2nd, discovered fire in the potato warehouse at Kittitas, Wash., and promptly notified the substation operator at that place who immediately summoned the town fire department, thus preventing a serious loss.

Our Business Getters

C. C. SMOLA, storekeeper, I. & D. Division, furnished tip that secured a carload of tires from Detroit, Mich., to Mason City.

The following named employes at Rapid City, S. D., were responsible for securing of business: M. F. Boyden, conductor, carload of paper from Grand Rapids, Mich.; A. M. Saxer, engineer, carload of furniture from Kansas City; Carl Zickrick, engineer, two passengers to Florida.

P. V. Larson, Sioux Falls, secured shipment of 1,084 bundles of hides from Sioux Falls to Milwaukee. This is the fifth car of revenue freight secured by Mr. Larson. He is assured that his efforts are much appreciated.

Miss Betty Hagan, store department, Tacoma, was instrumental in securing passenger from Tacoma to Chicago and return, train No. 16, July 12th.

Miss Millie Anderson, district accountant's office, Tacoma, was instrumental in securing five passengers for Chicago and return.

J. R. Miller, brakeman, Tacoma, was instrumental in securing passenger, Tacoma to Chicago, for our line.

M. C. Roper, train baggageman, Tacoma, secured two one-way tickets, Tacoma to La Crosse, Wis. In helping to secure this business, Mr. Roper had to use his automobile to reach the parties.

A. Lackey, boiler inspector, Bellingham, Wash., furnished traffic tip securing a passenger to St. Paul, Minn.

Floyd Clapper, Bellingham, Wash., furnished traffic tips securing two passengers to St. Paul and two to Chicago.

The passenger department commends conductor Jos. Graf, Austin, Minn., for securing one passenger, Austin to Chicago.

Through the solicitation of Conductor Roy Harmon, we were able to secure one passenger from Rapid City, S. D. to Sioux City, which party had previously planned to go via competing line.

Otto Fredericks, blacksmith, Tomah Shops, was instrumental in securing one passenger, Tomah to Denver, Colo.; and one from Tomah to Aberdeen, S. D.

The passenger department, Madison, Wis., commend Roundhouse Foreman W. C. Kenney for information resulting in securing the sale of two round trip tickets to New York.

Laborer Max Eckert, Council Bluffs, was influential in securing sale of one ticket from Council Bluffs to Chicago via our line.

Assistant Passenger Agent Oslie, St. Paul, and Superintendent H. M. Gillick, compliment Conductor and Mrs. William Wells, H. & D. Division, on securing considerable long haul passenger business, on one occasion securing three round trip tickets to Massachusetts points.

Mrs. Huston, Tacoma, was instrumental in securing two round trip passengers, Tacoma to eastern points.

W. A. Monroe, dispatcher, Miles City, furnished tip on passenger business, securing sale of tickets to eastern points.

F. A. Kemp, machinist, Tacoma, was instrumental in securing passenger business, Tacoma to eastern points.

W. F. Coors, engineer, furnishes traffic tip, securing sale of ticket, Tacoma to eastern points.

H & D "JD"

PETE FRUETEL, agent Correll, was off a few days attending the funeral of a sister-in-law in Norwood. Pete Shier acted as agent during Mr. Fruetel's absence.

Jack Gobershook and family spent a week or two in the northern woods on the lakes.

Walter E. Dunlap, train dispatcher, president of General Warren Chapter and state officer of the Sons of American Revolution, has been appointed aid-de-camp on the official staff of the governor of Kentucky with the rank and title of colonel, the engraved scroll bearing date of his commission as of June 1st, 1933. Active work with the S. A. R., Military Order Foreign Wars of the United States, Order Founders and Patriots of America and several other patriotic and historical organizations earned for Colonel Dunlap the honor very seldom conferred on Minnesotans.

Conductors Nichols and Shipley made a few trips running during the rush.

C. H. "Cassie" Anderson was the big shot at Appleton for a few weeks, while Bloomgren was rolling around in the northern lakes. Cassie also by the way, relieved J. H. D. at Fargo for a few weeks.

Sheimo of Granitefalls put in a few nights at Minn-Falls, Putz and the Mrs. were limbering up the new Dodge, which, by the way, is the latest thing in Dodges, too.

Jap Wik is working a trick in Aberdeen during the vacation period.

Al Secman is doing the relief work at Montevideo this summer and E. J. Ruehmer is working the swing job.

Mrs. W. S. Burroughs, president, Tacoma Chapter, Milwaukee Railroad Women's Club, furnished traffic tip securing two round trip tickets, Tacoma to Chicago.

Mrs. H. E. Jones, Tacoma, furnished information that secured a passenger for our line, Tacoma to Chicago.

Mrs. P. Emanuel, Tacoma, furnished traffic tip in connection with vacation trips of some teachers to the Century of Progress.

Mrs. F. H. Devlin, Tacoma, was instrumental in securing two passengers from Tacoma to Chicago and return.

Mrs. W. S. Burroughs, Tacoma, was instrumental in securing the sale of two tickets from Tacoma to Pennsylvania points and return.

The Tacoma women are good business getters. William Brown, section foreman, was instrumental in securing location for a warehouse to accommodate additional grain business.

Yard clerk, Ray Benthien, Milwaukee, is always alert to secure business for our line. Recently he was instrumental in getting the long haul on two cars from Milwaukee, destined to points east.

Credit Due

The following letter evidences the continued interest of switchman P. V. Larson of Sioux Falls in securing business for our line: The letter is from general agent W. D. Griffith, Sioux Falls to superintendent Ingraham:

"I want to supplement my letters of April 19th and May 7th about business secured by switchman P. V. Larson. Please be advised that on June 7th, we had out Milwaukee car 203577 containing 52,000 pounds of hides; earnings \$202.80. I trust that Mr. Larson may be given credit for securing this business."

Eddie Conus of E-39 spent a couple weeks down in Arkansas and Kentucky.

Any of you fellows who are planning on building some bird houses would do well to stop off at Norwood and look Christ Nygrens' assortment of houses over.

J. J. Brown spent a part of his vacation visiting in Chicago, taking in the World's Fair.

Miss Georgia Scott, daughter of E. J. Scott of Appleton, who is taking nurses training at the Mercy Hospital, Des Moines, spent a two weeks' vacation with the folks at Appleton.

J. R. Lowe of Monango put in a week or two at Corona, relieving Agent Muth.

Paul Meuwissen has been making a few trips running.

First part of July we had 9 crews in the ring on the east end and 7 on the west end.

Mr. and Mrs. Fred Radel and children spent a few days in the Twin Cities in July.

Ike Cowles has been permanently assigned agent at Cogswell, Louie Wolf, former agent at that point going to Zealand.

Paul Glander of Webster was gone for a few days this month being relieved by Pat Walsh of Minneapolis. Pat also relieved the mayor of Olivia for a week or ten days.

Night roundhouse foreman Jack Sharon and family spent a couple weeks around the northern lakes, Jack reports fishing none too good but is planning on trying it again later on this fall. Mr. Sharon was relieved by Joe Rush.

Engineer Dorsey made a few trips running this month.

Baggageman George Gunderson of Minneapolis, is the big shot of the baggage smashers. George is the proud papa of a brand new baby girl.

ON THE STEEL TRAIL

THE DIVISION NEWS-GATHERERS

Guy E. Sampson.....	Train Director, Bensenville	A. E. Jerde.....	Care of Chief Dispatcher, Montevideo, Minn.
A. M. Dreyer.....	Fullerton Avenue, Chicago	Claire E. Shappee.....	Care of Western Traffic Manager, Seattle, Wash.
John T. Raymond.....	Dispatcher, Marion, Iowa	Leda Mars.....	Care of Local Agent, Minneapolis, Minn.
Ruby M. Eckman.....	Care of Assistant Supt., Perry, Iowa	N. A. Hiddleson.....	Care of Mechanical Dept., Minneapolis, Minn.
E. L. Sacks.....	Care of Trainmaster, Dubuque, Iowa	V. J. Williams.....	Care of Superintendent, Austin, Minn.
M. G. Braheny.....	Care of Superintendent, Mason City, Iowa	Lillian Atkinson.....	Care of Superintendent, Wausau, Wis.
C. M. Gohmann.....	Care of Superintendent, Ottumwa, Iowa	Wm. Lagan.....	Care of Superintendent, Sioux City, Iowa
Sybil M. Clifford.....	Care of Asst. Supt., Kansas City	Harriet Shuster.....	Care of Refrigerator Dept., Fullerton Ave., Chicago
C. M. Browning.....	Care of Superintendent, Green Bay, Wis.	Dora M. Anderson.....	Care of Local Agent, Moberg, S. D.
Eileen Story.....	Care of Superintendent, La Crosse, Wis.	Nora B. Decco.....	Telegrapher, Three Forks, Mont.
Julia Barrows.....	Care of Car Department, Milwaukee Shops	A. M. Maxeiner.....	Agent, Lewiston, Mont.
H. J. Montgomery.....	Drafting Room, Milwaukee Shops	R. M. Thiele.....	Spokane, Wash.
Mrs. Edna Bintliffe.....	Care of Trainmaster, Mitchell, S. D.	Gertrude Alden.....	Care Superintendent Coast Division, Tacoma, Wash.
E. Stevens.....	Care of Superintendent, Savanna, Ill.		

Iowa (Middle and West) Divn. Ruby Eckman

The Storm Lake Branch employes and their families had the first of their summer picnics on June 18th with about thirty in attendance. The picnic was held at Cobble Stone Inn on the east bank of the lake. It is reported that all had a good time and a lot to eat and after dinner they enjoyed roller skating, bathing and the other amusements the lake resort affords.

Switchman Homer Lyons of Miles City has been in Perry for some time making repairs to a residence property he has and getting affairs straightened up in his mother's estate.

Dr. Hugo Hullerman of Minneapolis and his sister Miss Margaret, who has been spending her vacation at the home of their parents, Engineer and Mrs. E. C. Hullerman, left in July for a trip to Glacier National Park.

Fireman William Hill's daughter Mary, who lives in Los Angeles, Cal., has been home for a few weeks on a visit.

Engineer F. L. Hanner's wife represented the W C T U of Perry at their national convention in Milwaukee the fore part of July.

Caspar Herbst an uncle of engineer E. C. Hullerman, who has been making his home in Perry for some time, died at the home of his nephew July 7th. Interment took place at Bellevue. The Perry relatives were in attendance.

Friends on the Iowa division learned of the death of Ned Baldwin, a former resident of Perry. He died in Los Angeles following a long illness and was buried in Seattle. Ned's father, Engineer Billie Baldwin, was one of the first Perry men to go to Lines West when the construction work started.

Mrs. Charles Bryant, of Dunning, Neb., a sister of Conductor Joe Bryant's wife, died in Perry while on a visit to her sister and mother. Burial took place in Bloomington, Ill. Conductor J. B. Bryant and his family accompanied the remains to Bloomington.

Engineer Fred Peterson had to do his own cooking for a while in July as his wife and daughter Esther went east for a visit with another daughter at Ithaca, N. Y. They will also visit in Ridgway, Pa., and Cortland, N. Y.

Engineer J. P. Lutze has been quite sick for several weeks and confined to a hospital in Des Moines.

Machinist Lyle Hoes was confined to the hospital in Perry for a while on account of an attack of poisoning, contracted while on a picnic in the woods when he went to Dubuque to visit his sister over the 4th.

Conductor Gaylord Courtney and family were in Anita, Ia., the latter part of June, having been called there by the death of Mrs. Courtney's father.

Oscar Carlson, pipe fitter at the round house at Perry, with his family, went to McGregor, Minn., the latter part of June, having been called there by the death of his father.

Machinist Charles Johnson and his son-in-law Carl Fish of the Perry shops force were among the first fishermen to return from the Northern Lakes and they brought back a northern pike which Charles caught, which so far has held the record. It weighed sixteen pounds and was a beauty. The men brought back enough to supply their close friends with samples.

Orlan Emerick, Phillip Cooper, Oliver Nead, Doris Hartman, John Wagner and Joyce Lafferty, all children of Milwaukee employes, passed the Junior and Senior Life Saving Tests at the Perry swimming pool in June.

Engineer H. Colburn's wife had the misfortune to fall and break her leg just above the knee, requiring that it be placed in a cast.

Machinist Orin Lutze of the Perry shop force was in the Lutheran Hospital in Des Moines in June for an operation for the removal of a goitre. He stood the operation well and has been making a nice recovery.

Conductor H. W. Lee and wife and Conductor H. J. Fuller and family spent a few days at the Black Hills in South Dakota, in July.

Engineer Charles Stoner, who has been on a furlough for fourteen months, while employed as a deputy tax collector, has resigned from government service and has resumed work on the road.

Engineer Frank Keith, who has been making his home in Marion for years, has purchased a residence in Perry and expects to change his residence about the first of September.

Passenger conductor A. J. Fuller took his grandsons Richard and Edward Fuller to Chicago to see the big ball game and attend the Fair. The lads both enjoyed the game and the many things they saw at the Fair.

Division master mechanic W. N. Foster has moved from Perry to an acreage near Marion. Some of his friends gave him a farewell party in Perry before his removal.

Thieves entered the home of engineer Fred Peterson one night the latter part of June while the family was on the front porch and made way with about five dollars worth of groceries from the pantry.

The mother of agent Peasley's wife died in an Omaha Hospital the fore part of July. Burial was made at Persia.

Pauline Brown, daughter of Conductor W. H. Brown, and Kenneth Stevenson, a young man living in Perry, were married June 4th.

Northern District—Car Department O. M. S.

We have returned after an absence of about two years and plan to have news for each following month.

General Car Department Supervisor F. J. Swanson and family are vacationing in Chicago and viewing The Century of Progress.

We extend our sympathy to General Car Foreman G. Larsen in the loss of his wife who passed away June 29th after a short illness.

The Elk's Club of Aberdeen have chartered an all steel Milwaukee owned train for a tour to The World's Fair on July 16th. Credit is due Walter Moffenbier, carman, for securing routing on our lines.

From Aberdeen, we hear of Car Foreman C. O. Bross and family on vacation in the Black Hills; Wrecking Foreman A. C. Rognelson and wife having visited their son in New York City and attending the World's Fair at Chicago; Barney Fahey, Lead coach cleaner, fishing at Ortonville and enjoying a needed rest; also that several favorable comments were made on the fine equipment furnished by our Company on the All Expense World's Fair Tour out of Aberdeen on July 1st.

Chief Clerk Walter Johnson completed the finishing touches on the fountain in his rock garden at Lake Minnetonka.

Robert Hughes and wife returned from trip to Excelsior Springs, Mo., early in June.

Moreman Hollingsworth and family were home to see "Ma" and "looked in" at The Fair.

Coach Yard Foreman J. E. Buell and wife visited at Postville, Ia., and other points during his vacation.

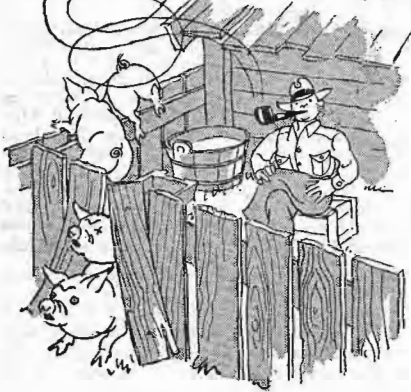
Chief Inspector H. Laird, enjoyed a restful vacation at the Lake.

Foreman C. Pederson, Hastings, spent three



Warehouse Force at the Local Freight in Minneapolis

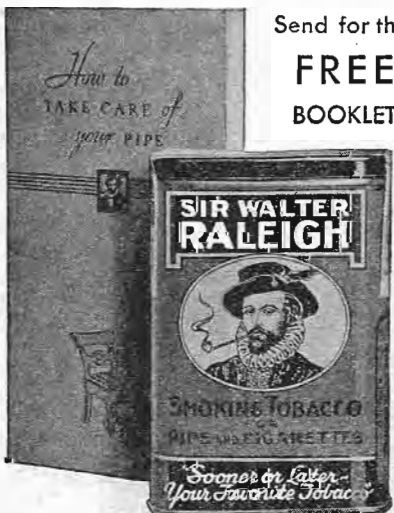
Page the S. P. C. A.!



SPEAKING of farm relief, what about the poor pigs? When they complain about an odor, boy, it's some odor! Less particular things than pigs shy at foul pipes. Yet so gentle a person as a lady loves to have pipe smoking in her presence—that is, with the *right kind* of tobacco. For instance, no living thing, pig or person, ever drew away from Sir Walter Raleigh's mild, fragrant mixture in a smooth, well-kept pipe.

Those rare Kentucky Burleys satisfy the smoker, and delight nearby non-smokers. Try a tin of Sir Walter Raleigh on your next store visit—the tin wrapped in gold foil. You'll see why particular men have adopted this fine tobacco "whole hog."

Brown & Williamson Tobacco Corporation
Louisville, Kentucky, Dept. K-38



Send for this
FREE
BOOKLET

It's 15¢—AND IT'S MILDER

days at the World's Fair and visited at other points.

Foreman Behrens returned from vacation on July 4th.

Ella Siegler, Mpls Car Department Office, visited relatives in Chicago and attended The Century of Progress.

Einar Hauger, clerk, saw the White Sox and Cubs play two ball games and took in The World's Fair while on vacation.

July 1st, Foreman F. M. Washburn, Sioux Falls, S. Dak., was recalled to St. Paul. Repair Track and Foreman J. C. Weatherell returned to Mpls Light Repair Yard.

O. K. Johnson, lead carman, at Sioux Falls, made his annual fishing trip to Big Stone Lake and claims there are lots of fish left in the lake. He also reports increased freight and World's Fair passenger business.

Fred Linloff, Sioux Falls coach cleaner, is now able to get around the house on crutches following a siege of inflammatory rheumatism since last February.

Fred Sherin, former carman, Mpls Shops, passed away recently. Our sympathy is extended to Mrs. Sherin.

Foreman A. Hendricks, Winona, offers a few safety words: "Safety First is what we should keep in mind. Inspectors and those whose duty it is to go up and down box car ladders should make sure handholds are secure and footing is good. In going up a ladder, you pull up your weight, and in going down a ladder, your weight assists you to descend."

Motoring On the Milwaukee Up and Down Hill on the Rocky Mountain Division Nora B. Decco

WELL the main reason why you have searched for my name at the head of this colyum, and did not see it, is . . . the Chief train dispatcher, called me up way last spring and he says, "you are out of a Job," an' I says "who me?" and he says, "yes you" . . . and I just came to, from the shock, but things look some brighter now than they did, and aside from the hot weather, and a few other little things, we should be used to by now, but are not, everything seems to be looking up and so we will start again, from where we are now and trust things will not be so rudely interrupted, again.

Something rather odd happened a few evenings ago however and I may just as well get it off my mind. I was sitting with my ear to the telephone and my mind on nothing but my work when a nice bran new four foot long snake started out across the platform. I am not the only one who saw it, so this is a true story, and inside the office standing where I had to look at them all the time were two wire bound, sealed boxes of some thing in bottles from Louisville, Ky., some say I should have let the snake bite me, in fact should have insisted it do so.

Well, we won't blame the new deal for that, but something will have to account for the new faces we see around us on the working lists and the men who are making trips now, who have not made them for two years, may there be more of what ever there is, causing this, and may nothing stop it.

During the last half of June we handled a number of CCC specials,—the railroad men in this neck of the woods call them, "Woodticks." . . . There are a large number of camps in this state and lots of them near our railroad, in fact most of the specials we handled were shipped to points on our line. The men were mostly from far eastern points and were all sorts and classes. Many have returned and many more have stayed, we hear all kinds of reports, as is natural, but those who have stayed with the work are doing all right and from all we hear doing as well as any one could expect. New men and new work and they expect to get a lot done before snow flies.

Operator Kemberling who has been several places since he worked many years here is now agent at Hilger on the Northern Mont. division, where he expects to get a lot of business for the company in the line of car loads of wheat, well he is in a good place to get it, if it rains enough.

Mrs. Bales, wife of Chester of Head waters fame, has gone to Oregon to visit her sister, and as usual Chester is killing time until she returns snaring the big speckled ones from their hiding places, . . . as the advertisements say, and as I am somewhat behind in my part of the advertising department of the Company of which Chester is a member, he reminded me silently of my laxness by presenting me with a small sample of his wares . . . about five pounds worth and it broke his reel. That is a good one, but then Chester is good. The Supt. of Milwaukee Shops heard one of his fish stories way back there and is on his way out to see them climb trees when Chester stops the Dodge on the bank of the Missouri, or Madison, or the Lake, or even the Milwaukee Gravel pit . . . and I guess that is advertising.

Operator Joe Jost is relieving ticket agent Thompson over at Lewiston for a few weeks, and even Doc Byrne is working. Stephenson has gone out to his farm near Missoula and here there and every where some one is going and coming for a few weeks. Seems like old times and we hope for lots more.

Engrs. Flynn and McCormick are back on the main line after considerable time on the Northern Montana. Firemen Haffner, Markel and R. C. Daniels also. A helper has been put on at Butte and one at Lombard and they seem to be busy, too.

Miss Buehla Baker, daughter of train dispatcher, George Baker, was married the early part of July, to Albert D. Day of Helena. We offer our congratulations and best wishes to this young couple but our sympathy goes to GBB because he says he feels so old now, we don't think he is old, though.

Conductor Earl Wilson and wife made a flying trip to Kansas, there and back in 24 hours or some record breaker like the wheat market in which we understand he is interested.

Mrs. Shaw, wife of engineer Shaw, has returned from a nice visit with her sister in Minneapolis. She is much improved in health since she left here.

Miss Galye Roberts, daughter of fireman Percy Roberts, of this division, was quietly married to Russell Dunbar, June 3rd. The bride is a very popular member of this year's Three Forks high school graduating class and Mr. Dunbar, son of Herbert Dunbar, a farmer of old town near Three Forks. We offer our best wishes for a long and happy life to them.

Firemen McGrath and Collins, came down on the main line but returned to the Northern Montana again, and Fireman Guiot is again working out of Three Forks. Brakeman Greer came over from his farm in Washington and made a few trips in June also. And first call in a year Homer Hays was running, can you beat it from nothing to a millionaire right now, some folks have all the luck, don't they?

And who walks in and shakes hands right after EAM got the screen door up, but our friend AWH of Miles City and we welcomes him properly we hope.

We regret to write of the illness and death of little Frankie Kilpatrick, about four years of age and who was the youngest child of Condr. and Mrs. Kilpatrick of this place. She was sick only a short time and passed away June 23rd in Bozeman, leaving besides her mother and father, a brother and three sisters. We offer our most sincere sympathy to this family in the loss of this sweet little girl.

We regret again to tell the folks who knew him and they were many, that Timekeeper E. A. Coppock was found in the river out near Missoula after a search of several days, the 19th of June. He was keeping time for a large extra

gang and no one knows how the accident happened. He leaves a sister in England and the Rocky Mountain division offer their sympathy to her, as Mr. Coppock was known and liked by every one who worked on this division and we all regret his death.

Manager Dan Young of the Gateway Hotel tells us the new Dude ranch idea down there is taking hold first class, one of their first passengers out this way this season and a guest for several weeks, were Mr. and Mrs. Gary from Chicago, who spent part of their honeymoon out here. Mrs. Gary's father is Ambassador to the Balkans. We hope more and more find out about this and come out this way too.

If this doesn't land in the basket I miss my guess, but if it don't I'll be there next time and so on for ever and ever.

Wisconsin Valley Division

Lillian

Mrs. Frank P. Dodd, Mrs. Sam Ash, Mrs. E. J. Bertrand and Mrs. E. J. Graham left to attend the annual meeting of the auxiliaries to the Brotherhood of Railway Trainmen held at Fond du Lac. Sixteen auxiliaries were represented.

Mr. and Mrs. R. R. Sternitzky, Mr. and Mrs. Robert S. Sternitzky and Arthur Sternitzky attended the graduation exercises of Miss Marie Sternitzky, daughter of Mr. and Mrs. R. R. Sternitzky, who was graduated from St. Mary's School of Nursing, at Milwaukee, during the latter part of June.

Friends of Ralph J. Lathrop of Milwaukee, brother of Albert I. Lathrop, Wausau agent, will be sorry to learn of his death at his home in Milwaukee June 15. The deceased was an employe of the Milwaukee road for several years previous to his leaving for service in the world war in 1917. He is survived by his widow, Mrs. Ralph J. Lathrop, to whom sympathy is extended. Mr. and Mrs. A. D. Lathrop attended the funeral.

Miss Gladys Drews, whose marriage to Raymond Rawson, son of Mr. and Mrs. R. P. Rawson, conductor, took place July 15, was delightfully entertained by a large number of friends at Marathon Park. The afternoon was spent playing cards and a lunch was served. Miss Drews was presented with a purse of silver by her friends.

Mrs. Charles Carmen of Minoqua entertained two tables of bridge at her home Monday, July 3. Prizes were won by Mrs. George Wilson and Miss Susan Shepard.

"FISH TALE No. 97" advises, "The parade to the 'heart of the Lakes Region' has started. Throw off the shackles of summer's heat, climb aboard a Milwaukee train and follow their trail to the Land of Big Woods and Many Waters." We think it a timely suggestion. Also according to FISH TALE No. 97: It seems that the most profitable time to fish is in the morning. Reports from one camp indicate 16 morning catches but 4 afternoon catches. That's a four to one chance for the early risers.

Mr. Edward Dieble spent a few days at Chicago taking in the World's Fair and also witnessed several ball games.

Mrs. Fred Radandt accompanied her sister as far as New Lisbon while on her way to Seattle, Washington.

212 men passed thru Wausau on June 20th enroute to the Civilian Conservation Blue Island Camp located on the Hixon Line and 212 for Crystal Lake at Star Lake. These camps organized by the government for reforestation work, and about 450 to 500 young men left from Wausau for Fort Sheridan, Ill., to be prepared for Civilian Conservation Camps.

Eileen: Did you know that "NIG" up and took all of his fire crackers with him to Portage on the 4th? Seems to be quite a little questioning as to the seriousness of your lunch hour, would you care to make any comments — 3



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* * Also * *

Complete Stock of Fine Diamond Jewelry

67 Years of Honest Merchandising—Your Guarantee

Kirchberg Jewelry Company, Inc.

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{Opposite Marshall Field's}

guesses.

Friends at Wausau were sorry to learn of the passing away of W. E. Jones, dispatcher at Portage. Mr. Jones acted as relief dispatcher last summer during the time our dispatchers were taking vacations. Sympathy is extended to the Jones Family.

Iowa Division, Second District

H. H. J.

The father of Mr. Frank W. Price, conductor, passed away at Wauke, Iowa, Sunday, June 25th.

Brakeman L. R. Santee's mother passed away at Rockwell City during June.

Carl Osborne, Jefferson, was recently relieved a few days by relief agent H. Calhoun.

A. Schroeder, Redfield, spent July 4th in the vicinity of Spencer, and was relieved by P. L. Calhoun.

V. C. McGee worked several days the forepart of July at the freight office, Des Moines.

E. V. Bartle, agent, Churdan, and family took a western trip during July, being relieved by H. Calhoun.

Those who have visited the Century of Progress in Chicago report it a wonderful Exposition, so let's try to prevail upon our friends and neighbors to see the many sights at the Fair, traveling the safe way—via The Milwaukee Road.

West End T. M. Division

R. K. B.

The long awaited upturn in business which was only a hope in the early part of this year has at last reached definite proportions, and has been particularly noticeable on this division since the first of May. During that month the



K. C. Division Engineer Henry H. McCoy and two granddaughters

T. M. Division had a lower operating cost than any other division on the system or ever before in its history, and the same result is expected for the month of June. The June reports indicate an 88% increase in freight revenue handled on the Trans-Missouri Division, and this increase was not only attributable to outbound shipments of grain, but in inbound carload and LCL business. Passenger business showed a 5% increase, the first increase on this division since June, 1929, largely due to the impetus given passenger traffic by the World's Fair in Chicago, and the low rates in effect.

Wool business this year is expected to practically double that of last year, thereby adding greatly to our freight revenue column. This fine increase is attributable to wholesale solicitation on the part of our Traffic Department, and the earnest efforts of individual members in our Shop, Car and Maintenance of Way Departments who lost no opportunity to get every pound of wool business they could this year for our line.

Barry Glen at the present writing is visiting in Tacoma with his mother, and renewing old acquaintances in that city where he formerly lived. The sight of his old Ford still standing at the depot would lead one to the conclusion that he had to leave town in a hurry, and that nobody else is interested in owning Barry's Ford. During his absence Master Mechanic H. E. Riccius is head of the force that it is taking to replace Barry while he is away.

Another Tacoma vacationer was Hazel Soike, stenographer in the Car Department, who still thinks of the Coast as God's Country.

E. C. Erickson, for many years a member of the Engineering Department, but who was laid off in force reductions last Fall, is back with us again as Rodman.

Messrs K. F. Nystrom and R. W. Anderson of Milwaukee, and W. E. Campbell and A. J. Kroha of Tacoma, were recent visitors on the division.

The services of W. H. Bartley, for many years Secretary of the State Democratic Committee, have been rewarded by his appointment as Internal Revenue Collector with headquarters at Great Falls, and he has been receiving the congratulations of his friends and fellow trainmen.

Thelma Denson and father, Machinist Farnham Denson, have recently left for Chicago where they will take in the sights at the World's Fair. In Chicago they have planned to meet relatives from Georgia and Alabama, and Thelma will accompany them south to spend the summer.

During the recent vacation of Chief Dispatcher E. B. Cornwall at Miles City, he was relieved by

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C. A. Nummerdor.

A recent sightseer at the World's Fair in Chicago was Division Freight and Passenger Agent J. J. Foley, who made the trip with his wife and daughter.

Switchman L. E. Carlisle has again returned to work after an extensive auto tour of Arizona where he visited with his boys.

Congratulations are being tendered Per. Frt. Inspector L. S. Richey who has recently become the proud papa of a baby girl.

Everyone is glad to learn that Mary, daughter of Instrumentman Victor Garvey, is recovering satisfactorily from her recent operation.

Engineer Elmer Dunlap escaped the heat recently in this vicinity by trekking out to the Coast. Seattle is his present address.

Ann Butcher, cashier in the Freight House, is visiting in Worland, Wyoming, with her father and mother.

Traveling Engineer R. G. Webb and family at the present writing are in Chicago in attendance at the Century of Progress. At the present moment the whereabouts of RGW is probably the Transportation Building.

The family of D. L. Roberts, brakeman, has joined Del in Miles City from San Diego, California. Business has improved sufficiently so that Del is able to work regularly, and he has re-established his home in Miles City.

To serve a new sugar beet producing territory just west of Sheffield a new siding has been constructed at that point in anticipation of the tonnage that will move from there this Fall.

Charley Shine of Faith, S. D., and E. C. Carlson of Mobridge, were visitors in Miles City over the Fourth.

Machinist James Noctor and family are visiting relatives in Pocatello, Idaho.

Clyde Mowery of Roundup did relief work in the Wire Chief's office over the Fourth while A. F. Maille took a few days off.

This is vacation time, also, for Claim Adjuster J. T. Sleavin, and he is making a two weeks' visit to various points in Minnesota.

Among other familiar faces seen with us temporarily while the recent movement of the Re-forestation Specials made business on the division were Dispatcher Dave Hagerty and Neil Grogan. They had lost none of their old ability in getting the trains over the road.

We had the pleasure of having Dunc Ritchie with us for a short while again, while he put things to order in the file room.

Machinist Frank Smith and wife are at the present time visitors in Chillicothe, Ohio.

Another Ohio visitor is J. P. Leahy, who is visiting relatives in Columbus. He will take in the World's Fair on his trip.

Machinist Guy Fulks and family are visiting in Chicago with Mr. Fulks' father.

Mrs. E. A. Oliver has been confined to the hospital several days receiving medical treatment, but we understand she is progressing satisfactorily at this time, and hope she will be released shortly.

Chicago Union Station Purchasing Department

B. H. Perlick

We welcome pleasant surprises and wish we had more of them.

The first-prize surprise of the month was Mr. F. S. Pooler's visit to the Purchasing Department offices on Wednesday, July 12th. Mr. H. C. Youngs relinquished the chair to Mr. Pooler during the period of Mr. Pooler's visit, but no business was transacted. . . . (Mr. Pooler forgot to bring his quorum—left it at home, I believe).

Music, painting, poetry and gardening are Mr. Pooler's major hobbies (and folks—this is confidential—if you desire to retain that genial disposition and remain young, like Mr. Pooler, get yourself some hobbies).

Mr. Pooler wants to be remembered to his many friends and would welcome a few lines for old time's sake. U. S. mail address is 1207 Elmwood Ave., Evanston, Ill. (Drop Mr. Pooler a few lines—you folks who know him—make this your hobby No. 1, if you have none.)

After sampling "Doc" Meyer's tobacco Mr. Pooler departed for the "Century of Progress Exposition," which every employe of the "Milwaukee" should visit without fail, as there are surprises galore.

However, it behooves us to mention here that you should first ascertain whether or not Mr. B. B. Melgaard will visit the "Exposition" on the same day. (It rained in torrents for hours each of the five times Mr. Melgaard attended.)

Iowa East Division

J. T. Raymond

Agent and Mrs. A. J. Campbell of Atkins were away several days fore part of July visiting at Galena, Ill. Agent E. F. Clausen supplied.

Mr. and Mrs. L. C. Low and daughter, Mrs. Harlan Dye, of Marion, attended the Exposition at Chicago the latter part of June

Mr. and Mrs. L. A. Turner of Marion made a brief visit to Chicago the middle part of June, visiting the Century of Progress Exposition.

Mrs. William Reep and Mrs. Harry Mellish of Marion visited friends in Seattle, Spokane and Portland during part of June and July.

A. C. Dimock, general yard master at Cedar Rapids, was away on his vacation early in July, spending part of the time at the Chicago Exposition.

Bruce Devoe supplied as agent at Arlington during Mr. Ramsey's absence.

Funeral services were held Wednesday, June 21st, for the infant son of Mr. and Mrs. Ed Mulhally, born June 20th at Mercy Hospital, Cedar Rapids, Ia. Burial at Browns. The magazine extends sympathy to the surviving members of the family in the loss that they have sustained.

Mr. and Mrs. H. C. Van Wormer went to their cottage at Lake Dequot, Minn., July 2nd, spending the month there.

Willis Jordan was acting chief dispatcher at Marion; L. S. Dove, relief dispatcher, and H. E. Ramsey from Arlington, supply dispatcher, during vacations.

Roscoe Stevens left Marion Saturday, June 24th, for Milford, N. J., where he will join Mrs. Stevens who has been there for two months visiting their daughter, Mrs. William Erwin and family. They are to return home July 4th.

Mr. and Mrs. Claude M. Brown and their son

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Maurice of Great Falls, Mont., who have been visiting Mrs. Grace Brown of Marion, left June 22nd enroute home via the Century of Progress Exposition, Chicago.

Mr. and Mrs. George Schrimper and son Richard of Marion spent several days late in June visiting relatives at Rockford, Ill.

William S. Correll, 62, veteran employe, succumbed to a heart attack at about 10:30 A. M. Saturday, June 17th, between Spragueville and Delmar, while on his run on the westward way freight. He had left his home at Savanna at six o'clock apparently in the best of health. The remains were taken at once from Delmar to Savanna on a special train, cond. Phil Shoup. Funeral services were conducted at the home Monday afternoon. Burial was made in the family lot at Savanna. The following Milwaukee employes acted as pall bearers: Phillip Shoup, Jacob Lakaff, George Showalter, Ben Freeze, Orville Mullen and F. E. Winston.

Mr. Correll entered the service of the company on this division in June, 1898, and has served as a brakeman and conductor since that time. Mr. Correll has always been faithful and conscientious in his service with the Milwaukee Road, with whom he was so long associated. He was well known and highly esteemed by the officials and employes on the division, who were greatly shocked and deeply deplored his sudden death. Surviving, are his widow, two daughters and four grand children. The heartfelt sympathy of many friends on the railroad are extended to the surviving members of the family in their deep sorrow.

Passenger Brakeman L. R. Curtis has returned from several months spent in California and resumed work on Nos. 7 and 8 between Marion and Omaha on June 18th.

Brakeman C. N. Goite was off duty for several days due to sickness.

Condr. Ben Bulkley was off sick for three weeks, resuming work July 13th. Condr. W. I. Farrell relieving on the Calmar passenger.

Business continues to improve on this division, Cedar Rapids and Marion, among other stations, reporting nice increases in June.

Beginning July 15th, engines and engine crews on main line and Calmar Line wayfreights, and also transfer crews, will tie up at Cedar Rapids instead of at Marion. The engine watchmen at Marion have been taken off.

A severe rain storm passed over the division Saturday, July 8th, causing washouts near Anamosa and Wyoming.

A new train, leaving Cedar Rapids at 9 P. M. daily, has been inaugurated to take care of important eastern freight business originating at that point.

Twin City Terminals Mechanical and Store Depts.

N. A. H.

Traveling Engineer W. C. Blase came back from his vacation with a healthy coat of tan and reports a wonderful time in the North at his lake cottage.

We all wish to express our sympathy to Mr. Gus Larson of the Car Department, South Minneapolis, in the loss of his wife who passed away the latter part of June after a lingering illness.

Mr. Axel Edlund, Boiler Inspector, is in line for congratulations, he having taken a life partner. Mr. and Mrs. Edlund spent their honeymoon in the East visiting various beautiful cities.

Mr. E. Z. Hermansader, formerly of Minneapolis, passed away in Milwaukee July 13th. Death was very sudden and we wish to express our sympathy to the widow and family.

Iowa and SM

V. J. W.

General Foreman H. J. Keck and family left Austin July 8th on an auto trip which will take them to Dubuque, the World's Fair, and Gary, Ind. We did not know that a livestock exposition was being conducted at the Fair but reports reach us that Harry had his prize Jersey cow in

the trailer when he started out.

Engineer Harley Kough and son Bernard returned early in July from a two months' visit in England.

Machinist Frank Ryan and son Francis expect to leave the latter part of July on a trip to New York City.

Wm. R. Cartwright, retired stationary engineer, expects to leave in a few days for Wellsville, N. Y., where he will attend a family reunion.

Machinist helper, Marsh Franklin, is spending a couple of weeks in Duluth.

Engineer John Hogan and family leave the latter part of the month on a trip to the west coast.

We are sorry to hear that Proctor Phillips, veteran signalman at Montgomery, is still ill at his home and unable to work. Mr. Proctor came to Montgomery as a civil engineer at the time the line was built from Farmington to Mankato and has served as signalman in the tower since the time it was built. Mr. Proctor is 74 years of age.

Geo. Ryan, ticket agent at Owatonna, had quite a thrilling experience a few days ago when a bandit held up the office. Geo. did not get a very good description of the bandit but he certainly had a good look at the gun.

Agent W. E. Niblack of Bixby is still ill at his home after suffering a stroke a few weeks ago.

Arlie Wood, cashier at Montgomery, is back to work after a 90-day leave of absence.

S. B. "Red" McGinn was appointed agent at Faribault.

Agent Moore of Lime Springs has a novel way of spending his Sundays. He accompanies a group of his town folk to Chicago to the World's Fair and we understand that he has accounted for a good many tickets and satisfied customers through his plan of making all arrangements for his patrons so they may make the most of the time they spend at the Fair.

Conductor Ralph "Buck" Bloomfield spent a few days in Milwaukee early in July.

Dispatcher E. W. Rudloff left Austin the 14th on a visit to Columbus, Wis. Dispatcher S. C. Sorenson returned from his vacation that date and took over the first trick on the 2nd division. Dispatcher Aughey is still laid up.

Miss Violet Beatty of the Supt's Office spent the 4th of July in Council Bluffs.

Mrs. H. A. Wunderlich and two daughters left Austin July 14th for a visit in St. Paul and Savanna. They also expect to take in the World's Fair before returning home.

J. E. Ober, agent at Austin for the past 25 years, passed away at St. Olaf Hospital July 18th after an illness of about three weeks. Mr. Ober underwent treatment at Rochester for a throat ailment June 1st and then returned to Austin for further treatment but failed to rally. Mr. Ober was 76 years of age and had been an employe of the company for 48 years. He entered the service as a checker at Austin in 1885, was made cashier in 1887 and was then transferred to Sanborn, Ia., as agent in 1895. In 1908 he was ap-

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pointed supervisory agent at Austin, which position he held at the time of his death.

Mr. A. C. Andersen, formerly agent at Fari-bault, is welcomed as the new agent at Austin, filling the vacancy caused by Mr. Ober's death.

Traveling Inspector Bradford returned from his vacation just in time to jump into the harness (or should it be jump out) as a hog escaped from a stock car and had taken up his new home in a garden adjoining our tracks. "Andy" gave Brad all of the details even to the extent of showing him the hog, but not until Brad cleared the fence about two jumps ahead of a hoe handle did he learn that two policemen and several packing plant employes had failed to retrieve the animal due to certain ideas of settlement which were held by the owner of the garden.

Kansas City Division C. M. G.

On June 23 occurred the death of Conductor Walter G. Dingeman at his home 719 West Second Street, Ottumwa. He was in service on trains No. 3 and No. 8 operating between Davenport and Kansas City; became seriously ill in Kansas City in the morning of June 22 and was unable to continue in service on train No. 8. Mr. Dingeman entered the service of the Milwaukee railroad on July 23, 1891, as a brakeman, being promoted to a conductor on September 1, 1892. Funeral services were held on Sunday afternoon and burial made in Memorial Lawn Cemetery. He is survived by Mrs. Dingeman, a son, R. W. Dingeman of Detroit, and a daughter, Mrs. I. E. Hawkins of St. Joseph, Missouri, who have the sympathy of their many friends.

I. A. Summers, agent at Cone, accompanied by his wife, spent two months in Chicago. Attending the World's Fair and made several trips to various points in Wisconsin, including Madison and Milwaukee.

Abstract Clerk Iver Carlson of the Ottumwa freight house went to Chicago as a delegate of the Ottumwa Musicians Union, headquartering at the Palmer House. Reports having had a fine time and found the World's Fair most interesting and enjoyable.

Dispatcher Jno. Sanford is away on his annual vacation—understand he and his family are seeking the cool spots in Wisconsin during this hot June weather.

Several of the Ottumwa Milwaukee employes have invested in brand-new cars during the past few weeks—Trainmaster H. C. Munson is going to Terraplane about town now; E. J. Klahn is sporting a new Reo, while Engineer Herbert Cogswell has also joined the ranks of Terraplane owners.

Arline and Joyce Mae, daughters of R. R.

Lowe of the engineering department, visited for several weeks in the home of their grandmother in Shawano, Wis.

On July 3 Hugh Evans returned to Tulsa, Okla., after a two weeks' vacation in Ottumwa visiting in the home of Engineer George Kissinger. Mrs. Evans and daughter Megan will remain in Ottumwa indefinitely. Mildred Kissinger of Chicago will arrive in Ottumwa on July 16 to spend a week in the home of her parents.

Notes from the Local Freight Office, Spokane

By R. R. T.

The hot weather of the Inland Empire is upon us and those who can afford it begin to feel the yearning for a vacation in order to recuperate—while, to be sure, on the other hand a good many of our people are joyfully going back to work in order to recuperate from too long an enforced vacation. One of those who has already enjoyed his vacation is Earl Medley, popular Car Foreman at Spokane, who has just returned from a two weeks' trip to the Central States. He spent two days at the great Century of Progress Exposition at Chicago; then two days at Detroit, and the remainder of the time not used in actual traveling he put in at his old boyhood home in Missouri. He saw much but as he struck the Central States during their recent hot spell he was glad to get back to the comparative coolness of Eastern Washington. During his absence Bill McCoy acted as Car Foreman with great efficiency; now Mac, in his turn, is off on a vacation, most of which he expects to spend right here in the comfort of home, except for a short visit by himself and wife to Deer Lodge, Montana, their former home.

Chief Clerk Bill Snure of the Local Freight Office was off for two days recently due to illness, attributed by him to too much fish (?). His quiet but genial presence was missed during his brief absence.

Lloyd Modeland, foreman of the first shift yard engine, was off about the middle of June for a brief trip to Bonner's Ferry in order to verify the rumors of good trout fishing up that way; but as we heard nothing about the results afterwards it may be that the rumors were exaggerated. Floyd was off again for a few days over the Fourth but this time not for pleasure but to haul in his next winter's supply of stove wood which he had bought out in the country near here. So there wasn't much rest in that vacation. Our good friends, John Stolz and Jess Jones, usually do the act for him on these occasions. Recently the work picked up so that a third shift engine has to be called occasionally.

The other day, Joe James, foreman of the second shift engine, came home and found a lot of gooseberries awaiting canning while Mrs. James was temporarily absent from home. Joe, who is the very model of an affectionate and well trained husband, at once pitched in and relieved his wife of the task by canning the gooseberries himself in the most approved method. We congratulate Mrs. James on having so efficient an assistant cook and hope that the berries will turn out in good condition when the cans are opened.

Not long ago the father-in-law of Al Neis, one of our switchmen, bought a lot of old lumber to be used in some minor building on his place, and Al's mother-in-law conceived the brilliant idea of putting on a nail-pulling contest between her daughters, all living here. If we are correctly informed, Mrs. Neis won the first prize, an angelfood cake, by pulling six pounds and a half of assorted nails from the old lumber, which took like quite a mess of nails to us.

Lieutenant of Police Fred Brotche had an unpleasant surprise while out on the road somewhere on police duty when his wife sent him word that they had just been burned out. They were residents at the Ritz-Carleton Apartments, which building was recently seriously damaged by fire, due, it is believed, to a defective incinerator. Mr. and Mrs. Brotche's household fur-

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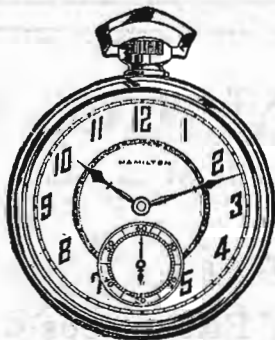
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We are glad to welcome Frank Donovan and Charles Donelinger from Sioux City to our midst. Both of these boys are now working at Mitchell Roundhouse.

Are you ready boys? For what? Why, for the christening of Ed Wright's new boat. Al Novak promised to bring out the champagne for this purpose.

C. H. Bradbury, wife and son Herbert, enjoyed a trip to the "Century of Progress" in Chicago, during the last of June.

Rumors and more rumors! How about it, Roy Peterson, have you heard them? Secrets will out, so beware.

The Roundhouse office at Mitchell has resumed its usual appearance again this summer with a new lawn and four flower boxes. Thanks to the Hoffman Floral Company of Mitchell for their splendid donations.

Jack France, son of Roundhouse Foreman France has just been notified that he passed the State Board of Osteopaths. Congratulations, Jack.

Perry Paullin and Harold Lindahl are back with a good coat of tan from South Dakota National Guard Encampment at Rapid City.

If you want a shower bath installed in your home, just call on Boilermaker Helper Ward Miller, and Machine Helper Perry Paullin. They are experts at this we are told. For further information you may examine the shower in the Round House.

Dorothy, oldest daughter of Ross Harrison stood third among graduates of Mitchell High School for high honors.

We are all glad to see business pick up again, and if we do as Kipling's little poem suggests we may come out on top yet.

"It ain't the guns nor the armament
 Nor the money that we pay,
 But the close co-operation
 That makes us win the day.

"It ain't the individuals
 Nor the army as a whole,
 But the everlastin' teamwork
 Of Every Bloomin' Soul."

With this thought in mind let us all help our road on top again.

La-Crosse-River Division
Eileen

Mr. and Mrs. W. M. Thurber have returned from a vacation trip, spent in the East, including Boston, where Mr. Thurber attended the Rotary International Convention, New York City,

Washington and a few days at the Century of Progress.

On June 19, Operator W. S. Wright of Oconomowoc noticed a brake beam down on NRC 3492, train 264, and signalled the conductor to stop the train. The condition was corrected before any damage or accident resulted. He is to be commended for his interest and watchfulness.

Who says rattlers are not profitable? Consider the case of Section Foreman Geo. Polyard who was quietly enjoying his midday meal in the depot at Trevino when a huge rattler entered. When the rattler had been killed it was found to have swallowed thirteen little snakes, all of which were killed and turned over to the county and the bounty of seven dollars was paid to Geo.

And this month we are to have the picture of another one of our veterans. Conductor Lewis Hebert has completed 51 years in the service of the Milwaukee Road and is still working regularly as a passenger conductor. It is a pleasure



Lewis Hebert

to hear him relate some of his experiences, both thrilling and humorous, and I am sorry that we haven't space to repeat some of them here.

We are sorry to tell of the passing of Mrs. Thos. Bloomfield, wife of our Yard Foreman at Portage. She had been ill only a short time. Funeral services were held from the Presbyterian Church at Portage, of which she was a member. She is survived by her husband, two daughters and a son.

A MOST EMBARRASSING MOMENT

Dear Editor:
 Some time ago we purchased a new bedroom suite for our spare room. Three or four times we made it useful, as well as ornamental, but each time our sound slumbers were disturbed by a crash and a jar—the springs falling to the floor. The condition became exasperating, and we finally notified the dealer to come up and fix the bed or take it back. Imagine my embarrassment when they said, "Oh, you just forgot to put in the slats." Was my face red?

(Signed) SAVANNA CRONIN.

Miss Dorothy C. Alton, daughter of Mr. and Mrs. C. L. Parsons, Agent at Watertown, was married to Neal Larson of Hudson in a very pretty June wedding. Mr. Larson is employed by the Omaha Railway at St. Paul, but their future residence will be in Hudson.

Milwaukee Terminals
M. H.

ON MAY 25th, Yardmen James Pakenham and Peter Petric left for a month's vacation at Excelsior Springs, Missouri. In a week Pakenham returned to his home with the excuse that his suit needed pressing.

Engineers Charles C. Wilson, Herbert Carmichael and William C. Boettcher and son were fishing at the Wilson Cottage at Fox Lake,

June 25th. It is reported that several cans of fish accompanied them FROM Milwaukee.

Engineers Paul C. Denis and D. J. Keifer are doing some business as contractors, building stone and cement fences. If you need something in this line give them a call.

On June 24th, Engineer and Mrs. D. R. Mackin celebrated their 25th wedding anniversary, and The Milwaukee Family wish them many happy returns of the day.

The saying that you always see a white horse when you see a red headed girl is not true. We have seen Electrician Fred. W. Powers on Wisconsin Avenue every evening for a month with a very red headed girl, but no white horse in sight.

In the Memorial Day parade, May 30th, The Milwaukee Road was well represented. Civil War veterans were Yardmen D. L. (Spike) Hennessey, Frank (Grandma) Clark and D. J. (Red Neck) McAuliffe, all of whom can tell you of Gettysburg. Indian War veteran, Dispatcher P. L. Callahan was in line. Spanish War veterans, Engineers John H. Maas, C. E. Mudway, C. R. Manion and T. P. Casey, and the two famous Army Cooks, Charles Sholes and Charles Graf. World War veterans were William F. McPartlan, yardman, with Firemen F. B. O'Neill, Charles Ferrill and T. J. (Happy) Toward, who ably assisted Chief Marshall, Col. Phil. Westfahl. One of the best features of the parade was a Troop of Boy Scouts led by our genial Police Officer from Chestnut St., Yards W. A. Scholl.

Mr. William Rivers has been appointed General Foreman at the Humboldt Ave. engine tracks and he is a busy man.

Yardmen Theodore Rogert and Frank Kruser were fishing at Long Lake May 24th, for two weeks. They report a good time and all the fish that they could eat.

Yardman Walter Stubee asks: what do you think of a fellow employe who will borrow FOUR BITS to get his shoes and never return the same?

Yardmaster Art Reese returned to work June 7th, after an illness of four months.

Fullerton Avenue Building

A. M. D.

IN THE list of employes who secured business for the company shown on page 20 of the July issue we were surprised to note that only five of these listed were from the Fullerton Avenue Building. This seems rather inexcusable due to the fact that at this time we have the great World's Fair located in Chicago and people from all over the country are traveling to this city to view its wonders whereas about six months ago there were three times as many employes included in this list. Can you supply the answer?

A. C. Rygaard of the Auditor of Station Accounts Office was married to Miss Ruth E. Shirk on July 2nd. After the wedding ceremony a reception was held at the Edgewater Beach Hotel. The happy couple honeymooned in the Wisconsin Northern woods.

Katherine Sausser of the Computing Bureau has resigned from the service to be married to Mr. J. P. Miller, Professor of Languages at the University of San Francisco.

Alice Fleming, one of the tiniest stenographers ever pumped a machine and who went and got herself married a few years ago, is the mother of a seven and one-half pound baby girl. We certainly wish her and the youngster the best of luck.

Here's another blessed event. Alex Finder, formerly of the Ticket Auditor's office, is the proud papa of an eight pound baby boy. Congratulations.

We have no news of our soft ball league as Eddie Rumps, who supplies the dope, is on his vacation and Herbie Gumz who was to act as pinch hitter in his absence struck out on three pitched balls.

The Golf Tournament, conducted by our Milwaukee Brothers at the Brynwood Country Club in Milwaukee, proved to be a complete success. The golf played, in comparison with par of the course, was as poor as usual but we all had a swell time. In our estimation, Mr. Engstrom, our Assistant Auditor of Expenditure, was the outstanding star of the affair, for,



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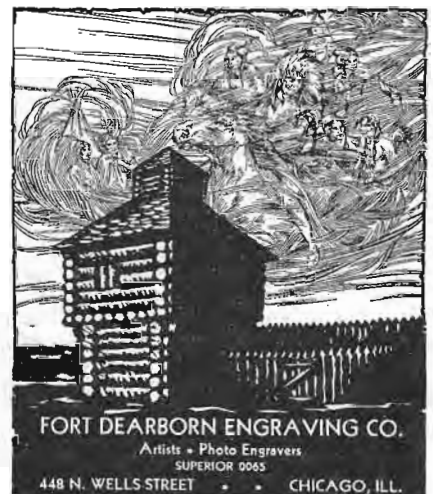
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FOR SALE — Petrified wood. Small pieces as low as 10c postpaid. Larger pieces in proportion. E. A. Ashley, 326 North Dakota Street, Canton, So. Dakota.

FOR RENT — Furnished housekeeping cottages, \$8, \$10 and \$15 per week. Room in cottage and board, \$3 per day. Guide, \$4 per day. Located on Lake Shishobogama, 7 miles west of Minocqua, Wis. Highway 70. Good fishing, big muskies. Write Geo. A. Gunderson, Station Agent, Lone Rock, Wis., or Pine Island Resort, Minocqua, Wis.

FOR SALE — One Membership in modern hunting club at Waubay, South Dakota; double garage with two cars. For further information call or write C. M. Elliott, 4936 Maypole Ave., Chicago, Ill. Tel. Austin 3022.

ROOMS FOR RENT — Two large sleeping rooms, one has twin beds; private home; men or ladies. Mrs. N. J. Van Schoyck, 417 N. Campbell Ave., Chicago, Ill. Tel. Ravenswood 2129.

FOR SALE OF EXCHANGE — Six-room house on 50x120 lot, paved street, at 337 N. Ashland Ave., Green Bay, Wis. Will exchange for acreage near Tacoma, Wash. Address Jno. Cathersal, 1702 N. Pine St., Tacoma, Wash.

FOR RENT — Four-room apt. with electric refrigeration. Good transportation, near Garfield Park. Bargain to Milwaukee employe. C. Vendegna, 3443 Fulton Bldv., Chicago. Tel. Nevada 4369.

Spend your vacation at the beautiful pine wooded Ranch Lake Resort. Excellent fishing and swimming. Cottages for rent with boats, linen, ice and fuel. Room and board if desired. Rates are reasonable. C. M. & St. P. is 14 1/2 miles from resort and is closest railroad. For further information write Ranch Lake Resort, Pound, Wis., or Henry Reader, 2436 N. Lockwood Ave., Chicago, Ill.

RESIDENCE FOR SALE — At Roselle, Ill., 3 blocks from Milwaukee Station. Good suburban service. Modern 2-car garage; nice lot; 12 miles from Elgin. Five rooms and bath down stairs, 3 rooms and bath up stairs (completely furnished), which can be rented, thus making it an income as well as a residence property. Will be sold on good terms and at a very reasonable price. E. E. Brewer, P. O. Box 274, Roselle, Ill.

ROOM FOR RENT — Any fellow employe or their friends coming to Chicago for the World's Fair, I can give them a good room—very reasonable rate. Good neighborhood, 15 min. walk to loop, 15 min. ride to fair grounds by street car or bus. C. E. Sturgis, 11 W. Huron St., Chicago. Tel. Delaware 3738.

FOR SALE — Modern five-room frame bungalow, on 50x187 foot lot. Paved street, beautifully landscaped. Two-car garage. For sale at depression price. Located in Villa Park, Illinois, fifteen miles west of Chicago and three miles south of Bensonville on the "Milwaukee." Write Thomas C. Taylor, 2228 N. Kilpatrick Ave.

FOR SALE — Schnauzer Pups—thorough bred, males and females, imported stock, Salt and Pepper. For information, write Catharine S. Maney, 765 Union Station, Chicago, Ill.

PATRONIZE A FELLOW EMPLOYEE — Spend your vacation at the beautiful wooded pine Ranch Lake Resort. Excellent fishing and swimming. Cottages for rent, or room and board if desired. Rates are reasonable. For information write Ranch Lake Resort, Pound, Wisconsin, or Henry Reader, 2436 N. Lockwood Ave., Chicago, Ill.—C. M. St. P. & P., 14 1/2 miles from resort, is closest railroad.

FOR RENT — Furnished cottage, screened porch, inside plumbing, electric lights, row-boat with cottage, 200 feet lake front, fishing, horseshoes, swings and golf. Season, \$125.00. Month \$50.00. Week \$15.00. Located at Grass Lake, Ill., 3 miles north of Fox Lake on C. M. St. P. & P. R. R. R. E. Dove, 1623 Columbia Ave., Chicago. Tel. SHEldrake 8281.

FOR SALE — Five acres irrigated orchard mature bearing apple trees, near Otis Orchards or Green Acres, Washington, about thirteen miles from center Spokane toward Coeur d'Alene, Idaho. No buildings; land suitable for country farm or city suburban home; near steam, electric and automobile roads. Write Apartment 1, 112 South East Avenue, Oak Park, Ill.

under pressure of catcalls, yells, insults, etc., he calmly stepped up to his ball in the driving contest and drove it straighter and farther than any other contestant and won the event. The loudest yells came from Mr. Whitney who, until Mr. Engstrom performed, was in first place. Messrs. Johnson and Robinson of the Middle District Accountant's office are to be congratulated for it was through their untiring efforts that the tournament was so successful. Arrangements have been made to hold another tournament at Blackheath Golf Club at Northbrook on July 23rd.

It has always been our impression that genius of any kind is inherited. For example take magic. The Medicine Man of the American Indian, the wizard of the African Bush, the fakir of India all passed their peculiar knowledge down from Father to Son. But who would expect this black science to crop out in one of our own fellow employes. As far as we know there were none of the above mentioned bozos among his ancestors. Of course, he may be holding out on us. However, be that as it may, Jack Cassin can do most amazing things with a plate of mashed potatoes. Articles of food, etc., unaccountably disappear when he passes by with his tray. We do not know his secret method but, if any are curious, they might stand by some noon with a sharp pronged fork.

"Can any of you," the teacher asked, "tell me what 'amphibious' means, and give a sentence to illustrate?"

A bright little Negro held up his hand. "I know, sah! It's fibbing. Mos' fish stories am fibious."

Leary: "Is that fellow McFall all right to take on a fishing trip?"

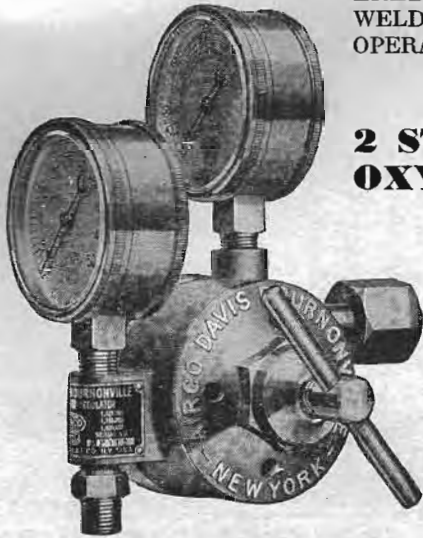
Wyse: "Is he? Say, besides doing the cooking he'll think up lies for the whole bunch."

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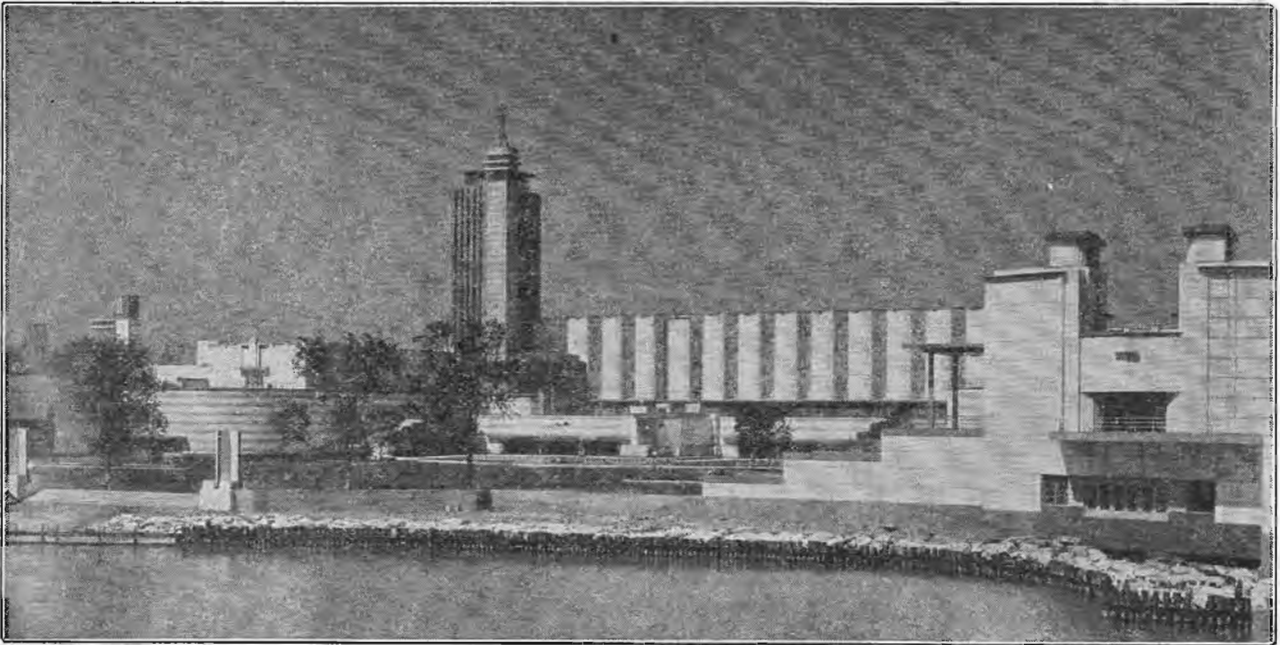
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