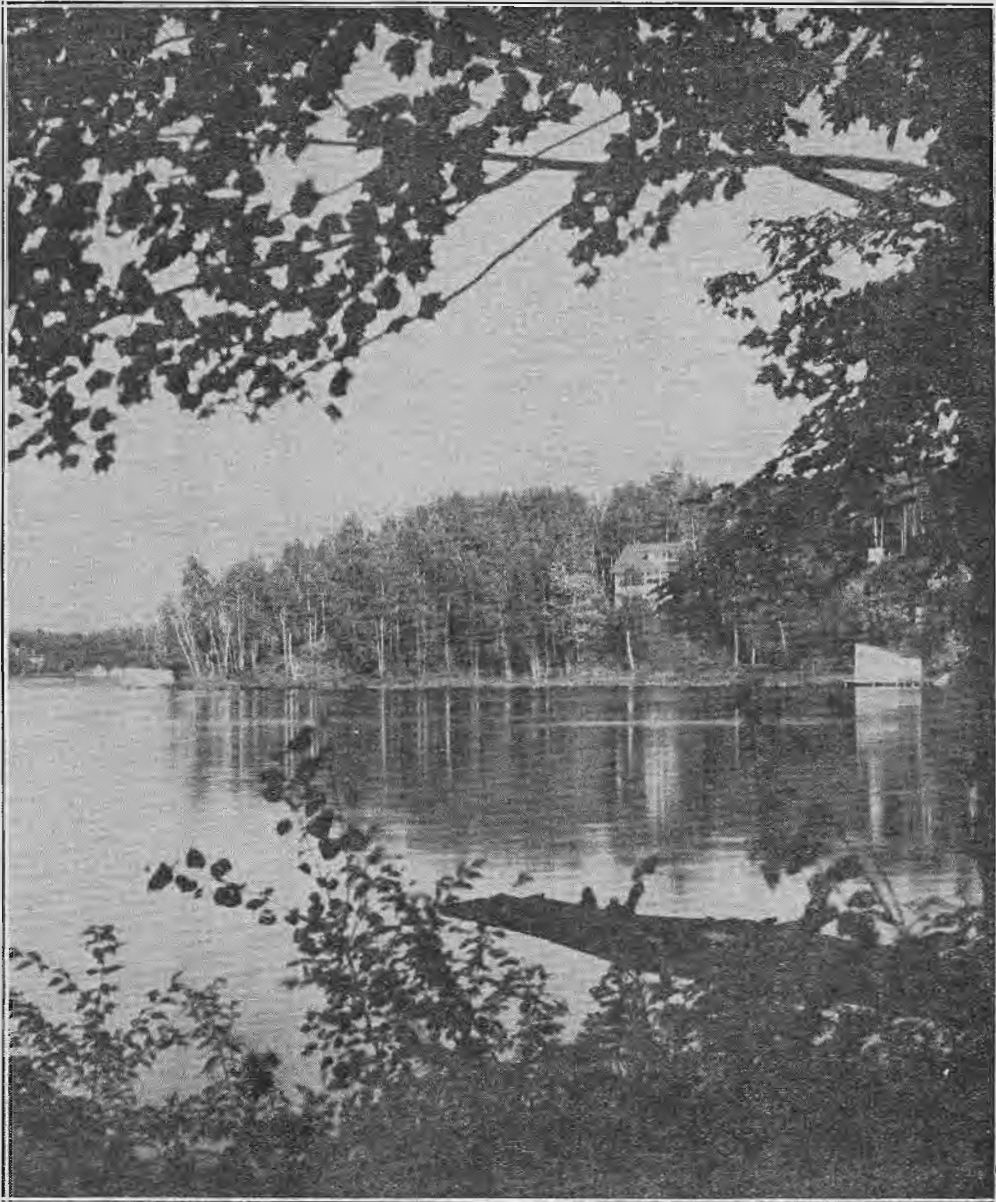


The MILWAUKEE MAGAZINE

CHICAGO
MILWAUKEE
ST. PAUL
AND PACIFIC

OCTOBER, 1933



Autumn in Upper Peninsula, Michigan

MAGNUS COMPANY

INCORPORATED

*Journal Bearings and
Bronze Engine Castings*

NEW YORK

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October at A Century of Progress

THESE are the last weeks of the big show at Chicago, and for various reasons October is the ideal time to visit the Fair. For one thing, the weather invites, because there is freshness in the air, it is easier to keep going than it was in the heat of mid-summer. Then, the thousands of benches and chairs scattered everywhere were always occupied before you got there, and your tired feet had to keep you moving on, in the hope of finding another shady spot and a resting place. In the cool, peppy October days feet aren't so insistent of attention, they go faithfully along up and down the long avenues of buildings, they propel you cheerfully up stairs and down and you just get around to "see everything" without so much as a tired thought. Therefore if you and your friends haven't been to the Exposition, congratulate yourselves, and come right down to the lake front in Chicago before it is too late to see the remarkable Century of Progress in its glory. We have said it before, and do not hesitate to repeat that there will never be its like again. Its amazing color, its magnificent extent, its masterpieces of progress in physical manifestation, makes this great Exposition the marvel of the age.

The glorious setting along the shore of Lake Michigan is its superlative beauty, and at no time in the year is Michigan's blue water a more beautiful, a deeper blue or a lovelier picture than under the October sky. The swan song of Century of Progress is sure to be its sweetest.

With the thousands and thousands of things to see, it has of course, been impossible to go with you everywhere, into all of the halls of exhibition, or even tell about the smallest fraction of the wonders to be seen; but this time we are going to take a look into the Federal group and the Court of States, and then, perhaps we will climb aboard a bus and get back to the mainland for a jaunt through the big General Exhibits group, where there are probably more things of interest than were ever gathered together before under one roof.

Hall of U. S. Government

THE building housing the exhibit of our Uncle Sam at A Century of Progress is a Mecca for thousands upon thousands, young and old and all sorts and conditions of men and women. And the things there to see cover most of the activities of the federal government, outside of politics, in its many ramifications.

On the upper level are sections devoted to the Smithsonian Institute, containing valuable records in scientific and artistic progress and development; a "relief map" of the Panama Canal, together with many pictures and dioramas and slides ranged along the wall.

The Department of Identifications and Bureau of Prisons are nearby, and a lecturer is heard on the subjects devoted to crime detection, etc.

Also on this level is the great Library of Congress Exhibit, with carefully guarded, rare manuscripts, photos and etchings. There are some excellent photographs of the magnificent halls and stairway in this splendid building, lacking only the magic of its wondrous color to transport you back to the great building in Washington.

But it's on the lower level where the crowds congregate to look over the countless objects which are on exhibition. The Navy Department is absorbing, with models of battleships of all ages, planes and submarines of the most modern day, as well as those that did such destroying work in the World War. Slides, dioramas, transparencies and just plain pictures of the sea fleets and the air fleets and the marines and "gobs." An aeroplane engine attracts all the boys and not a few of the girls; machine gun models and battleship guns are impressive, mounted as if in reality aboard ship, with their long tapering snouts pointed out and up quite ready to get into action. There are pictures showing the progress of naval warfare and warships during the past one hundred years and some colored murals of the noted naval engagements of United States history.

The lighthouse service section, with its many models of lighthouse lanterns, especially the great first lens of a certain type to be used in a lantern on the U. S. Coast. It is as large as a respectable sized penthouse apartment, and there are models of the newly estab-



In the Court of States

lished aeroplane beacons that attract wide attention.

The Department of Commerce is represented by a wide diversity of its activities; the Bureau of Mines, the Forestry, the Division of National Parks; the Conservation, including a wonderful model of

Boulder Dam; Department of Labor; Home Economics, Agriculture; and countless other bureaus and departments with an endless array of models and pictures and maps to illustrate the work and demonstrate their usefulness.

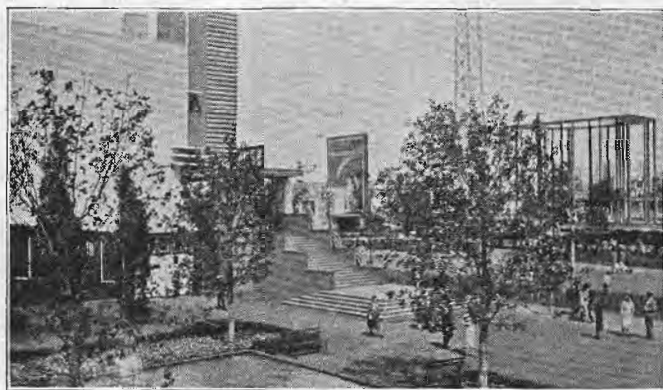
Court of States

Stretching away from the United States Federal building (the one of the great black dome above which rise three lofty shafts symbolizing the three branches of government (the executive, the legislative and the judicial)) is a triangular court completely surrounded by the buildings housing the exhibits of the states of the Union. Not all of the states are, however, on parade,—but many of those which are present, have put on unique and exceptionally attractive shows.

Wisconsin depicts its woods and waters lure in a lifelike arrangement of green wood, rippling brook, a waterfall, rustic bridges and a trail through the woods. Around the walls are murals telling Wisconsin's story of early days; and inset beneath them are a number of aquaria with tempting specimens of the fish tribes which inhabit its waters. A huge pickerel, a "muskie," small-mouthed bass, trout, etc., loll lazily in safety behind their glass screen, while fishermen stand at respectful distances back of the rail and probably think of possible achievements with hook and line under other circumstances. Log cabin construction and cages of fawn and bear cubs further carry out the picture of vacation days in Wisconsin's North Country.

The Minnesota hall goes into city and rural development rather more. Its murals show the coming of the Jesuit fathers, the opening of the great country that flanks "Old Man River," the Twin Cities—St. Paul, the state capital, and Minneapolis, the home of the state university. Land of Ten Thousand Lakes is shown in panoramic picture and many colored transparencies give evidence of the beauties of the country, far and wide.

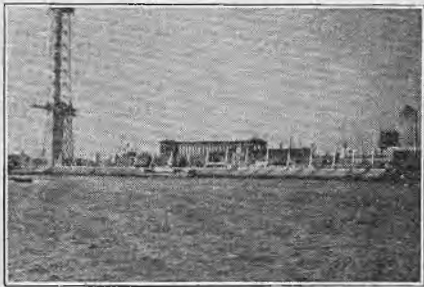
The murals of the Illinois hall, together with a number of dioramas, tell that state's story of stone, steel, coal and other minerals; of its far flung agriculture, of its rivers and canals, and at the back of the room is a section



Court of General Exhibits Group

devoted to the University of Illinois, depicting the work of its engineering department, of its college of architecture, and others. In the center of the floor is a large diorama of the University Campus.

Indiana's show is historical, largely, beginning with the arrival of the white men. Its murals of life size men and women are glowing pictures of the times they illustrate. There is the Hoosier Schoolmaster, the circuit rider, the fiery cross and the K. K. K. Figures representing Eugene Debs who was born and who died at Terre Haute, in the heart of the coal regions. A gangling youth of six feet and more is supposed to be Abraham Lincoln who lived at a time, in Indiana. The industrial and agricultural development of Indiana is also shown in this huge mural, as well as



Looking West Across Lagoon

corn huskings, log rollings, an abolitionist parade, and many other episodes in the history and progress of the state. At the back of the hall is an interesting little art gallery showing a number of prize pictures of Indiana's famous artists.

At the door of the Washington exhibit hall is a huge cake, several stories high and ornamented with all kinds of decorations in white and colors. The cake was presented to President Dawes of A Century of Progress. The marvels of the Inland Empire, scenic, mineral, agricultural and horticultural are told in murals and dioramas with a large mural of the city of Spokane. The snow mantled Mount Spokane towers in lonely splendor above the fields and orchards. West of the Cascades, the glories of Puget Sound country are fully dealt with. Seattle, Tacoma, magnificent Rainier National Park with the hoary-headed king of the Cascades; Mount Baker, Mount Shuksan and the splendors of the Olympics are shown in brilliant-hued transparencies, dioramas and panorama. The gorgeous tulip and daffodil fields as well as the berry fields of the Puyallup and surrounding country stand out from the walls in lovely transparent glass. The high murals showing the winding roads of the National Parks, Rainier and Baker; the beauties of mountain lakes and rushing streams and the many legends accompanying the pictures present the lure of the Evergreen State in a most convincing and attractive manner.

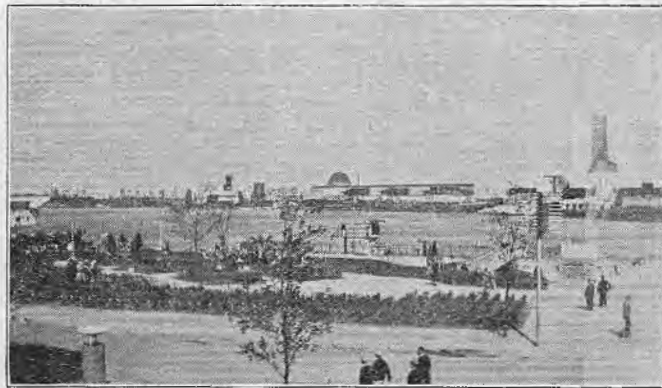
California's exhibit, also tells the wonders of the Golden State, from stately Mount Shasta on the north to the

southernmost boundary. A great diorama of San Francisco and another of Los Angeles, attract crowds of visitors who love to stand and point out to their admiring friends and the audience generally just "where we lived last winter," what new building has been erected "since I was there two years ago" and which of the buildings withstood the southern California earthquake last spring, just where "Abie" lived at the time, and where "Abie" was and what he was doing when he felt the shock.

The glories of Yosemite stand forth in a powerful picture and countless other wonders and beauties of the state make up California's exhibit. Don't miss it. You may be going to California yourself sometime.

Florida, like California, exhibits in a big way. In the large hall, the walls are covered with dioramas displaying the various industrial activities of the state—notably, of course, and occupying the largest space—the citrus fruit. This diorama is most attractive with orange, lemon and grapefruit groves—a plantation house with palms, etc. A model southern small home facade is artistic; and there is a model in miniature of the famous "Singing Tower," whose carillon was the gift of the late Edward Bok to Florida.

Large murals above the dioramas



Looking East Across Lagoon.

depict the history of the state from the time of the Spanish discoverers.

Opening from the back of the hall, one enters a beautiful tropical garden—a part of the Florida exhibit. A little stream, a fountain, citrus trees, and palms mark the landscaping and a winding walk gives access to all parts. Florida has attractions for all the world, which it does not intend the world shall overlook.

A bit of tropic country is shown in the exhibit of Puerto Rico, where palm trees and much tropical growth extend a welcome. There are lavish displays of native handwork—wonderful embroideries and other needlework, varieties of pottery, fruits, coffee, sugar and cigars. And a suave young gentleman stands by with a bottle of pungent "alcohol" (or something like that) with which he sprinkles you as you pass, while the atmosphere is aromatic with its fumes. Many other states exhibit at A Century

of Progress, but it is concert time in the Court and a fine orchestra is gathering to render some of music's masterpieces.

Many other states have excellent exhibits that we'd like to talk about if space permitted.

At the General Exhibits Building Century of Progress

HAVING paid our respects to Uncle Sam and his States, turn we now back across the lagoon toward the huge building that spreads out in three sections and houses the remarkable general exhibits. Our experiences heretofore with "general exhibits" at Expositions, however, has been bundles and bales of manufactures piled up neatly in an enclosure proclaiming itself as the headquarters of this and of that industry; show-cases full of fine examples of the manufacturing arts, etc. And to be sure, that kind of exhibit is at A Century of Progress in plenty, but along with these, are many, many that are different; places where people are actually at work turning out product and showing the modus operandi. There is a tall structure occupying a central space on the main floor which is a model of a process in the making of steel. A lecturer explains, by way of an "amplifier" the processes as the machinery moves along.

In another place a crowd is gathered and you edge your way up to see men putting porcelain enamel on metal.

A big tooth-paste manufacturer has his machinery set up and you see the workings clear up to the place where a young woman boxes the tubes in their cartons, ready for shipment.



A Familiar Scene

The Popular Science Monthly Show

If you have a taste for machinery and like to know just how and why the "wheels go 'round" in your automobile, in your motor boat, your steam engine, your home electrical appliances, or what not, follow the crowd up onto the balcony to the exhibit of the Popular Science Monthly, where a panel fifteen to

twenty feet long and six or eight feet high is erected on which models of over five hundred different mechanical devices are set up and all at work. If you can get near enough to the particular spot where the insides of a motor car are doing their stuff, you can learn just the way your automobile gets itself along—how the cylinders perform, the piston rods and the crankshaft; the way the clutch is moved in and out, the gears do their work—the differential and the transmission, brakes and steering wheel—they're all present and all performing. No reason why one need remain in ignorance of "the works" in his motor car.

The actions on the inside of a steam engine tell their story equally as graphically, on another section of this great panel; the boilers, the pistons, side-rods, pop valves, levers—everything that turns the wheels of a locomotive, as well as the performance of stationary engines—everything moving with precision. The moving parts of your household electrical devices stand exposed for inspection, as do the works of your radio, as well as every other mechanical device that you ever heard of, including air planes and electric motors.

The exhibit is loaned to the Popular Science Monthly by a Newark, N. J., Museum, and it will, of course, be returned to Newark at the close of the Exhibition.

To anyone mechanical-minded, this panel is surely one of the most interesting as well as the most informing of all the exhibits at A Century of Progress, and one should not miss seeing it.

The Mining Industries

If you go to A Century of Progress with the idea of seeing a coal mine in operation, you will be disappointed, because the coal mine display is down at the Jackson Park Museum in its permanent quarters, but busses going south past A Century of Progress gateways, take you easily within reach of Jackson Park, and it will pay to take the time for a visit there.

However, if mines interest you, there is the model diamond mine of the Kimberley field, right on the main floor close to one of the entrances of General Exhibits. This is a "pay" exhibition—costing twenty-five cents to even get inside of the enclosure where all the different kinds of machinery used in mining for diamonds are exhibited. A jig platform is interesting, showing how the crushed rock is passed over an oiled base that keeps jiggling as the water and rock hurry on, but if a diamond happens along it, quite magically, sticks in the oiled matter below the surface, until it is removed by the inspectors who generally hover very closely to this particular device at the mines. After you have strolled through this part of the exhibit and seen it all to your satisfaction, a guide, appropriately dressed in overclothes and a lamp on his cap, in true miner style, invites you aboard the "lift," which is to take you into the depths where the diamonds sleep. With

a roar the "car" starts, the vibration of swift descent together with the flashing past of the adit walls as the car goes down, is very realistic, though the actual descent is probably not more than just plain going down into the basement. However, you are invited to step out "on the fifteen hundred foot level" and immediately you are in the tunnels of the Kimberley diamond mines. The guide explains how the "blue rock" of the tunnel walls and ceilings is blasted out, then loaded into mine cars and conveyed to the crusher, after which it is treated on the jig plane for the possible presence of the precious stone. Incidentally he tells that only in about four hundred tons of blue rock is a diamond of even one carat weight imbedded. One explanation, probably, of the cost of the stones.

Through the tunnels, which are very realistic as they turn and branch off, are regulation little mine railroads, and you have to watch your step carefully as you pick your way along in the half light, to see that you do not stumble over the rails or get caught in a switch. At the end of your journey a real "Kaffir boy" stands beside a drill, and the guide, cautioning you to expect noise, motions to the driller to start up. The noise of an air drill is terrific, as anyone who has ever been near this sort of mechanism knows, and so you are relieved to find that the operation of this particular drill is very short-lived. It starts and then, presto, it stops. This is the end of the journey through a diamond mine, and as you pass out, perhaps you may catch a glint of a "sparkler" buried in the tunnel wall. Whether or not it is a real or a "phoney," it at least carries out the illusion, and gives you the picture of the dim, dark blue walls and ceilings of the

Kimberley mine tunnels and the precious minerals they contain.

You hear from your guide the terms of the contract that the diamond miners are required to sign before they go to work in the mines: They are required to sign up for six months, then they are practically shut away from all contact with the outside world for that time, as they are never allowed outside of the mine yard. They are well treated, have comfortable living, plenty of food of their own particular kind (they are all "kaffir boys") and healthful exercise. They are regularly searched as they come up from the tunnels, and even X-rayed, as the miners have been known to swallow some especially alluring "digging."

At the end of the contract period, they emerge into the world with a neat sum of money, which they promptly go out and "blow in," so that by the end of a six months' period out among people, they are usually to be seen back in the line applying for another contract.

At the entrance, is a fine diorama of the city in the distance and the mining country in the foreground.

As you emerge from the "mine," you are outside the "pay-as-you-enter" gates, without any further opportunity to examine the various devices and machinery that is exhibited on the floor within the enclosure. This, is perhaps, a pity, because you come up from the depths with a clearer idea of what you would like to see, and what questions you would like to ask than you had before you went down into the mine.

In the five months and short space at our disposal this Magazine has tried to keep a picture of many of the salient features of the great Century of Progress Exposition, but of course only a very small part of it can have been told. We have not, for instance, gone with you even across the doorstep of the mammoth Hall of Science, where "basic science" holds forth in working models and work clothes; where mechanical men and mechanical devices of every known kind keep right on demonstrating, day after day, and the voice of the lecturer, unseen though he may be, is heard on the air. Over and over again these tireless lecturers come to you by way of the amplifier, the while you sit (if you get there in time) and watch Mr. Robot give you ocular demonstration of processes. Is he illustrating a lecture on anatomy, or on health? He obligingly shows you how his heart, his lungs, his stomach and other organs function. Mining and metallurgy, geology and every other known ology, not excepting theology, are being demonstrated all day long and far into the night by these tireless voices, manikins, moving pictures and whatnot that line both floors of this monster building.

Neither have we been able to go with you into the many beautiful exhibits of foreign countries, and we've only walked together down through "The Midway" without pausing for more than a moment here and there to listen to the



A Social Glass With Mr. Rector

"barkers" for the shows while we looked at the posters and pictures of this and that and the other.

We, of course, went down to see the A. & P. Marionettes and to hear our old friend, Mr. George Rector, discourse on the merits of salads and dressings—and who is better qualified in such discourse?—and to answer the questions of the women, who daily crowd around after he is through with his demonstration and talk. He, obligingly and with characteristic *savoir faire*, autographs the copies of his cook book which they are all so eager to buy; and then we

"caught" him as he was drinking some cold tea or something like, with two ladies who had come to A Century of Progress as guests of The Olympian train.

Neither have we been with you to see automobiles in the making or—oh, well, what's the use of trying to name all the things we have *not* seen together. We still have October to see them all, and if we cannot go together, let us everyone go, anyway, and induce all our friends to do likewise, in the few weeks remaining—going Milwaukee Road, of course.

is assigned for that purpose it is gone into in earnest. F Company has a very able instructor in Sgt. Ray and while the men grumble (under their breath) that he has forgotten the command "rest" while in the field they forget it all back on the Company street when Ray again becomes a "regular guy."

This year the visiting committee representing the C. M. St. P. & P. R. R. Co., comprising Colonel C. L. Whiting, Major N. A. Ryan and Mr. T. H. Strate, were treated, as were all the boys of the company to an exhibition drill staged under the direction of Corporal Jansson and his crack squad. This squad had been secretly practicing every afternoon and evening and drilled entirely on whistle signals. A great deal of credit is due this squad in the manner in which they performed.

Credit must also be given Corporal Gajewski for the splendid showing he made at Camp and the tactful way in which he handled his men, most of whom were rookies. Good work, Ted.

Camp was broken on Thursday, August 10, and troops entrained for Chicago to participate in the parade and Governor's review at A Century of Progress on Friday, in which 10,000 troops were assembled. This was the largest number of troops gathered together in Chicago since the war and was quite a sight for the visitors to the fair.

Saturday, August 12, was the big day for the boys, Pay Day, ending the camp training period for 1933.

The whole-hearted co-operation of the officers and men of Company F is what we have now. Let's go 100 per cent all the time for Company F.

Company F, 108th Combat Engineers in Camp

THE officers and staff of Company F, 108th Combat Engineers, Illinois National Guard, which is sponsored by the C. M. St. P. & P. R. R. Co., are proud to present an official account of the activities of their Company at Camp Grant, Illinois, for the training period, July 29 to August 12, 1933.

This Company has been in existence since May 1931 and has just completed its most successful encampment since the unit was organized. It is now on the way to being one of the best units in the 108th regiment, with the officers and men ranking with the veterans, and with the respect of the entire command.

One of the outstanding features of this year's work at camp was the practical training afforded in the permanent construction of a 233 foot suspension bridge across the Kishwaukee River at a point 1,000 feet west of the old bridge at the New Milford Rifle Range. This was constructed in the record time of three days, or nineteen actual working hours, in a tactical problem in which only material on hand could be used as under war conditions.

Practical training is also given in all branches, important to the soldier of a combat engineering company, such as mapping, demolition, field fortification, chemical warfare, musketry, small arms repairing, and various schools on different subjects. The enlisted men are encouraged to attend these schools, and have the full co-operation of the officers in their work. All these subjects are very interesting and educational.

One interesting feature of the field fortification instruction this year was the actual construction of an elephant iron command post which was made under Lt. Klomp's supervision. It was hard work while it lasted but gives a good insight to what is necessary for protection of the men in a command post near the front and was very instructive to the men and enjoyed by them all.

As military camps must be guarded in peace times the same as under the stress of war, Company F again showed its ability to take care of itself while on guard. This is the only tiresome job the encampment has, but has always been entered into with the spirit of producing a good guard and splendid co-



Supt. C. L. Whiting, Divn. Engr.; T. H. Strate and Asst. Genl. Manager, N. A. Ryan Inspecting Bridge Erected by 108th Engineers at Camp Grant.

operation of all men assigned. Some very funny things can occur on this detail which break the monotony of the wee small hours through the night and also shows that the men are on their toes at all times and doing their duty. Just ask some of them.

Meals, the backbone of any man's army were surely the means of separating many backs from the front this year. A civilian cook who formerly had charge of the Hotel Sherman Staff, took charge of our mess hall, and what meals.

Company "F" won the coveted "Best Company Street" board on Saturday and Sunday, visitors' days, also to stimulate a little competition on the street in the neatness and orderliness of individual tents a special prize was offered by Capt. V. S. Brokaw for the camp period. This was won by tent 12 in the face of very stiff competition with a percentage of 3 point 2.

Our new First Sergeant, John Bergan, has proven himself very capable of handling Company F competently, and our hope is that he continues his aggressiveness in putting Company F to the front. Hard boiled but a good friend to all.

We have two star entertainers at camp under the name of Sgts. Carrow and Kusch. This half of a quartet are in demand all over camp, and draw a great deal of applause from the boys and visitors. Ruddy Vallee will have to watch his step from now on.

Engineering units do not have so much of the tiresome drill that occupies the time of other branches of the service but as a combat regiment the men are required to be as proficient as any others in the subject so when a period

Wears a 35-Year Service Button

A young "old" man in the service of the C. M. St. P. & P. is Edwin G. Hale, who is proudly wearing his 35-year service button.

His appearance belies the fact, but the records show "Eddie" Hale entered service of the company as a lad of not quite 15 in September, 1898, in the office of Mr. W. E. Beecham, Car Accountant. A year later he went to Western Ave. as yard clerk and successively held

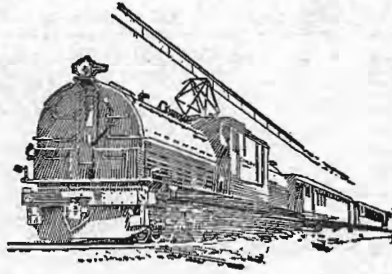


Edwin G. Hale

various positions and was appointed Chief Clerk in March, 1916, and served under Agents H. H. Peebles, W. H. Fessler and W. C. Bush until March, 1930, when he was appointed Live Stock Agent at the Union Stock Yards.

Mr. Hale is married and has two children, a son and a daughter, and one of his few regrets is that his son cannot be employed in the organization that he feels has treated both him and his father, the late George Hale, so well.

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



A Selling Point

Milwaukee Road employes are doing their bit toward building up traffic by urging their friends and business acquaintances to use our railroad when traveling or shipping.

We all know that railroads have much to offer patrons that other transportation agencies cannot supply. The efforts of the Police and Fire Prevention Departments are devoted to protecting persons and property while on the trains or in the buildings of the railroad. Commodities particularly liable to loss by theft are carefully watched enroute and at destination.

This is a good "selling point" in soliciting business for our good railroad.

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

Vice-President

(Contributed by L. J. Benson, Gen'l Supt. of Police)





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CARPENTER KENDALL, *Editor*

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

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October Days Best to See Century of Progress

ELSEWHERE in this Magazine attention is called to the attraction October weather holds for Century of Progress visitors; and now we are asking everyone of our Milwaukee family to be more than ever alert to secure all the Fair business possible for our road during the remaining days of the Exposition. The weather is cool and traveling at the height of comfort and pleasure.

Our passenger traffic to the Fair this summer has been excellent and it is of the utmost importance to the company, as well as to all of us concerned in holding jobs, that the business not only keeps up, but increases during this, the last month of the Fair. Our company is most anxious to close the season with a phenomenal record and we must all of us cooperate to the fullest, with that in view.

General Managers Harstad and Buford are keenly interested and cooperating in every way with the Passenger Traffic Department, and to this end, they have each one issued a circular letter to all officers and employes urging all, as well as members of their families, to lose no opportunity to acquaint their friends with the splendid Milwaukee service. Above all, to point out the great advantages of coming to Chicago BY RAIL—the comfort, safety, fast time, low fares.

The women of the railroad have done splendid work all along the line in this direction and have secured many passengers, for all of which the company is duly grateful, and it asks, now, that they continue the work so as to wind up a successful season, at top speed.

General Manager Harstad of Chicago, in his letter says: "We are receiving reports daily of the many unusual things that our agents, officers and employes are doing to bring to the attention of prospective visitors to the Fair, the many advantages of traveling by rail, as compared with other means of transportation. We are also getting many reports from our good friends telling us how much more pleasant their trips have been on our trains as compared with the inconveniences they would have experienced if they had used the highways.

"There are hundreds of thousands of people who are planning to visit the Fair before it closes. Every Milwaukee Road man and woman doubtless has many friends and acquaintances among those prospective visitors. Please make it your business to invite them

and urge them to travel on the Milwaukee Road. Explain to them, if possible, our rates, schedules and accommodations. If you are unable to do that yourself, call on the station agent for help.

"I would like to see our people talk this thing up strong, locally, in their own communities and in their own departments; work up a lot of enthusiasm towards making a contact with every possible Fair visitor and then sell Milwaukee service to Chicago and return. Prompt action is necessary."

And thus, General Manager Buford: "Our people have been very successful in getting business for our line and their efforts are fully appreciated.

"The attendance at the Fair has exceeded expectations and we have carried a very large number of World's Fair visitors to and from Chicago up to the present time. It is, of course, desirable that we continue to get just as much of this business as possible to secure, and for this reason I am again calling the matter to the attention of everyone with the hope that there will be no let-up in efforts to secure business, and that we will be able to increase the travel on our trains during the remaining period that the Exposition is in progress."

Let's all realize that we are in this game to the end, and that we intend to have Milwaukee Road service broadcast among our friends and townspeople so thoroughly that they will decide to "take the trip"; and if they have been once to the Fair, make them see how much more they would get out of a second visit, and how wonderful these October days are for train travel on the Milwaukee Road.

How Government Ownership Operates in Some Instances

AS an indication of how government ownership of railroad operates it is shown by the report of the Royal Commission, appointed by the Canadian government to investigate the affairs of Canadian National Railway System, that since the Dominion Government has been in the railroad business it has advanced to the Canadian National \$1,200,000,000, upon which it has received no return whatever. In addition to this it has guaranteed the payment of \$1,280,000,000 in bonds. In other words the experiment of Canada with government ownership has cost it approximately \$2,500,000,000. Advocates of government ownership in this country will find the report of the Royal Com-

mission, which was filed in September, 1932, interesting if not helpful. It is safe to say that American taxpayers are not anxious to see any experiments along this line in the United States.

The Duties of a Truck Driver

1. A certain truck driver had been at the wheel for 18 consecutive hours with only sufficient resting time for meals.

2. During those 18 hours he had been required to travel at speeds up to 50 miles an hour.

3. In spite of a leak in the air-brake system he had been prohibited from stopping for even temporary repairs by a foreman who was accompanying him and who had been instructed that the truck must arrive in Philadelphia by a certain hour.

4. The driver admitted that he had not slept in a bed for more than two weeks; his sleeping accommodations were provided by a sleeper cab on the truck.

5. At the time the accident occurred the foreman was taking time out for some much needed rest in a nearby hotel, while the driver was required to obtain oil and gas and then drive to a certain location to receive a return load.

6. The driver had been operating a truck as a long distance driver for only three weeks. Previously he had been employed as a farm hand.

7. The driver was receiving the pitiful sum of \$2.00 a day for his work as a truck driver.—From *Public Safety*, a magazine published by the National Safety Council, Inc.

If the People Want Trains to Operate They Should Patronize the Trains

MORE than 1,800 miles of track have been abandoned by the railroads in the past ten months, practically all of which was abandoned over the protest of the public the mileage was designed to serve. This mileage had continued to be an ever-increasing expense on the roads owning it, in most instances due to the competition of motor vehicles and high taxes. Why continue to operate trains at a loss when the patronage they should have is given to other forms of transportation? If the people want trains operated they should give them such traffic as they are obviously entitled to. There is much complaint from those communities where track has been abandoned because of increasing taxes on other property.

Fred L. Austerman

FRED L. AUSTERMAN, aged 72, died at the Milwaukee Hospital Thursday morning, August 10th, after a four-month illness, following a heart attack.

Mr. Austerman began working for the Milwaukee Road in 1889 at the Milwaukee Shops. He worked in the Mechanical Department in the Master Mechanic's office and in the Store Department in the capacity of section foreman. He was well remembered by his many friends of the Milwaukee Road.

Funeral services were held at the New Ritter Funeral Home, where the brethren of McKinley Lodge No. 307, F. & A. M., conducted the services with interment at Wander's Rest Cemetery.

He is survived by his widow, a daughter, Mrs. Geo. Leidolf of Milwaukee, and a son, Fred E. Austerman, of Chicago.

Mike Coleman Veteran Agent Succumbs

R. J. Coleman

ON August 6th, at his home in Black Earth, Wis., occurred the death of Michael H. Coleman, agent at Black Earth and veteran in Milwaukee service. He was 67 years of age and had 52 years of continuous service with this company. He had been in perfect health all his life as far as anyone can remember, until last spring when his illness with yellow jaundice was the symptom which showed the fatal malady of cancer of the pancreas, for which nothing could be done.

Mr. Coleman was born in Boscobel, Wis., January 30, 1866. At an early age he entered the services of the Milwaukee road as water boy and later in 1881 as section laborer for his father, the late James Coleman, section foreman at Boscobel. April 1st, 1885, he started as night telegrapher at the depot at Boscobel, and was promoted to the position of agent at Cross Plains, Wis., in 1893, and since then has served in the same capacity in several stations on the Madison Division. He was married to Elizabeth Reed of Blue River, June 19, 1890. He is survived by his wife, Mrs. Elizabeth Coleman of Black Earth, and his seven children, Mrs. L. F. Richdorf and Frances Coleman, Robert, Mrs. C. W. Steinhoder, Edward, Mrs. Jos. Dunlop and Michael H. Jr. He also leaves three brothers, employed by the Milwaukee road; five sisters and 13 grandchildren.

"Mike," as he was affectionately known among his friends, has always been a man who has won friends by his happy good natured ways and that wonderful smile of his. Through his fatal illness, his patience and cheerfulness was amazing. He 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 of his many friends of The Milwaukee Family. He was always willing to do for others. He has taught many operators their telegraphy, among them Superintendent J. H.

Valentine, Milwaukee, Wis., Supt. of the Milwaukee Division.

Funeral services and burial were at Boscobel. The funeral was largely attended by his friends and associates of the railroad, who unite in tendering sympathy to the surviving family.

The passing of Mike Coleman veteran agent at Black Earth, Wis., brings to mind a bit of family history of the Colemans employed by the Milwaukee Road continuously since 1855. Three generations. James Coleman, Mike's father, started working for the Milwaukee as section laborer about 1855 at Boscobel and two years later was promoted to foreman at Boscobel. He resigned on account of failing health in 1910. Mike's three other brothers, John, now section foreman at Janesville on the Milwaukee, entered service as section laborer at Boscobel about 1878. Jim entered the service of the Milwaukee as night operator at Boscobel about 1890 and is now general clerk at the freight office at Madison, Wis. Edward D. started work for the Milwaukee as night operator at Boscobel in September, 1897. He is at present agent at Wauzeka, Wis. Robert J., son of Mike, is agent at Loomis, S. Dak., on the H. & D. Division. He entered the service of the Milwaukee as night operator at Boscobel May 11th, 1917.

Edward C., son of Mike, now custodian at Lima Center, Wis., entered the service of the Milwaukee in the round house at Madison in 1923.

ARTHUR G. BAKER

THE older portion of the Milwaukee family has again been called on to mourn the loss of one of our members in the death of Mr. Arthur G. Baker, who for over thirty-seven years was an important factor in the work of our Engineering Department, and in the development of the Milwaukee Road.

His death occurred at Los Angeles on September 14th. He with his wife, daughter and son, had made their home there since his retirement from active service soon after completion of his work in charge of the construction of the line from Lewistown to Great Falls in 1915. As an adequate statement of his life and work cannot be prepared for the October issue, we hope a further statement may be published in the November number.

A Centenary Celebration on Mount Rainier

UNDER the shadow of "snows that are older than history," on slopes that have lifted into ampler air for ages in the unrecorded past, on September 2nd, last, an anniversary was celebrated on the white-cloaked old monarch of the Cascades, in honor of a hardy scientist who came to Mount Rainier one hundred years ago to study the marvelous alpine flora of the mountain.

Dr. William Fraser Tolmie was the first white man explorer of record,

when he came in 1833 on his botanizing expedition. The centenary event occurred on the northwest slope at what is known as the Mowich entrance. Dr. Tolmie's son, Premier Simon Fraser Tolmie of British Columbia, with his two daughters, Mrs. John St. Clair Harvey of Bristol, England, and Mrs. L. R. Andrews of Vancouver, B. C., were the guests of honor at the commemoration; and with them came Major L. R. Andrews, his son, and the premier's secretary, Miss J. E. Denison.

Premier Tolmie gave the address of the afternoon, offering a brief biography of his father and reading from the doctor's diary. The elder Tolmie had specialized in botany at the University of Glasgow and was deeply interested in the flora of mountain regions. He came to this country in 1833, and immediately "became possessed of the idea of exploring the great mountain peaks; and in August of that year obtained permission to organize a botanizing expedition." Premier Tolmie continued, saying that it has long been a belief of students of the history of that region that Dr. Tolmie's expedition was solely for the purpose of discovering medicinal herbs, but the evidence of his diary indicates that he had in mind a geographical study of the area.

A bronze plaque commemorating Dr. Tolmie's visit was unveiled by Mrs. Harvey, and Mr. Asahael Curtis of Seattle, chairman of the Rainier National Park advisory board, was master of ceremonies. Other speakers were Mr. Tom Holman of Seattle, a member of the board; Mr. E. N. Hutchinson, secretary of state of Washington, who represented the governor, and Major O. A. Tomlinson, superintendent of Mount Rainier National Park. Major Tomlinson read a letter from Secretary of the Interior Harold L. Ickes, in which the secretary expressed regret at his inability to be present at the ceremonies and extending his greetings to Premier Tolmie.

Premier Tolmie presented the National Park Board with a portrait of his father, which will be hung in the museum at Longmire. An interesting feature of the event was the salute by the drum and bugle corps of Boy Scouts of Troop No. 1 of Seattle, composed of sons of Canadian war veterans.



Kittitas, the Favored Meeting Place of Northwest Indians

By Lon Cook

TO the Indians of the various tribes of Central and Eastern Washington, Northern Idaho and Eastern Oregon, the Indian encampment and potlatch at the Ellensburg Rodeo is as far above any other meeting of Indians as the big white mountain is above the plains, according to Jim Meninick, a long haired Yakima Indian of royal descent. His father was one of the Meniakins followers, a relative of Owhi and his brother was head chief of the Yakima federation until he died three years ago.

A Milwaukee publicity man spent an afternoon in the teepee village on the Rodeo grounds with Frank Bryant, native son of the valley, who has hunted and fished with the old timers among the redmen, who speaks the Chinook jargon and who is in charge of the Indian encampment. At the time of the visit there were 15 teepees completed, the poles were up for nine more and the Indians reported that others were coming from every direction.

Meninick is a dignified long-haired Indian of the old school. His forehead is very high and his iron grey hair stands in a high pompadour. He is straight, tall and impressive in his chieftain's garb. His father signed the treaty of Walla Walla with 14 other chieftains.

Meninick understands some English, and says some English words, especially when talking the Chinook jargon. The chief courteously invited his visitors in his teepee where his wife and granddaughter were doing bead work. Bryant explained in Chinook that he had a sympathetic hearer who wanted the story of the Indian life in the Kittitas before the white men and also wanted the Indians' attitude towards the Rodeo.

The grizzled Chief launched his tribute to this valley, saying all the old Indians regarded it as home. He explained that for generations all the tribes had met here in the summer months. He told of the old race track in the park. He told of the hunting and fishing and then the story of the treaty of Walla Walla. He spoke of Governor Stevens always as Captain Stevens.

"We like to come back here, we old long-haired Indians,

because we remember the old days. We loved to hunt the deer and the bear and to spear the salmon," Bryant translated. "We would like to do it now. We would like to hunt the deer again, but we don't do it because of the Boston man's paper laws.

"Captain Stevens promised the Redmen if we signed the treaty and accepted the reservation (the Yakima) that as long as the Columbia River flowed, as long as the snows remained on the summit of the White Mountain (Mt. Adams), just that long the Indian would always have the right to hunt the deer, fish the streams and gather the roots."

Rising up in a dignified manner he pointed his right arm straight aloft, as Bryant translated, "May the sun in the skies be my witness," Captain Stevens told our chiefs."

Going on to explain further the old chief said, "My father told us to do nothing to make the Boston man angry; obey the Boston man's law," and he feelingly added, "I and my people have tried to do it, although the Boston man's law tells us now we can only hunt and no longer spear the salmon, and the Boston people take our berries and they dig up the ground where our women dug the camas."

He said that in the days before the Boston man, before Governor Stevens came and signed the treaty, there were often 5,000 to 6,000 Indians spending the summer in the Kittitas valley.

"We like to come to Ellensburg," he continued. "It is the only place left where all our old men come and council. Soon we will be gone. Our young men are changing. We like to talk

about the old days. We like to see the horses run. We like to play the bone game. We like to pitch our teepees, like in old days."

He explained the old salmon fish traps, their weirs in the river, how they followed the salmon from the Dalles to Prosser, then up river to Lake Kachess. He explained the signs of the old race track out there and said the best horses were brought to Kittitas from all over the Northwest and that this track was used for four generations at least. He said when he was a boy this track was sunken four feet and as Indian horses were never shod the track was always located in soft ground.

It was an interesting afternoon in the teepee village, a life the casual observer never understands. The red people resent too much curiosity and they resent rather strongly those who are intolerant of the philosophy of their history and traditions.



Maxine Anderson

Queen of the Rodeo

MAXINE ANDERSON, 18-year-old Spokane, Wash., beauty, was selected in a statewide contest for Queen of the Ellensburg, Wash., Rodeo, the Northwest's premier pioneer show in which American, Canadian and Mexican cowboys compete for United States championship honors.

In addition to the honor of presiding over the Rodeo which was staged in Ellensburg, Wash., in September, she was awarded a trip on the Olympian over the Milwaukee Road to Chicago for a week's visit at the Fair. Mrs. F. J. Greene, a prominent Spokane clubwoman, accompanied the Queen as chaperone. They were entertained at the Washington State Exhibit in the Court of States; by George Rector at the A. & P. Carnival; at the Indian Village, and elsewhere during their sojourn at the Fair.



Yakima Chiefs at The Rodeo at Ellensburg

ACCIDENT SAFETY FIRST PREVENTION

The Supervisor in Accident Prevention

By F. J. Swanson, G. C. D. S., C. M. St. P. & P. R. R. Co.

WHEN we look back to the past ten years and realize that our Railroads have accomplished a wonderful feat by reducing their injury claims some thirty million dollars in payments to their employes and to the public, we can only wonder that this was brought about by the strenuous and hard fought battle instituted to such success by our Railroads and various Safety Councils, and we then should all appreciate what it has meant to mankind and thus prevented the personal sufferings effected through such injuries and fatalities.

Accident Prevention is not an embroidery fringe on production; it is an integral and therefore, an important part of production. Safety of employes and others must be considered as first in order to have a successful and efficient operation.

When we realize the great responsibilities of our railroads in achieving this wonderful feat and what it has meant to human life, we should further appreciate that this can still be improved upon by close and careful study of our Supervisory forces taking a more important part in this great work.

First of all the Department Head must feel and assume his responsibilities and become entirely sold on the idea. The matter of providing a safe place for our men to work is put squarely up to ourselves. The result will depend entirely on our intelligence, watchfulness, careful planning and application of corrective measures. It is very important that each Supervisor personally knows that every employe under his supervision possesses normal hearing and sight in order to be a safe employe. It is also the responsibility of the Supervisor to see that tools and other facilities are in the best possible condition.

Proper leadership in any organization is very essential and we must get and give complete harmony. I further feel that by getting what I would consider the complete confidence of the employes and have them understand that if they become injured they are not subject to discharge, they would lose all this fear which would have more effect on their physical and mental condition, and keep their minds more clear and in this way they would be able to do their work in a more safe manner.

A Supervisor should be gauged by the way he conducts himself by planning his work in a safe manner and avoiding injuries. One who has no accidents, always can be counted upon to have a good operation in other respects. We

pick a Supervisor because he possesses some exceptional all-around ability or qualifications that make him an outstanding figure amongst the group he is to lead. He is expected to be thorough, efficient and decisive, ready to give intelligent constructive advice at all times to those in his charge. Failure in part to perform what is expected of him, results not only in loss of efficiency, but in a breakdown in the morale of the men. In plain words, we cannot expect men to follow a leader who talks Safety at Safety Meetings or elsewhere and then feels because in charge, he is entitled to special privileges.

It is here where the men look to their leader to be outstanding. He must be thoroughly familiar with every safety rule applicable to his departmental work. He must see that they are all put in effect. He must continually watch all working conditions, both for unsafe and safe practices and equipment, making immediate correction where found unsafe, and using the benefit of a safe practice as an educational feature to promote further Safety throughout the Department. He must make the men respect his Safety orders in the same capacity that he conducts himself. If Safety work is conducted by holding the one in charge strictly accountable for Safety violations, I cannot help but feel it is the closest solution to Accident Prevention.

A method of further training and education of Foreman should be so perfected as to insure the Company that each crew is protected by at least one 100 per cent Safety man. With this part of the mechanism perfected, through his complete knowledge and understanding of safe practices, he is able, as a leader, to bring about the desired results.

(Continued Next Month)

To All Store Department Employes—Southern District

J. C. MacDonald, District Storekeeper

NO matter how much the average workman is inclined to ignore or minimize its importance in his daily life, the accident problem is always with us. Even with all of the safeguards which human ingenuity has been able to provide, in the form of safety goggles, signs, rule books, etc., we still continue to have accidents. So many bulletins have been written on being "Safety Conscious." Some employes have actually witnessed the results of an accident, thanking their stars that they were not the victims. But actually to go through such an experience brings the lesson right home, if the victim is fortunate enough still to be alive. It is

the man who suffers because of his own thoughtlessness or the carelessness of others who will testify that it pays to play safe.

There is little satisfaction in sympathy. Other people may sympathize with an injured employe in his plight, but the injured employe is the one who has to feel the pain, lose a limb, or perhaps, be crippled for life. But, he has to consider his family, also, especially if there be many small children, for they must, in turn, be affected by this misfortune.

Safeguarding alone, no matter how thoroughly, it may be done, can usually care for not more than relatively a small percentage of accidents, for ignorance and thoughtlessness are the causes of most accidents, in whole or in part.

If you have the right idea of what safety work, in the large sense of it, is and means, you will do it anyway, so far as your several abilities will permit; and if you haven't that right idea, the most complete enumeration of details will not bring much worthwhile and lasting results.

Your Safety Rule Books must be accepted with entire confidence. These rules are based upon long experience. It should be borne in mind by all concerned in the Store Department that the slightest injury requires the prompt attention of a company doctor. Fundamental difference between a safe workman and careless workman is largely mental. If we go about our daily task strictly along intelligent, safe, constructive lines, the results are inevitably safe conduct and efficient workmanship; thoughts must invariably precede action, therefore, safe thinking will induce safe action which leads to safe practices.

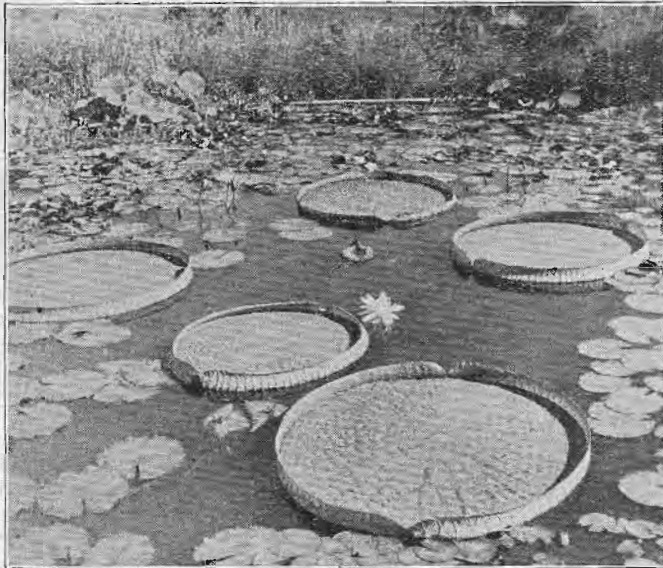
Three Superior Service Award Cards

THE following Bridge & Building Foremen on the Iowa Division have had no reportable or lost time personal injuries to themselves or employes in their crews since January 1st, 1930, and have received Three Year Superior Service Award Cards:

Frank Charles,
L. Christianson,
John Fisher,
Bert Klumph,
Lars Legvold,
C. G. Lindstrom,
Joe Shedeck.

Once there was an elephant and a flea going over a bridge. When they got over the bridge, the flea said:

"We sure shook that one, didn't we, big boy?"



One of Mr. Buehler's Lily Pools

Taps Car Wheels for a Living A Flower Garden His Life

TOILING day after day in a busy railroad yard, tapping car wheels while the trains are stopped at the station, day or night, and doing it one hundred per cent, else he would not have been twenty-two years on the job, is the Milwaukee Road service record of George Buehler, car inspector at Mason City, Iowa.

A casual introduction; an accepted tribute to loyal services; yet how often among such introductions and tributes has one actually had the real person made known to him? How often among the men who are the daily associates of our work-a-day world do we really get to know the real self living back of "this mortal coil"; how often under a workman's blouse is a poet's heart, an artist's soul. So let us be re-introduced to Mr. George Buehler, poet of a flower garden, artist of a home planning.

On a corner of a quiet street toward the outskirts of Mason City, a pleasant little house stands in the midst of a landscaped garden, a garden where flowers are abloom everywhere; where still pools bear on the face of the waters, lily pads and gorgeous blossoms of many varieties; where winding, shaded walks and a rustic bridge lead

to rock gardens, and a rippling brooklet. A picturesque white fence shuts this beauty in and overhanging trees canopy the spot. This is the home of the veteran car inspector—tapping car wheels through the long hours and bending over his labor of love in the garden at the close of the car wheel day.

Mr. Buehler's garden is Mr. Buehler himself. He has planted his flower beds and lily ponds all himself. He has placed every stone in the bed borders, made the coping for the four lily pools himself, brought rock and boulders from highways and by-ways wherever he could find them to adorn and build up his landscaping plans and satisfy his artistic soul.

In his pools he has, at the present time, forty-one varieties of lilies; and in his gardens he has some flourishing banana trees, bearing real bananas. A small greenhouse takes care of his tropical pets during the winters.

Mr. Buehler's gardens are widely known and have many visitors during the flowering season. He always cordially welcomes the railroad folk, many of whom call upon him when in Mason City.

Dined and Danced at Gallatin Gateway Inn

ONE of the outstanding events occurring at Gallatin Gateway Inn during the season just closed was the annual dinner and dance of the Montana State Press Association.

Held August 18 in conjunction with the annual meeting of the press association at Bozeman, 12 miles from the Inn on August 17, 18 and 19, the affair was acclaimed by members of the association and guests as one of the most colorful and delightful social events in the history of the organization.

More than two hundred newspaper publishers and their ladies sat down to a bounteous dinner which was followed by dancing in the beautiful Spanish Lounge.

Mr. Joe L. Markham, manager of the Standard Publishing Company of Butte, retiring president of the press association, presided over the speaking program that followed the dinner. Governor Frank H. Cooney of Montana was the principal speaker. Impromptu talks were made by men prominent in the business and political life of the West, and by members of the faculty of Mon-

(Continued on page 29)

"Bearing the Other Man's Rod"

By Charles Montgomery, Engineer, Iowa Division.

I NEVER considered life equal
In the matter of sorrow and pain,
I thought I had all the worries
With a God-given right to complain;
I thought there were heaped on my
shoulders
The woes of the rest of the clan,
'Till I lived for a few short seconds
The life of a far better man.

I rode in the cab of an engine
For what I supposed was a thrill,
And settled myself on the cushions
To watch old "Engineer Bill,"
He looked like a symbol of power
As I gazed through the smoke and the
murk,
And I knew as I watched every action
That here was a master at work.

His face was a study in sculpture,
Each line as if carved out of stone,
As he cared for the lives in his keeping,
I doubt if he thought of his own,
He seemed like a part of his engine,
As he swayed with each movement and
roll,
And his touch was as sure and as certain
As death is our ultimate goal.

As we roared through the night like some
demon
In a breath taking race against time,
I learned in the flick of an eyelash
Why some men are old in their prime,
For I saw death as he stalked down the
highway
A red-robed specter of night;
Saw him pause at another man's door-way
And grin with unholy delight.

Saw the fear crazed face of a mother
With a child in her frantic embrace!
Saw the goggle-eyed grin of the driver
As he won in the fool-hardy race;
Lived a life time in part of a moment
As that auto reeled drunkenly by;
And I caught for the flash of an instant
The soul of "Old Bill" in his eye—

I can not tell you his feelings
There are words but they do not express
The thoughts of a man in such anguish,
Or measure the depths of distress,
But I know as I know I'm standing,
So sure as I know there's a God
That "Old Bill" is a little bit older
From "Bearing the Other Man's Rod."

In the foregoing very fine verses, Mr. Montgomery states that he has tried to point out to auto drivers what they are doing to the "Old Bills" on the railroad. The Magazine thanks Mr. Montgomery for permission to print—Editor.



An Afternoon's Catch: Ass't Roadmaster, C. Lind, and Section Foreman, Axel Larson, Twin City Terminals



SAID TO BE HUMOROUS



Hard and Fast

Policeman: "As soon as I saw you come around the bend I said to myself, 'Forty-five at least.'"

Lady Driver: "How dare you? It's this hat that makes me look so old."

"Daughter," said her mother, "has that young man you are going with ever mentioned the subject of marriage?"

"Oh, yes!" yawned daughter. "But I told him dad was so hard up he couldn't even afford tires for the car, let alone a husband for me."

An Unchristian Name

"Are all Pullman porters called George?"
"Well, one dropped a suitcase on my foot today."

"Yeah?"

"That one wasn't called George."

Dad: "My son, who is this wild young lady I hear you're running around with?"

The Son: "Aw, Dad, she ain't wild. She's tame. Anybody can pet her."

Doctor's Orders

"I told that man I was so dead broke that I had to sleep outdoors, but he wouldn't give me a nickel."

"What's the matter—is he a Scotchman?"

"No; he said he was sleeping outdoors himself and had to pay the doctor for telling him to do it."

No Territorial Limitation

Boy—Do you know, Dad, that in some parts of Africa a man doesn't know his wife until he marries her?

Dad—Why single out Africa?

Hard to Please

Shopwalker—That lady who has just gone out says you showed her no courtesy or politeness whatever.

Assistant—Then they're about the only things in the shop I didn't show her!

Jack: My brother is without question the laziest man on earth.

Jill: How come?

Jack: Why, he has his prayers type-written and pasted on the wall and when he goes to bed at night he points to them and merely says, "There they are Lord, read 'em."

Oh, Well! This Hot Weather!

This is an excerpt from a letter written by a freshman girl up at the Boarding School:

"... and I am gaining on this awful food they serve at the dorm, too! I weigh 120 stripped, but I don't know whether those scales down in front of the drug store are right or not."

—L. & N. Employes Magazine.

Cook Wanted

Husband: "Is this vegetable all we are going to have for dinner tonight?"

Mrs. Youngbride: "Yes, dear. You see, when the chops caught fire and fell into the pudding, I had to use the soup to put it out."

De-Railed!

THE railroad's gone from Hibbsville

And no more we'll hear the toot
Of the local trains a-running
On the old Atlantic Route.

No more we'll hail the friendly lads—
Old Bill, Tom, Mike and Jack;
No more they'll bring the mail and
news—

For off track.
Hibbsville's the

The railroad's gone from Hibbsville
And the agent's said "Farewell."

The section gang has left us,
And the roundhouse force as well.
The shops and stores and markets,
And farmers, too, alack,

Will miss the railroad payrolls
Now off track.
Hibbsville's the

The railroad's gone from Hibbsville
And the towns along the way.

The Treasurer of the County
Will not have the cash to pay
For schools and roads and what not
Which take a lot of jack,

For there's no more railroad taxes
Since off track.
Hibbsville's the

The railroad's gone from Hibbsville
Leaving just the bus and truck

Which don't make up our losses
So we're all out of luck.
We didn't see the picture;

Too late now to turn back!
Oh, there is no joy in our town
Since off track.

Hibbsville's the
F. H. J.

Business Man: What do you do with all these pictures you paint?

Modernist Artist: I sell them, sir.

Business Man: Well, name your terms, my man, I've been looking for a salesman like you for years.

Porter: "Where's your trunks, sir?"

Salesman: "I use no trunks."

Porter: "But I thought you wuz one of those traveling salesmen."

Salesman: "I am, but I sell brains, understand? I sell brains."

Porter: "Excuse me, boss, but you is the furst fella that's been here who ain't carryin' no samples."

"At a church last Sunday morning," says a newspaper in Vermont, "the choir tenor sang, 'I May Not Pass This Way Again', to the delight of the congregation."

Maybe a Screw Loose

Betty (Who has been served with a wing of chicken)—Mother, can't I have another bit? This is nothing but hinges.—Punch.

A scientist tells us that (if we could look at the earth from an astronomical distance, it would appear blue. But even from a seat in the terrestrial balcony it does not seem to be in the pink.

The Influence of Time

When an automobile stops by the roadside in daylight, that's trouble. When it stops after dark, that's romance.

Real Economy

Mother—O, Freddie, I thought we had all agreed to economize, and here I find you eating bread with both jam and butter on it.

Freddie—Why, of course, mother; one slice of bread does for both.—Pathfinder.

Anything to Please

A patient rang the bell of a doctor. The doctor's wife opened the door, "Can I see the doctor?" asked the patient.

"Couldn't you come tomorrow night?" asked the wife.

"Is he that busy?" inquired the patient.

"No," said the wife, with a winning smile, "but you are his first patient and I'd like to surprise him tomorrow, as it's his birthday."—Pathfinder.

"Your methods of cultivation are hopelessly out of date," said the youthful agricultural college graduate to the old farmer. "Why, I'd be astonished if you got even 10 pounds of apples from that tree."

"So would I," replied the farmer. "It's a pear tree."

Will a Few More Taxes Hurt Anything?

THE following, written by Ray Ritter, of Paxton, appeared in a recent issue of The Dawn, published at Denver:

Oh, the mule's gone lame,

The hens won't lay;

Corn's way down,

Wheat won't pay;

Hogs no better,

Steers too cheap;

Cows quit milkin',

Meat won't keep;

Oats all heated,

Spuds all froze;

Wheat crop's busted,

Wind still blows.

Looks some gloomy, I'll admit—

Get up Dobbin', we ain't down yet!

Boosting the Town

Many a plan for civic improvement would work if—

Every speaker at the dinner had advertised the town. The speakers all said that had the town been on the coast it would have been the world's first city.

A visiting speaker was called on.

"Gentlemen," he said, "I am impressed by your town as much as you are, and believe I can suggest a way in which you can get your wish. This is what you should do. Obtain a large pipe, run it from your town to the ocean, and if you can suck as hard as you can blow, the ocean will soon be alongside."

The Agricultural and Colonization Department

Are North Wisconsin Farm Lands Good? An Interesting Authentic Comparison

THIS brief article is written, not for the purpose of making a comparison of agricultural counties, but rather to accept the opportunity to answer fairly questions that are often put to this Department.

Among the questions asked, the following have come to our attention recently: "Are northern Wisconsin and upper Michigan lands suitable for farming?" "Are not the farmers in these northern cutover areas usually distressed?"

Before attempting to answer either of the foregoing questions, it will be well for the questioner to have firmly fixed in his mind that northern Wisconsin and upper Michigan combined is a vast area larger than several of the states that make up our Union. Certainly, there are lands in this great central lake region unsuited to agriculture. There are vast acreages that should be devoted to a new forest crop, recreation, game preserves, etc. But competent soil analysts estimate that in the area described there remain from 8,000,000 to 14,000,000 acres undeveloped and unoccupied that are capable of producing a farm standard of living comparing favorably with many other sections of the county. These lands, the Colby, Ontonagon and Kennan silts and loams, with lesser acreages of others, are the ones, we assume, to which the questions refer.

To answer the questions with a fair degree of accurateness, we shall compare the farm production of three Wisconsin counties and then compare those three counties with the state as a whole. The two northern counties we will use are Marathon and Lincoln. Both have thousands of acres of Colby silt and Kennan loam soils still undeveloped which many maintain should be in farms. It is a fact that nearly all the farm lands used in the following comparisons are these two types of soil, indicating their productivity. In Lincoln County, only 23.6 per cent of the acreage was in the principal crops grown. Marathon County had but 33.9 per cent of its acres in these crops. Surely these percentages indicate that there is much undeveloped land in both counties.

For our third county, we shall use Rock. It is favorably known as an agricultural county, having 61 per cent of its acreage devoted to the 21 principal crops grown in Wisconsin. Its soil is known widely for its richness, being

largely Prairie loam. There are no land settlement opportunities except to secure possession of developed and improved farms. In other words, it is a county about midway across the state, bordering Illinois in the famous black soil belt where a high degree of diversified production is the practice of the farmers.

From the recently issued Bulletin No. 140, from the Crop Reporting Service, for the year 1931, we take the following figures indicating the yield of the principal crops grown. These are all per acre yields which, of course, is the unit of production.

Average	Potatoes		Oats		Clover and Timothy Alfalfa			Seed	Canning
	Bu.	Bu.	Bu.	Bu.	Silage Tons	Hay Tons	Hay Tons	Peas Bu.	Peas Lbs.
State	93.0	28.0	101.3	30.0	6.7	1.2	1.9	10.5	1,100
Marathon Co.	101.3	30.0	127.0	30.0	7.7	1.2	2.0	13.0	1,280
Lincoln Co.	127.0	30.0	76.0	27.0	7.7	1.1	2.0	12.0	1,165
Rock Co.	76.0	27.0			8.9	1.2	2.0	11.0	1,060

Reviewing the foregoing table, one can easily see that there isn't a "flip of the coin" difference in the production of the hays. Rock has a slight advantage in silage, which would be expected, and the two northern counties have the per acre advantage in the production of potatoes, oats, seed peas and canning peas.

Wisconsin is the greatest dairy state in the Union; 51.3 per cent of its total farm income was derived from milk. Rock County is in the so-called Chicago Milk Shed. A large part of its dairy production is sold as fluid milk and trucked to market daily. A comparison of the three counties again indicates that the two northern counties do contribute materially to the exportable manufactured dairy products.

1930	Cheese Lbs.	Butter Lbs.	Condensery Products Lbs.
Marathon County	19,516,374	1,459,413	6,447,483
Lincoln County	2,543,007	943,805	13,820,604
Rock County	434,139	1,818,132	13,255,949

Again reviewing the foregoing table, one can see that the northern counties are becoming dairy producing centers like the southern counties of the state. It would appear that they are following in the footsteps of their fellow dairymen as rapidly as their development of land will permit.

Surely these facts and figures indicate that there are suitable agricultural lands in the cutover north. That they will be further developed few doubt.

To answer the second question: "Are not the farmers in these northern sections usually distressed?":

That is hardly a fair question for it implies that a mental comparison is being made between these farmers and those of older and more improved sections. It would be like comparing the apparent wealth of a newly founded western town with that of an old established eastern town of approximately the same size.

But let us see what the same authority says that may be used as an answer to this vexing question. It would seem to be fair to say that good measures of farm wealth are the evidences of modern improvements. So we will use them to answer the second question. Twenty-five per cent of the Marathon farmers have electric lights and 32 per cent of the Rock County farms; 33 per cent of the Marathon County farm homes have furnace heat, while 30 per cent of

the Rock County farm homes are heated in this modern way; 82 per cent of the Lincoln County farmers read a daily newspaper, while only 70 per cent of their brother Rock County farmers do the same; 35 per cent of the Marathon County farmers have running water in their dairy barns, while but 24 per cent of the Rock County farmers have this same modern convenience. And there are more data like these.

If this citation of the use of modern equipment is a yardstick by which comparative wealth and thrift can be measured, there would be apparently little to choose between the farmers in the two sections of the state.

The foregoing only goes to show that it takes time to develop a new country into a prosperous appearing territory.

The true measure of any farming country is its ability to produce a satisfactory living standard. Where good lands do this, there is room for settlement. Where land will not do it, settlement should be prohibited.

There are many surprises awaiting those who will thoughtfully investigate some of our new lands in the cutover regions. No one can knowingly say they are all good or all no good. There are some of both kinds. Fortunately, The Milwaukee Road serves thousands of acres of good undeveloped northern lands.

Favorite Recipes

Tomatoes Stuffed with Pineapple. Peel six medium sized tomatoes and cut thin slice off the top of each. Take out seeds and part of the pulp. Sprinkle the inside with salt and turn down for an hour. Fill the tomatoes with fresh or canned pineapple cut in small cubes and mixed with chopped nut meats. Pour French dressing over the stuffed tomatoes and serve on lettuce leaves. Mayonnaise may be used if preferred.

Tomatoes stuffed with chopped cucumber may be prepared in the same way.

Porcupine Salad. Peel eight small tomatoes and stick with narrow strips of celery, two inches long and short pieces of green pepper. Place the tomato on bed of lettuce leaves and sprinkle with finely chopped parsley.

Waltham Salad Dressing for Porcupine Salad. Add one egg, slightly beaten to one cup of sour cream, one fourth cup vinegar, two teaspoons salt, two teaspoons sugar, one teaspoon dry mustard and dash of cayenne. Cook in double boiler, stirring constantly until thick enough to serve. Cool and place one large teaspoon of the dressing on each tomato.

Salad Cream. Mix together one-half tablespoon salt, one-half tablespoon mustard, three-fourths tablespoon sugar and one tablespoon flour. Add two egg yolks slightly beaten, three tablespoons melted butter, three-fourths cup milk and one-fourth cup vinegar. Cook in double boiler, stirring constantly until mixture thickens. Strain and cool. This may be put in a glass jar and kept in the refrigerator until needed.

Los Angeles Dressing. Slightly beat the yolks of four eggs. Add one-fourth cup olive oil, one tablespoon lemon juice, one and one-half tablespoons vinegar, one teaspoon dry mustard, salt and dash of cayenne. Cook in double boiler, stirring constantly until it thickens. Chill and add one-cup of cream whipped until stiff one teaspoon sugar and one and one-half tablespoons grated horseradish root.

Cucumber Baskets. Take three long, well shaped cucumbers. Cut a piece from either end of each; then cut in halves crosswise. Cut two pieces from each section so that the remaining piece will be in shape of a basket with a handle. Remove the seeds and pulp and cut in cubes. Mix with an equal quantity of tomatoes cubed and fill the baskets. Serve on lettuce leaves with French dressing.

Chiffonade Salad. Cook a green pepper in boiling water to which a small quantity of baking soda has been added. Cool and shred. Shred one head of lettuce or romaine, remove pulp from one grape fruit and cut three small tomatoes in quarters. Serve on lettuce leaf with French dressing.

The Patterns

Send 15c in silver or stamps for our UP-TO-DATE BOOK OF FASHIONS, Fall and Winter 1933.

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

7957. Ladies' House Frock.

Designed in Sizes: 36, 38, 40, 42, 44, 46, 48, 50 and 52 inches bust. Size 44 requires $4\frac{1}{2}$ yards of 32 inch material together with $\frac{3}{8}$ yard of contrasting material, if made as shown in the large view. With long sleeves $5\frac{1}{2}$ yards. Price 12c.

7987. Ladies' Dress with Slender Hips.

Designed in Sizes: 36, 38, 40, 42, 44, 46, 48 and 50 inches. Size 44 requires 4 yards of 39 inch material together with 1 yard of contrasting material. Price 12c.

7998. Pretty Frock.

Designed in Sizes: 11, 13, 15, 17 and 19 with corresponding bust measure 29, 31, 33, 35 and 37. Size 13 requires $3\frac{1}{4}$ yards of 35 inch material, together with $\frac{3}{8}$ yard of contrasting material. Price 12c.

7967. Smart Coat.

Designed in Sizes: 11, 13, 15, 17 and 19, with corresponding bust measure 29, 31, 33, 35 and 37. Size 13 requires $3\frac{3}{8}$ yards

of 54 inch material if made with the cape. Without the cape $2\frac{7}{8}$ yards. To line coat and cape requires $4\frac{1}{4}$ yards of 35 inch material. Price 12c.

7990. A Smart Frock.

Designed in 6 Sizes: 14, 16, 18, 20 (with corresponding bust measure $33\frac{1}{2}$, 35, $36\frac{1}{2}$, 38) also 40 and 42. Size 16 if made as in the large view requires $2\frac{1}{2}$ yards of 54 inch material together with $\frac{1}{3}$ yard of 32 inch contrasting material. Price 12c.

8010. Pretty Blouse.

Designed in 6 Sizes: 14, 16, 18, 20 (with corresponding bust measure $33\frac{1}{2}$, 35, $36\frac{1}{2}$, 38) also 40 and 42. Size 16 requires $2\frac{3}{8}$ yards of 35 inch material together with $\frac{3}{8}$ yard of contrasting material. Price 12c.

7812. Set for Tiny Tots.

Designed in Sizes: 1, 2 and 3. Size 2 if made of one material will require $3\frac{3}{4}$ yards for the entire set. To trim with lace or edging requires $2\frac{1}{3}$ yards for the Dress, 3 yards for the Slip, and 6 yards for the Underwaist and Drawers. Price 12c.

8003. Girls' Coat.

Designed in Sizes: 4, 6, 8, 10 and 12 years. Size 10 requires $1\frac{7}{8}$ yard of 54 inch material. To line the coat requires $2\frac{3}{4}$ yards of 35 inch material. Price 12c.

8002. Girls' Dress.

Designed in Sizes: 6, 8, 10 and 12 years. Size 10 requires $2\frac{1}{4}$ yards of 35 inch material, together with $\frac{5}{8}$ yard of contrasting material. Price 12c.

Brotherhood

The years are long and the winds are chill
On the lonely trail ascending,
And the road is rough on the sunset hill
Where we look toward the journey's ending.

The lights grow dim and the echoes fade
From the voices we love in life's morning;
The night creeps near with deepening shade
That breathes of the end a warning.

But if from the wayside a voice rings clear,
O'er the sigh of the wind's repining,
And we see the face of a brother near,
Through the gathering twilight shining;

We tread with a lighter step the way,
Nor seems the path so dreary;
Nor the shadows so dark at the close of day
Nor the heart so worn and weary.

Thus hand in hand in the sacred clasp,
We pass toward the great Forever,
With our hearts held fast in the warming grasp
Of a love that will not sever.

—Carl W. Mason.



THE MILWAUKEE RAILROAD WOMEN'S CLUB

Summary of Activities April 1 to June 30, 1933, Inclusive.

Number of families given aid	650
Number of families reached through Good Cheer Activities.....	745
Amount expended for Welfare and Good Cheer.....	\$ 4,353.55
Estimated value clothing and other articles received and distributed—not requiring an expenditure from club funds.....	\$ 484.85
Personal and telephone calls made in connection with Welfare and Good Cheer Activities	5,434
Messages of cheer and sympathy sent	484
Donated by the General Governing Board to Local Chapters for Welfare work— —included in above welfare figures	\$ 1,635.00
Number of families furnished with vegetable seed for gardens—379—at a total cost of	\$ 507.63
Cleared on Ways and Means Activities	\$ 1,689.26
Balance in General Governing Board and Local Chapter treasuries as of June 30th	\$20,276.54
Number of books loaned to members from circulating libraries of the club..	2,536

Respectfully submitted

GENERAL GOVERNING BOARD.

The Women's Club District Meetings

BEFORE this number of the Magazine reaches club members the series of District Meetings which are to be held this year, will have begun. These District Meetings were arranged for this year in order to conserve the club funds for relief work. It is expected that the usual Annual Meeting will take place again next year and regularly thereafter, if conditions are favorable.

The first of the series scheduled for Butte, Mont., on September 30th, will have the following chapters: Lewistown, Harlowton, Three Forks, Butte and Deer Lodge, Mont.

The second, on October 3rd at Seattle, has Alberton, Mont.; Avery and St. Maries, Idaho, and Spokane, Seattle and Tacoma, Wash.

The third, on October 31st, at Minneapolis, will have Miles City, Mont.; Marmarth, N. Dak.; Moberg, Aberdeen and Milbank, S. Dak.; Montevideo, Twin Cities and Austin, Minn.; and La-Crosse, Wis.

The fourth at Milwaukee, November 2nd, will include Tomah, Portage, Milwaukee, Wausau, Green Bay, Madison, Janesville and Beloit, Wis., and Channing, Mich.

The fifth on November 4th at Chicago will have the two Chicago Chapters—Fullerton Avenue and Union Station—Bensenville and Savanna, Ill., Terre Haute, Ind., Kansas City, Mo., Ottumwa, Dubuque, Marquette, Des Moines, Davenport, Perry, Cedar Rapids, Marion, and Council Bluffs, Iowa.

The sixth and last at Sioux Falls, will include Sioux Falls, Madison, Rapid City, Murdo and Mitchell, S. Dak., and Sanborn, Mason City and Sioux City, Iowa.

The District Meetings are planned as nearly like the usual annual governing board meetings as possible; and in addition to the business meeting, there will be a luncheon not to cost over 75 cents and as much nearer fifty cents as it is possible to get. The meetings occupy but one day, including the luncheon; and invitations are extended to all club members to attend the District Meeting at which their Chapters are represent-

ed. By limiting the time to one day, no hotel bills will be incurred, and traveling expenses eliminated as far as possible.

In this way the Executive Committee expects to preserve the Get Together feeling over this year, while at the same time avoiding the extra expenses of the regular Annual Governing Board and Get Together Meetings, in order that we may have more money to expend on our relief work.

Aberdeen Chapter

Mrs. Charles L. Boland, Historian.

ALTHOUGH there were no meetings during the summer months, our chapter has not been inactive.

Several cases of real need were carefully looked after, and one or two where thoughtfulness and genuine sympathy were needed more than material things. These cases were very sad and all that could be done was gladly offered, and gratefully received.

The Sunshine committee too, has been constantly "on the job" as a rather large number of our "Milwaukee family" has from time to time been at one or the other of our local hospitals, and others were visited at their homes. We are glad to extend a hearty welcome to the new little son of Mr. and Mrs. Lee W. Winfrey, and congratulate the parents on his joining their family circle.

Two local homes have been saddened by the loss of the husband and father, and one of our loyal members at Bowdle. The local men who have passed from our midst are C. R. Zimmerman and Martin V. Dunhom following a long illness and the section foreman at Bowdle, John Werner, was called away very suddenly. The Club extends its heartfelt sympathy to these families in their hour of sorrow.

The gardens so happily begun early in the spring, have not proven so successful as there was no rain all summer, and the hot, dry winds did much damage to all growing things. But, even in the face of failure, there is always the inspiring thought of another year to come, kindled with the bright hope of a better and more prosperous season.

Membership renewals are already being received and it is hoped that past records will be held if not actually surpassed.

At this time would like to call attention to the new committee for carrying on the county relief work during the coming winter. From our local evening news we quote as follows:

"All Brown County relief efforts henceforth will be administered by a county relief committee, recently selected, George Pfeiffle, Relief Director, announced upon his return from a conference with W. L. Eales, State Relief Director.

This function, formerly administered by

the Brown County Commissioners, will be placed in the hands of a committee comprising Alfred Lindboe, John B. Fortsing, H. C. Jewett, Jr., Mrs. H. M. Gillick, all of Aberdeen and Guy Herron of Groton. This committee will be held responsible for all Federal Emergency Relief funds in Brown County, Pfeiffle stated."

By the above it will be noted that in addition to having charge of relief work in our club, Mrs. Gillick will be kept busy with various needs of city and county, and we are certain that although it is a difficult and often thankless task, no one with wider experience or greater understanding could have been chosen for this praiseworthy undertaking.

By the time these notes go to press, we shall have had our first meeting, and we are all hoping for the same spirit of friendly co-operation that prevailed last year and went so far toward making the splendid success that each endeavor was met with.

Channing Chapter

Mrs. William Porter, Historian.

JULY 8th.—The board of directors of Channing Chapter held a special meeting at the home of Mrs. C. Huettie to talk about the district meeting.

Sept. 4th.—Regular meeting was held in the club rooms. Reports were read and approved. After the meeting five hundred was played and Mrs. W. Porter won first, Mrs. L. Thiele won second. Committee members were Mrs. Mary Van Oss, Mrs. Angelina Rasmussen and Mrs. Jno. Del Santo.

Sept. 11th.—Special meeting was held in honor of Miss Etta Lindsdogg everyone enjoying her visit, she gave very interesting talk on the relief work done by the Milwaukee Road Women's club also Mrs. L. Bandt the County Red Cross Nurse was here. After meeting, a musical and singing program was given by members of the club, and luncheon was served and enjoyed by all. Committee members were Mrs. J. Krames, Mrs. Sam La Valley and Mrs. W. Tuttle, followed by cards. Mrs. Jno. Kramer winning first in Bridge, and Mrs. W. Pritchard, second. Mrs. A. Rasmussen high in "500" and Mrs. Thiele, second. Miss E. Lindsdogg was presented with a gift.

Perry Chapter

Mrs. J. J. Kindig, Historian.

PERRY Chapter of the Woman's club met in regular session on the 7th of September. It was the first meeting following the Summer vacation and everyone was interested in the plans for our Fall work. We were glad to welcome Mrs. Frank Keith formerly of Marion Chapter, into our club. Plans were started for our annual birthday party in October and we extended an invitation to Des Moines Chapter to be with us on that day. Our ways and means committee are sponsoring a friendship quilt and each lady pays 10c to have her name embroidered on it. When the space is all filled the names will be written on slips of paper and the one whose name is drawn will get the quilt. Mrs. Joe Reel originated the idea in our club, and has donated much of her time to get the blocks cut and ready to put together. The colors chosen were pink and green. We also have planned a rummage sale to be held next week. The club made it possible for a little girl to be taken to the hospital for an operation, and are still supplying milk for several small children. Our new membership committee, Mrs. Arthur Stromquist, chairman, has outlined her campaign for getting more new members. We are sending our President Mrs. Will Thompson to the district meeting to be held in Chicago in November.

La Crosse Chapter

Mrs. C. W. Whiting, Historian.

AFTER a vacation during the hot months, July and August, the regular meeting of LaCrosse Chapter was held in the club rooms, Wednesday, September 6th. Mrs. Ed. Merrill, president, presiding, with

a good attendance. The report of the chairman, on membership committee, Mrs. Mary Hurley was very good, 143 members for this year and still very active.

Again we had that most ever welcome visitor Miss Etta Lindskog of Chicago. After the meeting was over the ladies enjoyed different games of cards and then refreshments by committee. On September 7th, about 20 members visited the Tomah Chapter, and had a wonderful time and did so enjoy meeting Tomah Chapter. Miss Etta Lindskog and Mrs. Carpenter Kendall, also were there to visit Tomah Chapter. At this writing Robert Taylor is able to return to work after several months' illness.

Tomah Chapter

Mrs. Ed. G. Wilson, Historian.

THE last meeting before the summer vacation was held on June 7th at the Tourist Park.

It was in form of a breakfast. Thirty-five members and their children attended.

On July 2nd the Annual Picnic was held at the Tourist Park, of which three hundred attended.

The afternoon was taken up by games for the old and young. A play was put on by members of the club, and a band concert given by the employes and children of employes. A talk was also given by Mr. Reinehr, superintendent of Tomah R. R. shop, which was enjoyed by all.

On September 7th, we held our meeting at the Tourist Park, which was for the old people and shut ins. A group of ladies from the club dressed in styles as far back as 1860 and met the guests of honor, Miss Etta Lindskog, and Mrs. Keudall, and 14 ladies from La Crosse, Wis. Chapter. As they stepped off train No. 6 at 1:13 p. m. and escorted them to the Tourist Park, where the meeting was held. The president of Tomah Chapter, Mrs. Wm. Hovey told how a little 11 year old girl—motherless did all the canning of fruit and vegetables for her father by the aid of the club.

Mrs. Ben Shaw, chairman of relief work, gave a report on relief work. The report is as follows. Some of this fruit was picked on share's, some fruit was picked and sold to buy other fruit in preference to the one or two kinds; also sugar was purchased with money obtained from fruit that was sold. Fruit that was canned:

	Quarts
Strawberries	94
Rhubarb	26
Blueberries	64
Huckleberries	5
Blackberries (wild)	116
Raspberries	8
Peaches	37
Plums	17
Cherries	38½
Apricots	5
Elderberries	14
Apples	113
Cranberries	1
Grapes	4
Apple butter	5
Pulp for Jelly and Jam	7
Jelly	30
Jams	23
Tomato preserves	4
Water Mellon preserves	8
Total	615½

Vegetables.

The seeds were furnished by the chapter for these vegetables amounting to \$9.90.

	Quarts
Greens	31
Tomatoes	95
Peas	59
Corn	263
String Beans	96
Beets	78
Carrots	7
Pickles	170
Chili Sauce	4
Total	803
Catsup	100 bottles

There are vegetables which will be put

in storage also. This certainly shows that somebody has been busy and some will not go hungry this winter.

The meeting ended with a picnic supper which was enjoyed by all.

Beloit Chapter

Mrs. Edgar Ruck, Historian.

BELOIT Chapter opened its monthly sessions on September 13th, after the summer recess. Mrs. Barrett, the president conducted the meeting, as usual.

Our welfare chairman reported ten dollars spent for relief during the past month; three personal calls and eight telephone calls.

The sunshine chairman reported four personal, ten telephone calls and five messages sent.

The membership committee is to be congratulated on their success in securing many new members, increasing our total membership to seventy-one.

The ways and means report showed a profit of \$9.38 for the month.

A new feature at our meetings was introduced in the form of a "Safety First" program. Mrs. Helms was appointed chairman and all members requested to take part. Questions on safety at railroad crossings, children at street intersections; the importance of learning to swim, etc. were discussed and ideas offered by members.

This new feature is sure to prove interesting to the club.

Another of the monthly dances was planned for September 23rd, at the passenger station. These dances have proved very popular and enjoyable to all railroad employes and friends.

On October 28th, the Chapter is planning to have a large, old-fashioned Hallowe'en party at the passenger station, to which all railroad employes and their families will be invited. Regular Hallowe'en stunts and games, also dancing and refreshments will be indulged in. There will be plenty of fun for all.

Our program chairman has promised a Hallowe'en party for our October regular meeting.

"50¢" and refreshments followed.

Fullerton Avenue Chapter

Mary J. Maney, Historian.

VACATION time is past and our fall festival is "just around the corner." After such a nice long rest, every member should make a resolution for the coming year to attend as many meetings as possible. Many interesting events are being planned, so try to be present.

The first meeting and party will be held on Tuesday, October 10th, at 5 p. m. Various games will be played and prizes awarded to the lucky ones. All who have neglected to renew their memberships or who have been careless about joining, this is your chance. Come to the party—become a member, so as not to deprive yourself of the benefits thereof.

The mid-week sewing group will also resume its activities in November.

In place of the annual get-together meeting and luncheon of all chapters, which has been held in the past, the Club this year, in order to enable members to attend, will hold District meetings and luncheons. Meeting for this district, consisting of 15 chapters, will be held in Chicago, November 4th—details to be announced later by the Chapters. All members are invited to attend both meeting and luncheon.

Spokane Chapter

Mrs. W. H. Hunter, Historian.

WHILE our chapter has not been meeting in regular session throughout the summer months, our president, Mrs. David Leaming is active, calling a committee meeting whenever business demands it.

Our picnic, held on July 29th, was a great success. Five auto loads of friends came over from Malden to attend and make merry with our members, their families and friends. At four o'clock a board meeting was held to vote on the question of

holding district meetings, which was favored.

Superintendent Devlin and family from Tacoma were special guests at the picnic which was held in the beautiful spot by the plunge in Natatorium Park. Each family brought its own lunch, the chapter furnishing coffee and ice cream; and everyone had all the ice cream they wanted, so generous was the committee.

The large crowd enjoyed the games directed by Mrs. George Hill; and there was "pep" singing led by Mrs. Nathan Jones. Later all who desired, attended the dance.

Madison Chapter

Mabel Davy, Historian

MADISON Chapter held its May meeting in the club rooms on the 10th, called to order by the president, Mrs. Scharnecker. Reports of the various committees and other routine business was transacted, followed by a social hour.

About fifty persons attended the May party held in the club rooms on May 25th. An interesting program was given by Miss Cowley and readings by Miss Lynn, Miss Joyce and Mr. Voleman. Cards and dancing followed the program and refreshments were served.

The June meeting was held on the 14th, and was preceded by a luncheon with members of Janesville, Beloit, and Portage chapters and members of the General Governing Board from Chicago as our guests.

A program followed the luncheon in which a group of young people from Portage entertained with character sketches and vocal numbers rendered by Miss Marion Morehouse. Readings were given by Miss Gordon and Mr. Conlin. Accompaniments by Mrs. Bogue. Mr. Deppke was a very talented whistler.

Short talks were given by Mrs. Kendall, Miss Lindskog and Mrs. Baker, our guests of the General Board; and by the presidents of the visiting chapters.

It was decided to hold evening meetings during July and August. Mrs. Edward Ziel was appointed chairman of the picnic held July 1st.

The meeting adjourned and a social hour followed.

Madison Chapter

Mabel Davy, Historian.

THIS chapter held its annual picnic at Olin Park, July 1st. Despite the inclement weather, one hundred and forty persons enjoyed the bountiful supper prepared by Mrs. Ziel and her committee.

Our president, Mrs. Scherneckner presided at the July meeting held on the 13th. The various officers and committee reports were read and approved. After the business meeting, refreshments were served and a social hour was enjoyed.

A board meeting was held in the club rooms on the evening of July 21st, and the regular August meeting was held on the 10th.

Routine business was transacted. Mrs. Blethen, sunshine chairman reported having sent six cards of good cheer and three of sympathy.

At the close of the meeting ice cream and cake were served. The next regular meeting occurs the second Wednesday in September.

Bensenville Chapter

Mrs. William Wolf, Historian.

AFTER a few weeks' vacation Bensenville Chapter has again resumed its activities.

Regular meeting was held September 6th, our new president, Mrs. F. Oakes, presiding, former president, Mrs. D. Bagnell having moved to Minneapolis. A farewell party was given for Mrs. Bagnell, July 28th, the club presenting her with a basket of flowers. The entire club extends hearty good wishes and success for Mr. and Mrs. Bagnell.

The September meeting was well attended. Reports were read and plans made for several social functions.

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. Hiddleston.....	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. R. 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, Sananna, Ill.		

I. & S. M. East Notes

Babe

A. A. SEEMAN, train dispatcher, was welcomed back to the I. & S. M. Division, September 11th, after having worked as swing man on the H. & D. Division since the first of the year.

W. G. Ende, dispatcher, at Austin has been assigned to the relief work at Madison, S. D.

August 14th heralded the arrival of a grandson to locomotive engineer, P. J. Burns—"Congratulations, Pat."

Leonard Flannery has returned to work after vacationing with his family at the home of his parents at Faith, S. D.

J. D. Williams and son, Guy, and family, left Saturday, September 9th, for International Falls, on a fishing trip. Hope they return with some proof that all the big ones didn't get away.

M. D. Hoff, and wife, attended the Century of Progress at Chicago, and visited in Milwaukee during "Doc's" vacation.

Warehouse foreman, Wm. Smith and family, also attended the World's Fair.

Time reviser, Rose Krulish, and Violet Beatty, superintendent's stenographer, spent three days at the World's Fair over the Labor Day week-end, and report a very interesting time.

Dick Hogan, yard clerk, also went to Chicago over Labor Day, but from all reports that have come to the office boy—Dick didn't even see the Fair. Cherchez Le Femme? But, he had some great tales to tell of Chicago's high spots.

H. J. Rafferty, yard clerk, has been appointed clerk at Hollandale. H. J. Tuftee, baggage clerk, Albert Lea, displaced Rafferty at Austin.

F. E. Hartwig, former agent at Spring Valley and who has been working with the Traffic Department, Minneapolis, has been appointed agent at Ramsey. L. V. Olson, former agent at Ramsey has been appointed to Grand Meadow, vice E. L. Rowlee who has gone to Wykoff.

H. A. W. received a souvenir from the World's Fair, in the form of four cocoons—white and 2 yellow—the yellow ones he says, are the source of our rayon supply. Get your orders in early girls.

Deepest sympathy is extended to the bereaved family of Clarence M. Aughey, veteran train dispatcher, who passed away August 17th, 1933. Mr. Aughey was 63 years of age and had worked for the Milwaukee Road, 30 years.

The many friends of Thomas Clancy, veteran engineer, were shocked to hear of his death on August 15th. Mr. Clancy was promoted to locomotive engineer, June 1, 1888, and had been in the service over 50 years. Our heartfelt sympathy is extended to the bereaved family and relatives.

We were sorry to hear of the death of Conductor Herb. Warfield's brother "Harry" who was a former conductor of the Milwaukee Road, and for quite a number of years has been employed as car-

penyer foreman at the Hormel Plant. He passed away at his home August 24th. Sympathy is extended to the bereaved family.

O. E. B. is so taken up with the movement of western sheep into the Iowa & South Minnesota Division territory that we don't see him very often; hence no news of his latest activities until another issue.

H. A. W. says he will trade a good (for nothing) office clock for an incubator in which to hatch his cocoons.

Anybody seen our old friend "Ronnie" around lately? Nope.

Dwight (Tang) Kneeskern, the weather predictor failed us the other day. If it was going to rain, "Tang" wore a cap, if the weather promised to be balmy he wore a straw hat, but yesterday he appeared totally absent of headgear—presume winter is coming. Wonder if that had anything to do with the mall being mixed up that day?

Time reviser, Rose Krulish, we notice by this week's issue of Liberty Magazine, was awarded a \$2.00 prize in a "Scramble Gram" contest.

Wisconsin Valley Notes

Lillian

FRIENDS here were notified of the death of Mrs. Horace Wheelock on September 8th, at her home in West Allis. Mr. and Mrs. Wheelock left Wausau about a year ago for West Allis when Mr. Wheelock accepted a position in the accounting department in the Milwaukee office. Mrs. Wheelock has been seriously ill and confined to her bed for the past five months. She is survived by Mr. Wheelock, two sons and a daughter. Funeral services were held from the home of her parents at Naperville, Ill. on September 11th. The Wisconsin Valley Division employees extend their deepest sympathy.

Mrs. Henry Schaupt who has been receiving treatments at St. Mary's Hospital, has returned to her home.

Mrs. A. W. Warner has returned from Chicago where she has been attending the World's Fair.

Mr. and Mrs. A. I. Lathrop attended the funeral of Mr. Lathrop's nephew, who was killed in an automobile accident at Stoughton, Wis.

Many people took advantage of the splendid weather and spent Labor Day at the Northern Lakes. It has been reported that several of the fishermen were rewarded with exceptional catches, among which were Mr. Frederick Purcell of Milwaukee, who caught a 43 lb. wall eyed pike at Squaw Lake. Mr. William K. Fritchey of Chicago has three muskies to his credit, weighing 30 lbs., 12½ lbs., and 19 lbs. Mr. C. J. Coon, proprietor of Camp Franklin on Rice Lake reports that a party of five fishermen staying at his resort caught 19 lake trout, one weighing 10 lbs., whose total weight was 76 lbs. It seems it was rather a profitable vacation.

Thomas H. McCarthy, a veteran employe of the Milwaukee Road, who was for thirty years a conductor, died at his home on July 26 after an illness of seven months. Funeral services were held in Wausau, and the body was removed to Tomahawk for interment. The deceased was born November 30, 1876, in Rockland, Brown County, and started working for the railroad thirty-five years ago. Milwaukee Road employes extend their sympathy to Mrs. McCarthy and her children.

Mr. and Mrs. Gaylord Carpenter spent a few days over Labor Day visiting at the World's Fair in Chicago.

The Milwaukee Railroad Women's club was entertained by the Minocqua members at the community hall in Minocqua on September 12th. Members took the morning train to Minocqua and took basket lunches. Coffee was provided. A short business meeting was held in the early afternoon and the rest of the time was spent at Bridge and "500". All members along the division were invited to attend.

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

D. H. A.

MR. AND MRS. C. H. CARTMELL are spending their two weeks' vacation on the West Coast and Canada.

The latest visitors at the Century of Progress are Mrs. A. F. Manley and two daughters, Frances and Helen; Mrs. Emil Johnson and son, Dick; Mrs. Frank Williams and daughter, Frances; Mr. and Mrs. Leonard Clark and children; Mr. and Mrs. H. A. Mosher and Mrs. Mosher's sister, Mrs. Cook; Mr. and Mrs. Bert Doud.

Ralph Holm of Miles City accompanied Ted Johnson and George Hilton on an auto trip through the Black Hills. George remained at Rapid City for a longer visit with his parents, Mr. and Mrs. Joe Hilton. Mrs. Ann Anderson of Miles City spent Labor Day at Moberg with relatives and friends.

Mrs. Oscar Vachreau and daughter, Delores, of Harlowton, Mont. spent a few days here visiting, going from here to New England, N. D. where Miss Delores will attend St. Mary's Academy for the coming year.

Mr. and Mrs. Frank Schneider spent Labor Day at Miles City with Mr. Schneider's parents.

Harold Mosher has just returned from his vacation, the first he has had in three years. On their return from the World's Fair, Mr. and Mrs. Mosher journeyed to Firesteel and Dawson, Minn. where they visited relatives and also visited their son, Arthur, and family, at Rapid City. During his absence his position was filled by "Ding" Childers.

The usual Labor Day picnic was held at Lincoln Park, September 4th with a good

attendance. The principal speaker of the day was Conductor J. J. Long of Baker, Mont. The usual sports and contests were indulged in, and the final windup, was the big dance in the evening with Jack Mill's Orchestra from Sioux City, furnishing the music.

Trainmaster A. W. Herwin of Miles City transacted business in Moberidge on September 12th.

Miss Deisia Hourigan left Monday for Aberdeen where she has enrolled as a student at the Normal.

Passenger Traffic Manager Geo. B. Haynes of Chicago transacted business in Moberidge on September 13th.

Mr. Paul Ahrens, who recently went back to work at the local roundhouse, was forced to give it up on account of illness and has returned to Winona, Minn. He was met here over Labor Day by his daughter, Mazie, and son, Clarence, and bride, of Billings, Mont.

Miss Doris Robison has accepted a position as bookkeeper at the Davidson Dahlman Garage.

The many friends of Conductor Clay Zimmerman of Aberdeen were grieved to hear of his death following an illness of five weeks. Sincere sympathy is extended to the bereaved ones.

Mr. and Mrs. R. S. Lewis and daughter, left by motor for Livingston, Mont. for a visit with Mr. Lewis's daughter, Mrs. Horace Cook and family.

Mr. and Mrs. Steve Fuller and family have moved to McIntosh, Mr. Fuller being stationed at Watauga, as agent there. We hope they may soon return to Moberidge.

Miss Mercedes Milligan just returned from a trip to Harlowton, Mont. where she visited her friend Miss Corrine Kellum.

Mr. and Mrs. M. F. Rollins and son, and Mrs. Sarah Rollins have returned from California. While there they visited with Mr. and Mrs. Rollins' two daughters. They plan to return there later on.

Mrs. Varena Holman and son, Billy, of Ottumwa, Iowa, spent some time here visiting old friends.

Miss Louise Swanton who underwent an operation for appendicitis at the Moberidge Hospital is now much improved and able to return to her home.

Later World's Fair visitors are Miss Nadine Beaver, the Harry Fritz family, Mr. and Mrs. Fred Lentz and family, Robert Hogan, Mr. and Mrs. Wm. Distash and daughter, Lois, Mrs. Frank Currah and daughter, Helen.

Mr. A. F. Manley and Ole Haanes attended a Milwaukee employes meeting at Miles City.

Mr. and Mrs. Clayton McGrath and baby, have been visiting at the home of Clayton's parents, Mr. and Mrs. Dan McGrath.

Mr. and Mrs. Charles Lawrence recently returned from an extended trip to the West Coast and Canada.

Cletus Clinker left for Vermillion where he has again enrolled at the University of South Dakota, for the coming year.

Iowa (East) Division

John T. Raymond

MR. AND Mrs. H. E. Ramsey of Oxford Junction, have been away on an extended vacation visiting relatives in Montana, returning home September 5th. Operator W. K. Hodgson was relief agent at Oxford Junction during Mr. Ramsey's absence.

Mr. and Mrs. Harold Mullaley and children of Marion visited relatives at Portage, Wis. the latter part of July.

Mr. and Mrs. Ed. McGuire and their son, of Manila, visited in the Edward McGuire home at Marion the latter part of August.

Leroy Smith, son of Engineer and Mrs. J. C. Smith of Marion had an operation for appendicitis at a hospital in Cedar Rapids the latter part of August and has about recovered.

L. R. Curtis of Marion was taken to a hospital in Cedar Rapids for an emergency operation. Was there for about three weeks. He has been brought home for further convalescence.

Mr. and Mrs. S. C. Lawson of Marion spent a few days early in September visiting their daughter, Mrs. Holcomb, at Kankakee, Ill.

Mrs. J. T. Gallivan of Marion was a guest of Mrs. Norma Romes of Chicago and attended the Century of Progress Fair the middle of August.

Mr. and Mrs. J. W. Nolan visited their son at Ottumwa, August 31st.

Mr. and Mrs. L. G. Hewitt, Mrs. Eva Hewitt and George R. Barnoske of Marion attended the Iowa State Fair at Des Moines, August 31st.

A safety first meeting was held at Cedar Rapids, Thursday, September 7th, presided over by Superintendent A. J. Elder. There was a good attendance.

R. C. Dodds and J. A. Cherwinker of Perry; F. R. Doud and G. W. Wean of Sioux City; L. Anderson of Rockwell City, and A. H. Hobart of Monticello, attended a safety first meeting held at Marion, Friday, September 8th.

Miss Edna Franke, daughter of Mr. and Mrs. Fred Franke of Dennison, Iowa, and James McGuire, son of Mr. and Mrs. Edward McGuire of Marion, were married Saturday, August 19th at Dubuque by the Rev. William Holub, a schoolmate, and friend of the bridegroom. They were accompanied by Miss Esther Franke, twin sister of the bride and Marl J. Marchant of Marion. The bride was graduated from the Dennison high school and attended the Cedar Rapids business college. For the past three years she has been employed as stenographer at the Iowa Pump Co. in Cedar Rapids. Mr. McGuire is a graduate of Columbia College, Dubuque, and is employed as second trick operator at Marion. After a wedding trip to Chicago, and points east Mr. and Mrs. McGuire will reside in Marion. We extend best wishes for much happiness.

Raymond Cooper, son of Mr. and Mrs. W. E. Cooper of Cedar Rapids enters his

senior year in the medical school at Creighton University, Omaha, this fall.

James G. Franz returned to his home in Chicago the latter part of August, after visiting at Marion in the home of Mr. and Mrs. Geo. Erwin.

Mrs. J. F. Coakley of Marion made a brief business trip to Wibaux, Mont., early in September.

Funeral services were held Monday, August 21st, for Perry Arbuckle, who passed away at a hospital in Davenport after a long illness. Burial was made in Mt. Hope Cemetery at Maquoketa. Mr. Arbuckle had been in the employ of the Milwaukee Road for a number of years in train service on this division giving faithful service. He was well liked by all of his associates who deeply regret his passing away. The Employes Magazine extend deepest sympathy to the bereaved ones in the loss that they have sustained.

Miss Alfin Irene Paul of Mt. Vernon and Leroy R. Blackledge of Marion were married Thursday at 4:30 p. m., August 24th, on the lawn at the home of the bride's parents. The bride is a graduate of the Martelle high school and has been employed as assistant in the office of Dr. H. O. Young, Marion. The bridegroom is the Milwaukee ticket agent at Marion where they will reside after an eastern trip. We extend our best wishes for a long and happy life.

We note the following employes and families have attended the Century of Progress Fair, Chicago in the recent past: Mr. and Mrs. H. B. Christianson and children, Margaret and Hilmar; Mr. and Mrs. N. J. Edwards, Allen and Ross Edwards and Robert Kindig; Mr. and Mrs. Bernard Schencken; Fred C. Newlin, Miss Gwendolin Newlin and Eugene Newlin; Mr. and Mrs. S. A. Fontaine, Mr. and Mrs. Robert Cessford, Mrs. Ora Miller and Miss Hildred Miller; Donald and Miss Bernice Hillerege; Mr. and Mrs. Reuben Armstrong, Mrs. J. A. Pringle, Mr. and Mrs. J. F. Coakley and son, Loyd; Miss Laura Brutsman, Mrs. Chester Cornelius, Miss Geraldine Gordon, Lawrence Gordon and Waldo Lindley.

Jennings Hotchkiss of Marion, resumes his second year of study at Iowa State College, Ames, the latter part of September.

Dispatcher and Mrs. R. L. Leamon went to Wenona, Ill., August 8th, to attend the funeral of a relative.

Mr. and Mrs. Chas. T. Rowe, Mrs. S. A. Parmenter, Mrs. Bert Hollenbeck and Mrs. S. A. Rosensteel of Marion went to Maquoketa to attend the funeral of Perry Arbuckle.

Mr. and Mrs. Guy Miller of Marion were away visiting during the first week in September autoing to Stevens Point, Wis., Minocqua and Milwaukee.

News of Marquette, Iowa, on the Mississippi

H. G. T.

OUR agent, Fred Schroeder, was off duty several days, taking in the World's Fair and visiting his brother, who is in the I. C. Ry. Hospital in Chicago. Second trick operator, L. E. Webb, relieved Fred during his absence.

Midgley Mathews, machinist, was married to Miss Lenora Fisher of Iowa City early in July. Our congratulations and best wishes to the happy couple.

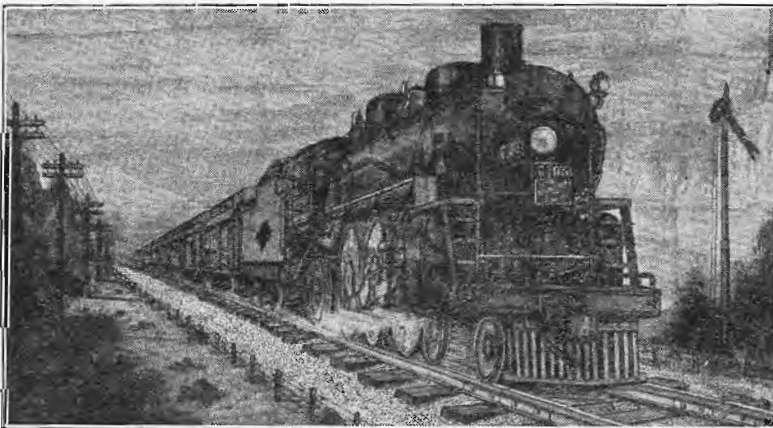
Mr. and Mrs. Ray Barr are the proud parents of a baby boy. "Phillip Ray," born, July 9th, St. Francis Hospital, La Crosse, Wisc.

Engineer Henry Vaughn has been off duty a great deal of late. His mother is seriously ill at the Grand View Hospital at La Crosse.

Passenger business on the Madison-Prairie du Chien Division is very good. Most every night there are extra coaches on train 22—Sioux Falls to Chicago.

Conductor C. A. Ross has made several trips to New Albin of late on account of the serious illness of his mother.

Asst. engine house foreman, A. L. Rusell,



The Southwest Limited. Drawn and Colored by K. C. Division Brakeman Fred W. Watson

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has returned from a visit at Duluth, Minn. Chas. Pulque, formerly chief clerk at the roundhouse, but now in the Dubuque office visited friends here in August.

Train baggage man, M. E. Trady, is back to work on runs 11 and 22 the Sioux, after spending several weeks at Excelsior, Mo.

Due to heavy business on runs 3 and 14. Mason City to Chicago a buffet car has been added to the equipment.

I. and D. fireman, Herbert Cole, who has been firing in the yard, has stepped out and taken a fast passenger run—14 and 3, Mason City to Marquette.

I. and D. fireman, S. W. (Babe) Viet has sold his property and moved his family to Mason City, Iowa.

Round house foreman, J. Bell; road master, A. Kemp; car man, C. Downey; boiler maker, L. Hokeman, express agent, T. Proud; switchman, Roy Campbell, have purchased new autos during the past few months.

C. H. Butler, the popular night engine house foreman, has returned to work after a well earned vacation. Mr. Butler took in the World's Fair and fished in northern Wisconsin.

Conductor Jas. M. Cassidy was off duty one week attending the World's Fair, relieved by Conductor Chas. Virt on runs, 14 and 7. Marquette-Dubuque Savanna.

Conductor Chas. Rea for a number of years on run—11 and 22, Marquette to Chicago has taken a run Janesville to Milwaukee. Mr. Rea made lots of friends in Marquette and all will miss him. Conductor M. Beyer has taken the run.

Let us all keep up our good safety record, at this time Marquette has had no reportable accidents since June, 1930.

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

Nora B. Decco

COOLER weather has arrived and the finest fall we have had in many years, no frost and everything just right so far. The Gallatin Gateway hotel closed a bit

earlier this year as did those in Yellowstone park, and of course on account of this after several years of rainy, cold weather last of August and first of September, which made park traveling not so pleasant for folks who are not used to our high altitude, this year closing early, the weather will no doubt be perfect for park travel for several weeks yet. Such is life. Like the State Fair, looking back in a record for about 30 years of trying to find a date when the weather would allow of a spell of sunshine during the latter part of August to the middle of September in which to properly celebrate the State Fair, we notice the date was changed almost every year, but the records show that before and after the fair the weather was good.

We were glad to see Mr. and Mrs. Frank Kennedy out this way again this year and trust next summer will return them our way. Dan Young and his crew served several fine dinners while the hotel was open this season, that are being talked about yet, we understand. One was at a State meeting of newspaper men, during August, with over 200 present. Among others we learn our local superintendent, Mr. Sorenson, made a speech, but sorry to say were unable to be present to hear it, on account of celebrating our birthday so far from home. We hope to be invited next time.

Agent Kay from Fairfield and Operator Kay from Bozeman were called to Tacoma during the early part of September due to the sudden illness of their mother. We understand she is improving now. Agent Kay was relieved at Fairfield by Operator Jost and Mr. Kay in Bozeman by Van Alostine, who in turn relieved Operator Harrington at Three Forks for a short time.

Conductor Saint and his wife have returned from a short trip to Chicago to see the World's Fair. They report a fine trip and Mr. Saint was relieved while away by Conductor Wilson.

The pit at Three Forks is quiet again after much rushing around for gravel cars and clam shell and ditcher and what have you, getting some gravel out for the Northern Montana department of the division. Gumm and his outfit and Hindman and his bridge crew have been sent over there and Olson's bridge crew to the Gallatin Valley line. Conductor Bates, or I suppose I should say Conductor Pilot Bates, is back on the main line after a session with Barta's crew on the GV. Barta's crew has been moved over to Grass range for a while.

YOUR PAY-CHECK

STOPS when sickness or accident keep you off the job. Doctor and hospital bills rapidly consume savings, while regular living expenses go on just the same. Protect your family against hardship and want with a

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policy, which will assure an income when you are sick or hurt. "The Railroad Man's Company" has already paid its policyholders and their beneficiaries over \$95,000,000.00 in claims.

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Butter, Eggs, Cheese, Poultry,
Game, Fruits and Vegetables

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Manufacturers and Distributors of

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17

17

Miss Marie Kirwan has been appointed to a nice position in the office of the Internal Revenue Collector at Helena.

During the second week of September a fine son was born to Brakeman Warren Dixon and wife of this division. We offer our congratulations.

Fireman Bales, he of fishing fame, and Mrs. Bales, who has to bait the fish hooks, we hear, have gone to South Dakota for a visit with relatives and friends. A card from Chester states he has pretty well worked over the sweet corn and watermelon sections of the State and is on his way home. During his absence Engineer McKenna kept us well supplied with fish, so we didn't miss him as much as we should have, otherwise, no doubt. Something will possibly soon be done now about wood.

Miss Lois McKenna has returned to the University of Missouri where she is again this year, and Miss Helen McKenna has returned to Denver. Mrs. McKenna's mother is visiting at their home this winter.

Paul Pogreba, eldest son of Conductor and Mrs. Pogreba, left for Salt Lake City, Utah, Sept. 15, where he enlisted in the U. S. Navy for a course in aviation. Paul is one of the town's best boys and the good wishes of the division go with him. He will be located for some time at San Diego, Calif.

Milwaukee Terminals

M. H.

ENGINEER William L. Crowley had the misfortune to be struck by an automobile while on his way to the roundhouse August 19th. He was taken to the hospital and at last reports is getting along just fine.

Yardman M. P. Haslam substituted for Director Frank Stubbe while the latter was on vacation from August 18th to September 1st. On August 25th, the local papers gave Mr. Haslam a very nice write-up which caused several extra copies to be sold.

Engineer C. R. Manion visited relatives and friends in St. Louis, Mo., while on his vacation August 8th.

In the parade August 29th, of Veterans of Foreign Wars we saw Engineer Walter Baumgart who was in charge of the float which contained "The Bathing Beauties from West Allis." He could have easily passed for the late Sultan Mohammed of Turkey.

Yardman William (Be Alive) Cahill was in receipt of a letter a few days ago from his school boy friend, Rufas C. Dawes, President of the Century of Progress in which he advises that the Fair will be closed October 31st.

Engineer Louis Dachow went to the hospital for operation August 28th, and is getting along fine.

Yardman Morris (Honey) Hennessey was one of the judges at the Wisconsin State Fair, August 31st, on honey and goats.

Engineer Burt A. White was a visitor at the Century of Progress, August 30th, and can tell you all about the Streets of Paris and sing you some of the Old Plantation Songs.

Engineer Philip Kailling visited Lake 12 on Sunday, August 27th, where we understand he affiliated with the Baptist Church. His white trousers turned gray and he has been spurring water like a whale since his return.

Foreman Jack Forrest looks pleased since General Foreman G. N. Abell has returned from his vacation looking well and happy.

Yardmaster Frank Stark has been yardmaster at the Air Line Yards since August 10th.

The roundhouse and enginemen have received about 100 Milwaukee Magazines this month to be divided among 500 employes and hope that in October enough will be supplied so that each employe will get one. (This evidently is due to a change of printers, with accompanying confusion in the distribution. We trust it will be rectified in this issue.—Editor.)

Engineer and Mrs. William Jones visited the Century of Progress, September 1st, and Bill can tell you all about the Transportation Building and the trains.

Notes From Coast Division (East)

R. R. T.

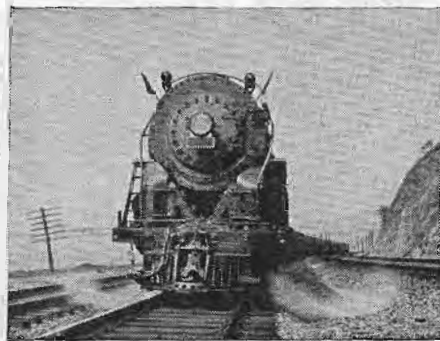
THE many friends of Mrs. Ells, wife of Mr. W. W. Ells, Night Car Clerk at the Local Freight Office, Spokane, were very glad to hear that she was able to return to her home here after undergoing a very serious operation at the hospital at St. Marie's, Idaho, and that she is rapidly regaining her former good health. We beg leave to add our congratulations and good wishes. Mr. and Mrs. Ells have just moved from the east end of the city to a more convenient apartment near the North Central High School, where their youngest son is a student.

There is a never-ending argument among nature students as to whether instinct or intelligence directs the actions of our animal friends. Mr. Earl Medley, Car Foreman at Spokane, submits a curious case which came under his observation and which he is at a loss to explain. Mrs. Medley and their daughter, Miss Virginia, recently went on a visit to friends at Harlowton and Deer Lodge, Montana, former home of the family; during their absence Earl kept bachelor's hall. After the first meal which he cooked, Earl set a portion

THIS PIPE TOBACCO MAKES HIT WITH RAILROAD MEN

The Famous Edgeworth Flavor
wins 35 out of 46 Pipe
Smokers in this Terminal

IN railroad yards, round houses, terminals, shops—everywhere that railroad men gather you'll find a pipe the popular smoke, and Edgeworth the favorite brand of smoking tobacco. In the Passenger Car Department of a certain western terminal, for example, there were 46 pipe smokers among 56 employes. And 35 of these 46 pipe smokers were Edgeworth fans. Edgeworth is indeed a "hit" with railroad men.



With railroad men a pipe is
the popular smoke

The reason lies in the Edgeworth flavor. No other tobacco has that individual mild flavor that belongs to Edgeworth alone. It comes from an expert blend of the choicest pipe tobaccos money can buy.

But no one can really describe flavor in words. You must actually smoke Edgeworth to know. Why not introduce yourself today, and join that great fraternity of railroad men who know the genuine satisfaction of a good pipe and Edgeworth. Dealers all over the world have it. And you can get Edgeworth anywhere in all sizes from the 15¢ pocket package to the pound humidor tin. Made and guaranteed by Larus & Bro. Co., Tobacconists since 1877, Richmond, Va.

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Twenty-one

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UNION REFRIGERATOR TRANSIT CO.
Milwaukee, Wisconsin

of it out for the family cat, having faithfully promised his wife and daughter to look after their pet. The cat took a bite or two of the grub, looked at Earl reproachfully, and immediately left the place; she did not again come near the home, though Earl could hear her yowling mournfully in the back alley. On the day on which Mrs. Medley returned and resumed the cooking, the cat, by some marvelous intuition, also returned and immediately fell upon her lunch as only a famished cat can do. Earl is quite at a loss to explain this mysterious behavior of the cat and we submit it to the nature sharps among our readers for solution.

Leonard Lore of the Car Department at Spokane went back to work on August 1st after having been laid off since some time last winter. We hope that business keeps up sufficiently to give him permanent employment. While being laid off Mr. Lore was brave enough to marry; as he was away from work we did not hear particulars but nevertheless we extend congratulations and good wishes to the newlyweds.

Mr. P. L. Hays, Chief Dispatcher for the Milwaukee branch lines in this vicinity, is off on a vacation at this writing; as far as we have heard he is spending it chiefly at home. We trust that he will return to work much refreshed. He is being relieved during the vacation by Mr. "Jim" Corbett, who needs no introduction to Spokane folk. The branch lines are in good hands under these two genial and competent men. It is pleasing to note, by the way, that the branch lines are quite busy all summer; especially the Elk River line is busy with heavy log movements into Spokane and with large shipments of sheep.

Mr. William Callow, Inspector for the Trans-Continental Freight Bureau at the Milwaukee Freight Office at Spokane, has been off on a vacation which he largely spent in Southern California.

Our good friend, Conductor Downey of the Spokane-Marengo run, is on the Spokane-Coeur d'Alene run at present, while Mr. J. J. Murphy, the regular incumbent, is on the Manito helper job. Conductor Ralph Duell has been one the Marengo run for some time, but is expecting to go back on the Spokane-St. Marie's run, where he will not lose so much sleep, while Conductor George Louisell will go on the Marengo run. Conductors McAuley and Shaughnessy will then be on the St. Marie run for the time being.

The past month of August being the regular vacation season, more of our Milwaukee people have been away for brief spells of relaxation. For instance, Mr. R. F. Breitengross, the agent at Lind, was away for a week, being relieved by Mr. Stevenson, and Mr. Gus Meier, operator at St. Marie's, was off on a brief vacation; we

have not heard what they did while away. Mr. W. H. Ashton, first trick operator at Spokane, took a few days' leave, which he spent fishing at Herrick on the St. Joe River. Being an exceptionally truthful fisherman he makes no great boast of his exploits; in fact, he has figured out that the fish which he did catch cost him about seven dollars apiece in addition to which he was so stiff from the outing that it took all his will power for some days to move him out of his chair at the office. However, you cannot discourage a good fisherman by such trifles. After a few days they just long for the next chance.

Brakeman Snyder of the Deer Lodge-Spokane passenger run is off for a month's vacation but we have not heard where he intended to go; he is being relieved by A. F. Mason.

Mr. John Vassey has been assigned to the Agency at Neppel temporarily and Mr. F. G. Socwell to the agency at Malden, also temporarily, while Mr. C. E. Barrett, formerly at Neppel, is now permanently at Calder as agent. Mr. F. B. Beal has bid in the job as third trick operator at St. Marie's and Mr. P. H. Murnane the same position at Othello, while Mr. G. D. Thornton is temporarily second assistant wire chief at Plummer.

Mr. and Mrs. Joe James (Joe being the popular and energetic foreman of the second trick switch engine at Spokane) have been entertaining Mrs. James Ford and her three children from Inglewood, Calif., Mrs. Ford being Mrs. James' sister-in-law. Joe was especially fortunate in this visit, as Mrs. Ford relieved him of much of the cooking with which he has been wrestling manfully in his leisure hours, Mrs. James being away much of the day in her duty on the staff of St. Luke's Hospital. We hear Joe talking about his cooking nearly every day and are prepared to back him against any other male cook in this vicinity (we admit, however, that we never sampled any of his products as yet).

The only one to dispute Joe's crown is "Red" (E. H.) Walters, well-known member of the Spokane switching forces. Mrs. Walters was gone for two months this summer, visiting her sisters and other relatives at Seattle, Tacoma, various places in California, and in Chicago and other Central West places; during all this time "Red" not only did the cooking but also put up all the fruit for winter. Girls, if you want a really helpful husband, come to Spokane; our men here are of more use around the house than the usual run of husbands.

We regret very much to hear that Mrs. Steidel, wife of Mr. George Steidel, another one of our switching force, is very ill. We all join in expressing our sympathy and our best wishes for Mrs. Steidel's early recovery.



Lucille, 5 Years Old, Daughter of Machinist Wm. Boche, Minneapolis R. II.

Twin City Terminals—Mechanical and Stores Departments

N. A. H.

ROUNDHOUSE Foreman Robert Cadden spent his vacation confined to his home which is a repetition of last year's vacation. Better luck next vacation.

Paul Kronebush, clerk, Minneapolis Roundhouse, spent his vacation up north around Itasca Park and among the pines, motoring to all points of interest. When he returned, he relieved Clerk George Meyers who took in the World's Fair besides visiting in Iowa.

Roundhouse foreman, H. F. Belitz and family vacationed in the north around Hibbing and reports a great time, etc.

Mr. "Del" Harris who has fully recovered his health will be back at the throttle pulling passenger.

Lawrence Dermedy who works in the roundhouse was married August 29th. Best wishes to you both.

Mr. Harold Odegaard, former special apprentice at Minneapolis Shops and former roundhouse foreman at Aberdeen, visited South Minneapolis recently. He is now farming in southern Minnesota.

Mr. H. Chas. Mayer of South Minneapolis Shops was married to Mrs. Grace Kempton of Fresno, Calif., formerly of Minneapolis. The couple went on a wedding trip to New York City and Chicago, taking in the World's Fair and a cruise on the Great Lakes. They also spent a little time up north.

Mr. George Carr who was employed as a machinist at South Minneapolis Shops passed away very suddenly August 24th.

St. Paul roundhouse employes held a picnic at Snail Lake, Sunday, September 10th, 1933. The report is a wonderful time for all.

Dub. Ill. Divn. 2d Dist.

E. L. S.

CONDUCTOR David H. Laury, died at his home in Dubuque on July 18th, after an extended illness. Burial on July 21st at Dubuque. Sincere sympathy extended to his widow and sons. Mr. Laury was on passenger run No. 4 and No. 9 for quite a long while previous to his illness over a year ago.

Actual operation of the Cascade Line taken over by the new owners effective July 23rd. This narrow gauge railroad is now called the Bellevue & Cascade R. R. Company.

The Dispatchers and Yardmasters have all completed their vacations and most of them spent some time at the Century of Progress during their lay-offs.

Chief Dispatcher Crawford purchased a new car during August. It is a shining new Dodge sedan. The Dodges have it at the Shops, the 11st now being brought up to four.

We learn that Conductor John Kohler who has been on the sick list for some time will soon return to his work, good as



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new, and will be pleased to have him with us again.

Quite a few changes in station agents recently, due mainly to the transfer of the Cascade Line and agents at four stations, La Motte, Zwinglie, Bernard and Cascade were obliged to bid in other jobs. Agent B. C. Chesterman is now agent at Prosper; Agent Esmay at Volga City; Agent Marshall at Turkey River and H. C. Care working on extra list. Due to the reinstatement of 2nd Opr. at Bellevue, H. Dohlin, the agency at Clayton was bulletined and V. G. Drumb of Osterdock received the job. T. R. Marshall will receive the station job at Osterdock. The job at Turkey River vacated by Opr. Marshall is now on bulletin.

Condr. W. W. Graham formerly on No. 81 and No. 82, Cascade Line, is now working in the north end 5-pool job, and R. J. Sullivan, formerly Brakeman on 81 and 82, is braking on Condr. Grice's car.

Agent Chas. Glynn, Reno started week's vacation on September 11th. He is being relieved by Opr. Leiser of La Crescent. Opr. Care filling second trick operator's position at La Crescent during Leiser's absence.

Agent W. C. Towle, Littleport, on leave of absence since September 8th. Relief Agent Sturm handling station while he is away.

Opr. A. F. Mullane started trip to Chicago and other points of interest on September 1th.



James Edw. Hinson and Mary Ellen Smith, Grandchildren of K. C. Div. Engineer Clyde Dornisfe. Mary Ellen's Dad is Denzil Smith, also a K. C. Div. Engineer.

Kansas City Division

K. M. G.

SUPERINTENDENT W. C. Givens and family spent a vacation in September at Lake Okoboji, Iowa, with a few days in Sioux City and Fort Dodge visiting with relatives and friends.

Dispatcher J. G. Upp and family were other vacationists in September, including in their itinerary a trip to the Century of Progress.

He is just "the only boy there is," this little Johnnie Ivar who recently arrived in the home of Mr. and Mrs. Ivar Carlson. Mr. Carlson, Sr., is employed in the Ottumwa freight house.

The Labor Day holidays were spent by R. O. Clapp in Minneapolis visiting with his granddaughter, Mrs. George O'Gar.

On August 30, received the news of the death of Mrs. P. H. Fluck, wife of our agent at North English, Iowa, who had been in ill health for some time. Mr. Fluck has the sympathy of all in the loss of his wife.

Mr. and Mrs. H. G. Cogswell were recently in Dubuque for several days as guests in the home of Dan Hall, formerly of Ottumwa.

Account being assigned to the position of thrd operator at West Yard J. V. Tuomey and family have resumed their residence in Ottumwa, after being located in Polo, Missouri for almost one year. Glad to have them back with us.

Rex B. Rasmus, son of engineer I. H. Rasmus, Ottumwa, has accepted a position as teacher of mathematics and manual training in the high school at Arnolds

Park, Iowa; will also have charge of the high school glee club.

Mrs. Perry Grubbs and daughter, Helen, were guests of friends in Kansas City in the first week of September. On September 18, Miss Grubbs will enter Drake University in Des Moines.

Recent visitors to the Century of Progress were chief clerk, Jno. W. Sowder, Mrs. Sowder and daughter, Norma; Mr. and Mrs. Vern Lawson; Mr. and Mrs. Henry Galpin; Mr. and Mrs. R. C. Yates and little Pattie Coughlin, who also visited with Stanley Yates, Mt. Claire, Ills., Yard conductor, James T. Neylon; Mrs. Nell Bowen and Mrs. C. D. Smith.

Mr. and Mrs. James Morlock and Mrs. J. A. Sanford and children motored to Urbana, Ill. in August to visit with relatives.

Mrs. W. C. Smith, daughter of Roadmaster F. M. Barnoske, with her youngest daughter, Margaret Alice, spent three weeks in Ottumwa during August. Upon returning to St. Louis, their home, they were accompanied by little Betty Jean and Nancy Ellen who had been visiting in the home of their grandparents since last spring.

Mrs. Jennie Wilson, mother of Chief Dispatcher L. H. Wilson, died at the home of her son, George Wilson in Fairfield, Iowa on September 10th, after an illness of several months. At 10:00 a. m. on the following Wednesday the body was taken to the cemetery at Birmingham, where funeral services were held in charge of the Birmingham Methodist Episcopal minister. She is survived by four sons and one daughter, to whom we extend our sympathy.

We were all glad to see J. G. Gurwell, conductor, who paid us a call on September 11th. He had been off duty for some length of time account illness and expects to return to his duties in the near future.

Harold Henson, stenographer to the superintendent, took in the Eldon Fair and the Des Moines State Fair while on a vacation in August.

Northern District—Car Department

O. M. S.

WE ARE pleased to have Mr. F. J. Swanson again with us following an operation at Northwestern Hospital, August 18th, and the good care received while convalescing at home.

Mr. and Mrs. E. H. Poenisch and son, Glen, of Milwaukee, Wis. visited at the Walter Johnson home at Sandy Beach, Lake Minnetonka.

Our excellent A. R. A. Rule Adviser, J. E. Mehan of Milwaukee held an interesting meeting at Minneapolis Shops, August 11th.

Many trees were blown down during severe wind storm the evening of September 1st. Walter Johnson tried to drive around one and was side-swiped, Mrs. Johnson being thrown out of car, sustaining bruises. Between rheumatism and automobile accident, Walter is having trying times. Recommend red flannels for the former and walking with a lantern for the latter.

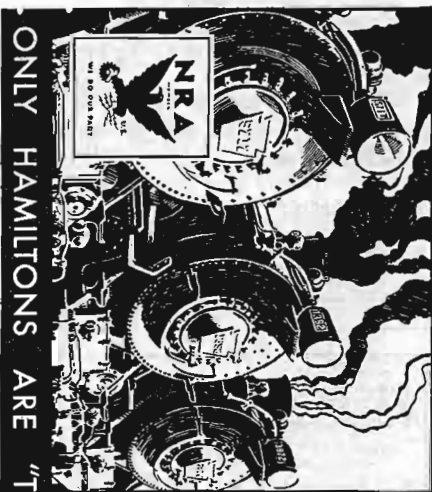
Asst. Foreman, F. Kittell, visited relatives at Litchfield, Minn. while on vacation.

Folks, you should see and taste the many varieties of tomatoes grown at Seton, the Lake Minnetonka home of Miss Ella Siegler,—huge red tomatoes, weighing 1½ lbs., also large yellow ones. We grant you first prize.

Mrs. Robert Hughes, niece Lillian Howells, with two other ladies viewed the great World's Fair at Chicago to see the progress made in the last 100 years and wonder what the great brains will think of next.

John Flow, Minneapolis light repair yard, attended World's Fair, motoring from Chicago, accompanied by his sister.

Asst. Foreman, J. C. Weatherell is driving a new Plymouth coach and says it is great.



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To Milwaukee Patrons

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Indiana Wood Preserving Co.

Chicago Office: 111 W. Washington St.

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General Car Foreman, J. Hemsey watched the auto races at our Minnesota State Fair, Saturday afternoon, the winner averaging 85 miles per hour.

At 6 p. m., August 24th, Minneapolis Car Department gathered at Minnehaha Field, to watch the Light Repair All-Stars defeat Stanley Olson's Invincibles at Kittenball 3 to 2; Iverson, the 16-year-old messenger boy opposing Stanley Olson as pitcher, Invincibles leading 2 to 1. In the 5th inning, John Flow (All-Stars) hit a home run off Olson (Invincibles). Olson then retired to catcher with Ace Peterson in pitcher's box. Ace fared no better than Olson. With the score 2 to 2 in the 7th Inning, Hofmaster (All-Stars) tripled to left, off of Ace, scoring Hollingsworth with the winning run and the great game was over. John Hemsey was official score-keeper. He called a \$5.00 fine on Einar Hauger, error on shortstop position. (Fine is still outstanding). Refreshments enjoyed at Olson's expense. Comments: Star hitting of Invincibles was Stanley Olson who hit three ringing singles in the catcher's mitt.

Asst. Foreman Tal Hughes, Minneapolis Coach Yard, is vacationing at home, supervising re-roofing of his home.

E. C. Brown, Clerk, Minneapolis Coach Yard, visited at Duluth and enjoyed a boat trip across Lake Superior.

Asst. Foreman F. M. Washburn, St. Paul freight yard, returned from vacation, reporting many interesting facts about the Chicago Fair and good times visiting friend in Wisconsin.

We extend our sympathy to Mr. Charles Wachs, Inspector, St. Paul freight yard, in the loss of his father who passed away August 3rd.

Mr. Fred Peterson and wife, St. Paul freight yard, reported enjoyable time at Chicago's Century of Progress; also Isaac McClain's daughters, who reported a lovely time on one of the C. M. St. P. & P.'s three-day excursion sight seeing tour and expressed great satisfaction in the way everything was handled and patrons relieved of all worry.

We hear David Harrington, will no longer enjoy single blessedness, as he is getting married and plans to visit in Chicago to become accustomed to wedded life.

Henry Melhofer was called to Lewiston, Mont. due to death of his brother. We extend our sympathy.

James Tubridy and daughter returned from a delightful trip to Niagara Falls, August 26th, reporting perfect weather during their journey and interesting scenery.

Mr. Bernard Ratwick and daughters visited at Eau Clair, Wis. over the week-end.

Iowa (Middle and West) Division

Ruby Eckman

ENGINEER Frank Keith who has been living in Marlon for several years, has purchased a home in Perry and has moved to that terminal to reside.

Mrs. A. K. Fullerton, wife of the agent at Bagley, suffered a stroke of paralysis at her home August 15th. She has been showing a slight improvement however the last few weeks.

Fred Vodenick, one of the middle division conductors, who spends a lot of his spare time caring for a big garden, raised some tomatoes this year of unusual size. One of his choice ones weighed one pound and nine ounces and measured 14½ inches in circumference.

Engineer E. C. Hullerman's wife is recovering nicely following a serious operation.

Noble Kingsbury of the Perry roundhouse force took his annual pilgrimage to Kansas and Missouri in August to visit relatives. Mrs. Kingsbury accompanied him.

Naida Elsbury of the shop force laid off the latter part of August to accompany his daughter, Elsie, to Grand Island where she enrolled in a business college.

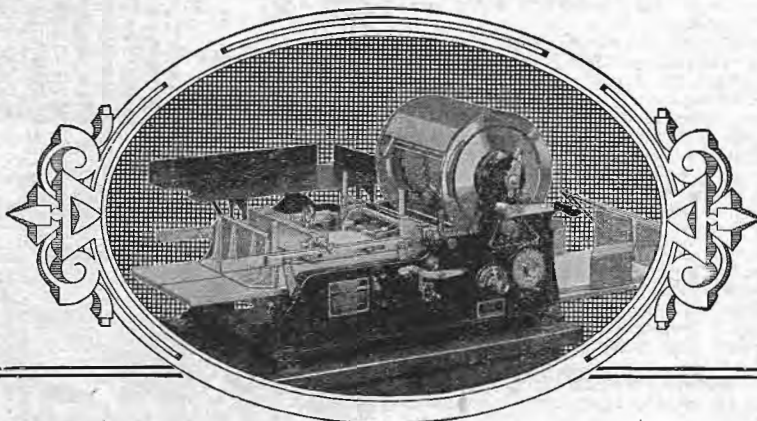
Floyd Martin of the roundhouse force at Perry, has a new son. The young man has been named Melvin Keith.

Boilermaker foreman, Louis Lenhart, who has been on sick leave for a number of months has returned to work in the Perry roundhouse. Louis had a long seige but his friends were all glad to welcome him back to work.

Engineer S. A. Trine was off duty a few days the latter part of August on account of the death of his brother, Hurley Trine, which occurred at the family home in Wisconsin. Mr. Trine and his family drove from Perry to Bagley, Wis., to attend the funeral services.

About all the vacationists this summer have either gone to the lake region in northern Minnesota, or to Chicago to attend the Century of Progress. The two day holiday including Labor Day gave quite a few of the agents a chance to make the trip to Chicago without loss of time. Some of the railroad men who have gone to Minnesota to fish have had good success but several of them were disappointed.

Lon Carroll who will be remembered by many old time Iowa division folks was in Perry in August for a visit among old friends. Lon worked for the Milwaukee on the Iowa division as a line man from 1881 until 1892 when he left to go with the Rock Island where he worked for a while and from that line, he went to the Panama Canal Zone. He recently retired from service with the government and



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has been making his home in Miami, Fla. While in Perry, Mr. Carroll had the pleasure of seeing J. A. Holmes a retired Milwaukee conductor, who worked on the T. P. & W. before coming to the Milwaukee. Carroll was raised at Peoria and knew Mr. Holmes there.

Caller Earnie Failor and family and Engineer Frank Keith and wife took in the Masonic picnic in Marion the latter part of August.

Henry O'Connor, aged 38, whose father worked as Chief Dispatcher for the Milwaukee at Perry a number of years ago, died at his home in Des Moines, August 7th following an illness of several months. Burial was made at Perry. Henry was the youngest son in the family and was serving in the World War in France at the time of his mother's death.

Mrs. John Thornton, whose husband worked for many years as an agent on the Iowa division, died suddenly at her home in Los Angeles, Calif. the fore part of September. Since the death of Mr. Thornton, a few years ago, she has been making her home in California. She was in Iowa a few months before her death for a visit with her daughter who lives at Marshalltown and a brother, C. R. Posten, a former Milwaukee employe who now lives at Maxwell. The remains were brought back to Iowa and burial made at Grinnell.

The New Hub of the I. & D.

Wm. Lagan

MR. AND MRS. ELMER TAYLOR of Delmont, S. D., spent Labor Day visiting the Fair in Chicago.

Mr. and Mrs. S. B. McCauley of Sioux City, Mr. and Mrs. L. M. Sweeney, and Mr. and Mrs. C. S. Kemp of Sioux Falls, recently returned from attending the Veterans of Foreign Wars Convention at Milwaukee. All report a most enjoyable time. Mr. and Mrs. Sweeney attended the Fair in Chicago for a few days after the Convention.

Agent A. O. Grendler of Meckling, S. D. was off the first week in September account the death of his brother at Everly, Iowa. While away he was relieved by K. V. Gray.

The Traffic Club composed of agents on the Platte Line and Armour Line met last month with almost 100 per cent in attendance. The meeting was held at Lake Andes, S. D. Reports read by the various members show that they are getting results and that they are securing some business which other transportation companies have enjoyed in the past. After the meeting a delightful lunch was served by Mr. and Mrs. Geo. Ransdell.

We are sorry to report the passing of Engineer Carl Sundberg of Sioux City. Mr. Sundberg passed away at the Washington Blvd. Hospital in Chicago, August 26th. Mr. Sundberg leaves a host of fellow employees who will miss him. We wish to extend the sympathy of the Railroad to his relatives.

Mr. and Mrs. C. M. Belknap, Mr. and Mrs. Ole Anderson and Mr. and Mrs. Martin Songstad are some of the Sioux Falls people who attended the Century of Progress in Chicago recently.

When hunting season opens in South Dakota we usually have a little contest around the Sioux Falls freight house to see who can bring in the limit the first day. Nick Kelly and E. J. Erichson have won top honors the last few years. However investigation reveals that Erick always takes his brother with him and Nick always takes his father. They do say, "There's a reason."

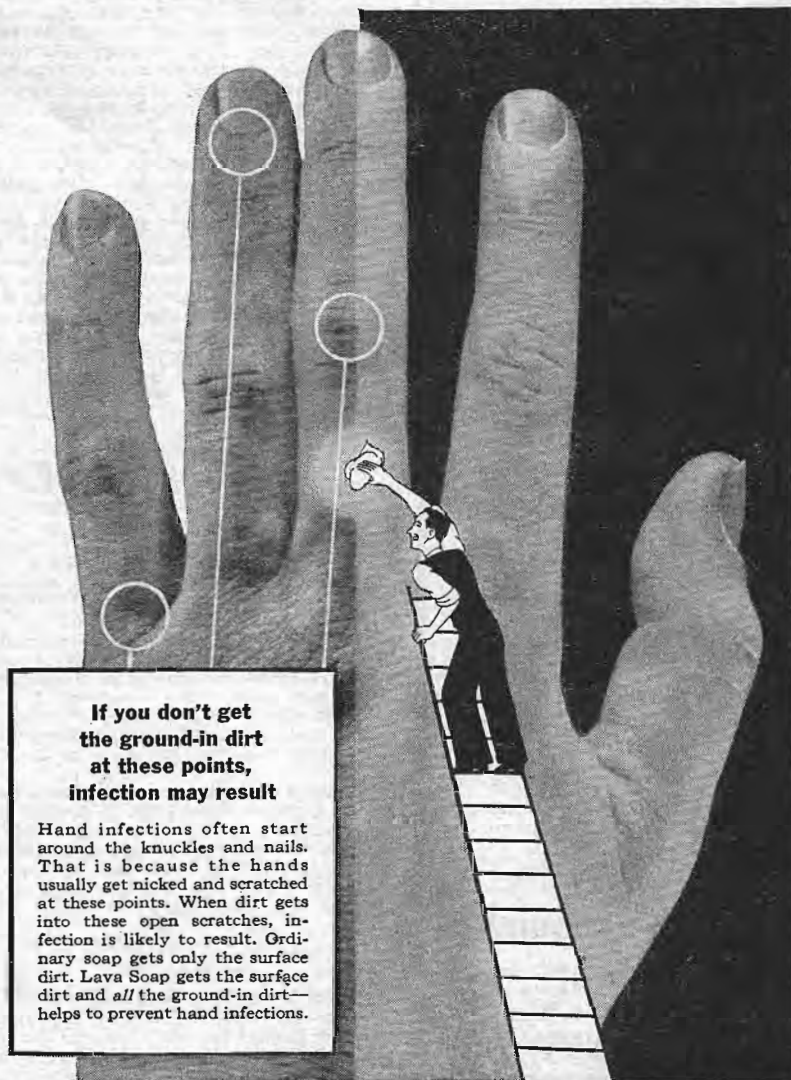
It is reported that Brakeman Roy Read secured a passenger from Menno to Freeman one day last week.

Mr. and Mrs. Fred Myers of Sioux Falls spent a vacation in Northern Minnesota recently. Fred sent us a picture of one of the fish he caught.

Switchman Clark Overcash of Sioux Falls, has returned to work after a brief illness.

LAVA SOAP

helps prevent hand infections



If you don't get the ground-in dirt at these points, infection may result

Hand infections often start around the knuckles and nails. That is because the hands usually get nicked and scratched at these points. When dirt gets into these open scratches, infection is likely to result. Ordinary soap gets only the surface dirt. Lava Soap gets the surface dirt and *all* the ground-in dirt—helps to prevent hand infections.

because LAVA gets all the dirt off fast

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Lava Soap kills germs—it's five to ten times as deadly to many kinds of germs as carbolic acid. But Lava is safe for the tenderest skins. Here's how Lava works. Thick, soapy lather gets the surface dirt.

Fine, powdery pumice gets *all* the ground-in dirt in less than a minute. Glycerine and other soothing oils protect the skin—help heal any nicks or scratches.

And Lava saves you money because it lasts three times as long as ordinary soaps. Get Lava from your grocer today.



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Chicago Terminals

Guy E. Sampson

REMEMBER way back when;—the trainman's callboy at Portage drove a white horse and a two-wheel gig when he went out to call a train crew. When night yard master, Joe Luetiger, of La Crosse yards went to Klondike in search of gold. When engine 850 was thought to be a monster because she was so long that she had to run from Milwaukee to La Crosse to be turned on the Wye; as turn tables were too short to accommodate so large a piece of machinery. When one out of every 52 men in train and yard service was killed every year? And we could go on with page after page of "Thoughts of other days" but why should we. Today engine No. 9700 with a tank holding 18,000 gals. of water is handling long trains of meat and stock between Chicago and Savanna doubling the road daily—call boys have the telephone to do all their calling with—no one is interested in how much gold there is in Alaska—and better than all, Safety First has made such wonderful strides that even a reportable or lost time accident are kept from the weekly accident reports for months at a time, and fatalities are seldom among the rail road men of today. Our great railroad system has kept abreast with this movement and now with the cooperation of every employe we are going to make one of the greatest showings in accident prevention that history has ever recorded. But it will take the utmost care on the part of each one of us to accomplish this. It is not a question as to whether or not we can do it, but a question of "Will we do it." We know it can be done and with the proper interest shown IT WILL BE DONE. Let's do it this year.

In reading over some of the magazines of other years we see where several places in the terminals sent us each month items of interest, and we are wondering if those good old days will ever return. Who will be the first to send us a few items from their shop, roundhouse, office or yard for next month's issue?

"Nothing will put a man in tune with the Universe and keep him in perfect harmony with his work like getting on the job early in the morning and taking advantage of the full day that Nature provides out of every twenty-four hours.

Coast Division

Gertrude Alden

THE new Buda Inspection car No. 2 has been much in evidence on the division since its arrival a short time ago. It looks like a half man street car, is even more Milwaukee yellow than a new observation

car, and according to Mr. Hamilton has a 110 horse power motor, vacuum brakes and speed to beat 51's time on the joint line. We hear it is to be equipped with a snow plow to help out the rotaries in the Cascades this winter.

Signal Supervisor Allen and family just returned after a trip to the Fair, and visit with relatives in Colorado. Ed brought back some pebbles that he claims to have picked up on a highway over the Rockies at an altitude of 12,000 ft. That's nearly as high as our "Mountain."

Mrs. E. L. Cleveland and family returned last week from a visit with relatives in Green Bay and a week at the Fair in Chicago.

It is with regret that we chronicle the death of Mr. Donald LeRoy Harrington, which occurred at Everett on August 28th, after a long illness. The sympathy of the Milwaukee family is extended to Mrs. Harrington.

Mrs. T. E. Corbet and daughter, Ann, spent three weeks the latter part of August visiting relatives in San Diego, Calif.

Dispatcher and Mrs. E. G. Fowler are in Chicago visiting the Fair. They will also spend some time in Minneapolis visiting relatives.

Dispatcher H. E. Peterson was called to Youngstown, Ohio, the first of September account of the death of his brother.

"Mike" O'Connor, operator in the local office, Tacoma, went on a fishing trip, but all we know about the trip is that "Mike" got back safely. We haven't heard any stories of the size of the fish he caught.

Mr. and Mrs. T. E. Corbett were called to Spokane the latter part of August account of the death of their grand-daughter, Mary Lou Carr, four month old daughter of Mr. and Mrs. Carr (Catherine Corbett).

Mrs. L. H. Krembs of Stevens Point, Wis. came to Tacoma to visit her mother and sisters, Mrs. Ralph Bement and Miss Florence Hall, but was called home account the death of her husband.

Mrs. Marge Glover and son, Billy, are in Chicago visiting the Fair.

Fullerton Avenue Building

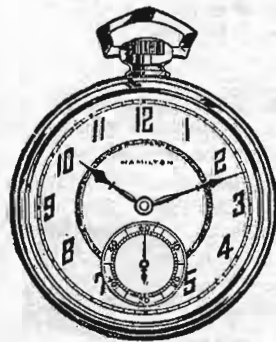
A. M. D.

FROM the following you will no doubt agree that prosperity has edged around the corner. At least the girls and boys involved evidently believe that the turn has been made because of the abandonment with which they hopped into matrimony and passed out diamond rings. During the war we blamed the Kaiser for our matrimonial ventures; now we suppose this new generation will blame the Blue Eagle.

Walter Henning, of the car accountant's office, surprised his friends by the announcement of his marriage to Jessie James on August 26th. His fellow employes presented him with a set of china-ware and a linen luncheon set with their best wishes for a happy future.

Ralph Osmundsen, our hectograph expert, married Elsie Weiss, formerly of the freight auditor's office, on September 9th. They honeymooned at Niagara Falls.

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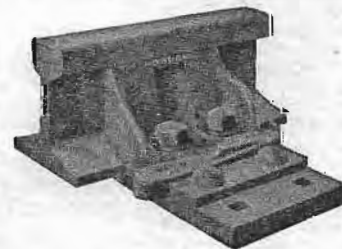
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Jack Fraser, of the Central Station Accounting Bureau, was married to Lillian Baker, of Jefferson, Iowa, at the home of the groom on September 2nd. The happy couple honeymooned in Wisconsin.

We have just discovered that Anthony Ficht, of the auditor of expenditure's office, is married. We don't know the time or the place but we do know that Tony got the girl. They honeymooned at Washington, D. C.

Agnes Seckowski, of the Central Computing Bureau, was married to Wm. C. Stuart on September 6th. Her friends in the Comp. Bureau presented her with a beautiful set of table linen.

Irma Drews and Ruth Lindquist, of the Central Computing Bureau, were the recipients of solitary diamond rings. For intimate details, such as the number of clinches, etc., see Irma and Ruth.

Last but not least we understand that Herman Simonsen, also of the Central Computing Bureau, was the donor of a diamond ring to some unknown young lady. Who is she Herman?

Rose Pattock, of the auditor of expenditure's office, was held up by two men who drew up along side her in an automobile. These hoodlums proceeded to knock her down and take her purse, containing \$8. Her back was injured when she fell but we now understand she has completely recovered.

Just to show that the girls are not the only employes who make long trips here's Joe Palder, of the Central Station Accounting Bureau, who spent his vacation in Mexico City.

The Freight Auditor's Bowling League opened their 1933 season on September 12th with Mr. W. F. Miller, our Freight Auditor, rolling the first ball. We wish the gang a successful and enjoyable season.

Miss Cora Blodget of the Central Typing Bureau has returned from a very delightful trip to Charlottetown, Prince Edwards Islands, spending much of her time in North Sidney, Sidney and other parts of Cape Briton, Halifax, N. S.

We are certainly glad to see Margaret Porten back with us again, looking better than ever, after having spent one month in Fond du Lac, Wis. on a leave of absence.

Margaret Hopp and Josephine Goetz spent Labor Day in New Orleans, taking in the town, and incidentally trying to look up Frances Kelly, formerly of the ticket auditor's office, who is now a nun in one of the convents down there. However, they were unsuccessful in locating her, and as there was so little time left, had to return to Chicago without seeing her, much to their regret.

We are very sorry to report that W. Dale Cook, of the car accountant's office, passed away on September 13th, 1933. He was born December 24th, 1901. He is survived by his wife and mother. Mr. Cook entered the service March 19th, 1923, and was employed in various positions, such as disposition clerk, claim correspondent, etc. We shall all remember Mr. Cook as a lover of all sports, but baseball receiving his

chief interest. He could quote battery averages and other data of any major league player without consulting the records. Mr. Cook shall be greatly missed by all of us and we join together in extending our sympathy to his bereaved family.

La Cross-River Division Items

Eileen

IT WAS one of those hot, sultry days that you read about. Officer Mike Keaveney was sauntering through Portage Yards, swinging his coat with all the nonchalance of a strong arm of the law. A considerable distance had been covered before Mike discovered the loss of his tie and a valuable stick pin from his coat pocket. Although he retraced his steps quickly, they had disappeared completely. Thinking that possibly one of the transient residents of the Jungles might be wearing it, Mike hurried there and waited. Time brought results and ere long Mike returned to the depot with both tie and pin taken from a 'bo who was proudly displaying them. All of which goes to prove that we shall have to put Mike in the Sherlock Holmes class.

Conductor Joe Bloomfield is laying off and enjoying the fishing at his shack, on Buffalo Lake.

Emil Pfaffenbach, first trick ticket clerk, at La Crosse is back at work after suffering a badly sprained ankle when he fell from a ladder at his home in Watertown.

Mrs. Hazel McCubrey, clerk at La Crosse roundhouse, is very proud of a fine granddaughter, Patricia Anne Rounds, born September 4th.

Announcement is made of the marriage of Ed. Krause and Florence T. Marshall. They are to make their home in the Porter Apartments at Portage.

Just as this was going to press, word came of the death of Mrs. Jakubec in Minneapolis. She is the mother of Jim Jakubec, clerk in the Asst. Superintendent's office. The sympathy of Jim's friends is extended to the family.

John wants to know who will bite on this one. Tops of the piles of bridges should be cool in summer and warm in winter so what—they all have fir caps.

Conductor Mike McQueeney is back on his old job again after laying off for a few days. Conductor R. C. Curtis took the job during the time Mike was off.

Mr. and Mrs. Gibson are spending a few days at Excelsior Springs.

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New York

tress call last week from the resident manager of his ranch at Lemmon, South Dakota, and he grabbed the Olympian and set out to the rescue. He disembarked at 7:49 p. m. and by midnight the same date he had the situation well in hand (or well in stomach). On his return a couple of days later he stated the natives now classed him along with the sun, which had burned up everything, and the grasshoppers, which had eaten up everything.

Minneapolisians are glad to extend the hand of greeting to Mr. Frank E. Quirk, who finally weakened and moved from the suburb of St. Paul across the River to the inviting metropolis of Minneapolis. We figure both Minneapolis and Frank gained on this deal.

Henry Rudd of the local freight, and family, spent a few days at Chicago visiting the Fair.

Harry Hagen and family spent Labor Day in Buffalo, N. Y., and also visited the Fair on his way home.

Miss Kitty Wright of Milwaukee, Wis., was a most welcome visitor at the local freight office one day last week.

Mr. Frank Peel of the cashier's office spent his vacation at his lake cottage in northern Minnesota.

Gene Jacobsen entertained the girls of the local freight office at her home on Oakdale avenue, St. Louis Park, the last of August. Genevieve Mullaney formally of the local freight office, but now at the general offices, Chicago, was the honored guest.

Iowa Division, Second District

H. H. J.

JOHN ALLISON, engineer for The Milwaukee Road on this district for many

years, passed away at his home in Des Moines, Sunday, August 7th, being suddenly stricken. Mrs. Allison and six sons and daughters as well as two sisters survive. Mr. Allison's father, Henry Allison, pioneer Des Moines grocer, had passed away the latter part of July.

Agent Hull, Lytton, has been ill for some time, being relieved by Harry Calhoun.

We Des Moiners were recently favored by visits from M. C. Corbett, Mason City, and L. L. McGovern and Mrs. McGovern, Savanna. They were looking fine.

N. P. Van Maren, employed in the Division Freight and Passenger Agent office, Des Moines, for several years was promoted to the position of Traveling Freight and Passenger Agent, Mason City, effective September 1st. While we most certainly miss you on the Division, Van, yet we all congratulate you on the promotion.

The little bird tells us that Engineer Bill Chase put over a 100 per cent "One-Eyed Connelley" stunt on the gate-keeper at a recent Firemen's Picnic and "showed up" the firemen generally, what with fannin' 'em in the ball game and catching the greased pig. The little bird concluded by saying that "It kinda goes to show that the firemen can't go high-hat and keep a good ex-fireman from having a nice time."

G. J. Foxhoven states that his family and he recently had an enjoyable time at the World's Fair. Tells us we better not miss it.

Ivan Knodel, cooper, attended the Iowa National Guard encampment at Camp Dodge the latter part of August, being relieved by P. L. Calhoun.

The C. G. W. moved their assistant superintendent's and dispatcher's offices into the Union Station, Des Moines, on August 22nd.

R. G. McGee and family, Grimes, took a little vacation during July, V. C. McGee relieving him.

The Century of Progress Exposition is now in its last month and we'll all put forth our final efforts to have our friends and neighbors give themselves a real treat and education by visiting this great Fair, traveling, of course, the superior way—via The Milwaukee Road.

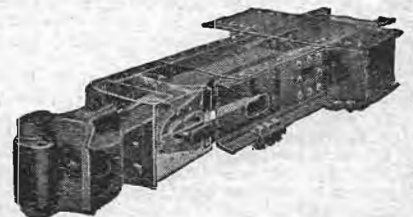
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I. & D. Items

M. G. B.

MR. C. E. RING of the District Accountant's office, Minneapolis, was a visitor in his old office, now the Superintendent's office, Mason City, August 23rd.

Mr. H. W. Wuerth, division engineer; Mr. A. W. Bahr, roadmaster, and Mr. W. F. Ingraham, superintendent of Mason City went to Minneapolis, August 24th, to attend a meeting of division engineers and roadmasters.

We understand that Fred Mitchell of the North Iowa Fair Association, sent Julius Wiele a gold star for perfect attendance at the Fair at Mason City.

Mr. and Mrs. A. N. Anderson of Clear Lake are spending some time in Excelsior Springs. Mr. Anderson, agent at Clear Lake is on leave of absence due to ill health.

Sidney Ingraham, son of Superintendent W. F. Ingraham, took a trip to Chicago and Buffalo, N. Y. where he visited relatives, returning to Mason City, September 1st.

Mr. C. E. Mutschler, chief clerk in the superintendent's office, with his wife and son, William, took in the World's Fair over Labor Day.

Mr. and Mrs. James Roosevelt, on their way from the Young Democratic Club Convention in Kansas City, stopped off at Mason City to attend a banquet at the Clear Lake Country Club given in their honor, September 3rd. They were bound for Chicago for a day at the World's Fair before returning to their home in Boston, and chose the Milwaukee Road as their means of transportation to Chicago. Superintendent Ingraham personally supervised the accommodations for their trip and everything was made so pleasant for them on their arrival at the depot at Mason City, that the Roosevelt party mentioned the fact, and the committee at Mason City were moved to write a letter to Mr. Ingraham expressing their thanks.

The entire I. & D. Division were grieved to hear of the passing of Henry Gasper, at Marquette, September 5th. Our sympathy is extended to Mrs. Gasper.

L. Dahl, Grove St. Flagman at Spencer passed away September 10th. Our sympathy is extended to his family.

Mr. F. W. Covnick, traveling auditor, from Minneapolis was in the division offices at Mason City, September 8th.

Mr. F. J. McConahay, Signal Supervisor from Milwaukee was a visitor in the division offices, September 8th.

Mr. George Bryan, conductor, left Mason City the latter part of August to attend the World's Fair.

Dined and Danced at Gallatin

Gateway Inn

(Continued from Page 12)

tana educational institutions and editors and publishers. During and following the dinner entertainment was provided by Charles Towne and his troubadors, a talented male quartette extremely popular with Montana audiences. An accomplished Bozeman orchestra provided dance music until midnight.

As a gift from the local ladies' committee corsages of colorful sweet peas from Bozeman's plenteous flower gardens were presented to the visiting ladies. A novel menu and program prepared to represent the front page of a metropolitan daily newspaper was at each place at the tables, which were resplendent with sparkling silver, china and glassware and a profusion of fragrant blooms gathered from the grounds of the Inn.

Under the direction of Dan Young, resident manager of Gallatin Gateway Inn, a bevy of charming young ladies from Bozeman assisted the sophomore and junior students of the State College, who pursue their domestic science courses during the summer months, as waitresses at the Inn.

The dinner was served to the press association members and guests with the compliments of the Milwaukee Road. Arrangements for the affair were made by the railroad's public relations de-

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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.

FOR SALE OR EXCHANGE—Six-room house on 50x120 lot, paved street, at 837 N. Ashland Ave., Green Bay, Wis. Will exchange for acreage near Tacoma, Wash. Address Jno. Cathersal, 1702 N. Pine St., Tacoma, Wash.

GOLF CLUB—Tommy Armour Driver, 42½-inch steel shaft, \$4.00. A. G. Pol-lath, 621 East Burleigh St., Milwaukee, Wis.

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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.

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ROOM FOR RENT—Any fellow employes 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—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.

partment, who also prepared the special menu cards.

Railroad officials attending the dinner included L. M. Jones, superintendent dining and sleeping cars; Dan Young, resident manager; Frank A. Kennedy, resident passenger agent; superintendents, L. K. Sorenson, P. H. Nee, N. H. Fuller; division freight and passenger agents, M. G. Murray, M. E. Randall; agents, J. R. Weatherly, Gallatin Gateway; Riley Joyner, Bozeman; N. A. Meyers, superintendent of transportation, Seattle; Harry Rowe, assistant general freight agent, Seattle; Frank J. Newell, representative public relations department, Chicago; Lon Cook, Seattle.

Sioux City Chapter

Lucy E. Carney.

THE annual picnic of Sioux City Chapter was a grand success. Much credit is due our First Vice-President, Mrs. F. S. Miller who in the absence of our president was in charge. We had the pleasure of greeting Superintendent and Mrs. Ingraham of Mason City. Come again, Sioux City bids you welcome.

Ball game between Platte and Arrow—was won by the Arrow. Sports of all kinds and prizes awarded. Were in charge of Mesdames Oxler, Murphy and Carney.

Congratulations, Mr. L. E. Hayward. We are happy in welcoming Mrs. Hayward.

Death has claimed two of our engineers, Mr. Chas. Coacher and Mr. Carl Sundberg. Milwaukee club extends sympathy to their families.

Our president, Mrs. George Wean is home from an eastern trip, and we are all ready for our winter work.

Thirty

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