

The MILWAUKEE MAGAZINE

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SEPTEMBER, 1933



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When the Braves Came to "The Prairie"

By TED

WHEN the dawn of the nineteenth century rose over the prairies of the American hinterland, it lighted up pictures of Indian wars with the French who sought control over the rich fur-trading country that had for a century poured wealth into the coffers of the Louis', enriched the Republic and was still a mine of gold for the Emperor; of the encroachments of English interests and the arm of the United States reaching out for its rightful territory. The Indians battled furiously to keep the white invaders from wresting away their beloved hunting grounds and their war whoop echoed as they swung their tomahawks on their own race when hostile tribes got together.

In 1803 came the Louisiana Purchase by which the far-flung Empire of the great Northwest came under the stars and stripes, and the broad Mississippi Valley was American soil. Trappers and traders were called on to salute Old Glory, which they did with little grace while the red men were advised that the Great Father in Washington was come among them to bring peace and joy.

On the banks of the Wisconsin River at its junction with the Mississippi, was a little trading settlement composed of half-breeds, their Indian squaws, French agents, etc., located on the Prairie du Chien, as the French named it; while on bluffs and hillsides rose the teepees of the Sauk (Sac) and Fox who looked upon the Mississippi shores as their rightful possession. Fox and Sauk were hereditary enemies in the long past, but as other powerful tribes bore down on them from the North, coming down the lordly "Ouisconsin" these tribes banded themselves together in their own defense and settled a little farther down river, the principal village of the Fox being near the present site of the city of Davenport and of the Sauk over at Rock Island. The latter called their village Saukenuk.

Up the Wisconsin and down the Fox to the shores of Green Bay the fierce Winnebago held dominion and fought the mighty Chippewas. So when the emissaries of the Great Father at Washington came among them, they scowled forbiddingly and leaned back on their battle axes as who should say, "Let the Great White Father come, but let him beware of our displeasure should he interfere with our territorial rights and our hunting grounds."

Across the river, also out on the prairies of Iowa the tribesmen awaited with sullen hostility, the arrival of the Americans.

In 1804, Governor William Henry Harrison called the Sauk and Fox together and with much promising and many gifts succeeding in mollifying the warriors so that they signed the Treaty of 1804 ceding fifty million acres of their hereditary domain in Illinois and Wisconsin down river from the Wisconsin

to the Illinois. A right was granted to occupy the land until needed for settlement, provision was made for the erection of a trading house to stop the impositions of predatory traders. Also erection of a military post was stipulated to be located at or near the mouth of the Wisconsin. This treaty of 1804 is recorded as the beginning of the long drawn out process of "freezing out the Indians,"—i. e., extinguishing their right and title to the territory. History seems to prove that though at the time it was negotiated, the Treaty might have seemed a great bargain for Uncle Sam, its results were tragic and costly because of constant uprisings of the rebellious Indians culminating in the bloody Black Hawk War.

In accordance with the treaty provision was made for a fort at "The Prairie."

A post was erected there and called Fort Shelby. It wasn't much of a fort and did not enjoy existence for very long before the rising feud between the U. S. Government and the British flamed on the Mississippi River when a detachment of English soldiers appeared before Fort Shelby, and demanded its surrender. The commandant refused to haul down his flag for any British army and so the enemy attacked. Their superior force prevailed finally and the Americans were made to march out while their foes marched in. They renamed the post Fort McKay and continued occupation until word came up river from St. Louis that the differences between the United States Government and his Britannic Majesty were settled and the War of 1812 was over.

In July 1816, a new fort was built at The Prairie, occupying the same site as did Fort Shelby, which after the English evacuation, had burned down. The new post was named Fort Crawford in honor of the, then, Secretary of War. It spread over a square 340 feet on each side, was built entirely of wood excepting the powder magazine which was of solid stone; the quarters, storehouses and other buildings ranged along the sides of the square and had loop holes at intervals of six feet. Two story block houses stood at diagonally opposite corners.

The location of Fort Crawford was not entirely satisfactory to the commanding officer for the reason that it "had no complete command of the river because of the islands" and he finished his re-

port with the lightly veiled sarcasm that its military features were so faint and obscure as to be hardly perceptible.

But old Fort Crawford was established and remained during its existence on the original site; and it being the focal point of most of the Indian problems of that frontier, it had a varied experience. In 1818 the Winnebago started trouble, menacing white settlers, stealing horses and killing cattle and otherwise disporting themselves in accordance with their reputation for predatory performance. Fort Crawford guarded the borders, and the river front from the Wisconsin to the Illinois, and gradually the thriving little town of Prairie du Chien grew up under its protection.

Old Fort Crawford's great event and likewise a milestone in the annals of The Prairie, was the great Council of the Tribes and their Great Father's Commissioners, held there in 1825.

Washington called the Indians together to try to induce them to bury their war hatchets, sink their animosities and retire within their boundaries to a quiet and peaceable life; especially was this to be directed to quelling the ancient feud between the Sauk and Fox and the savage Sioux from the lands beyond the river.

The gathering was a momentous occasion and one of the most imposing ever held by the sachems and their warriors. Chiefs, braves, and medicine men were summoned and in splendor they came, accompanied by their squaws and the entire family,—all arriving to hear what The Great Father had to offer and accept the presents he had sent.

From Fort Snelling came the powerful Sioux, 400 strong, under the watchful eye of the Indian Agent Lawrence Taliaferro; from Sault Ste Marie in the far north came by way of the lakes, the Fox and Wisconsin Rivers Henry Schoolcraft with 150 Chippewas; while the agent at Prairie du Chien, Nicholas Boilvin mustered hundreds of Winnebago; and Thomas Forsyth at Rock Island appeared with a formidable contingent of Sauk and Fox. Present also were Major Thomas Biddle, General William Clark, Governor Lewis Cass and Captain R. A. McCabe with his command at Fort Crawford, representing the United States army.



Fort Crawford in 1831

When the Council was proposed, the tribesmen had one and all expressed preference for Prairie du Chien because they entertained some sort of idea of its being a neutral spot where they could assemble under a flag of truce, regardless of ancient feuds and tribal hostility.

But the Council had to wait on their pleasure, for they declined any overtures until after their hunting season was over. So August was the chosen month and preparations for the great event went forward.

All Prairie du Chien was agog with excitement, not unmingled with apprehension as the Indians began to gather. They came in all the pomp and circumstance dear to the savage heart. Taliaferro's delegation came sweeping down river in magnificent array, stopping up stream a short distance at Painted Rock, long enough to deck themselves in full panoply of war and prepare for a ceremonial entry. In column arrangement the flotilla came grandly down the river with ensigns flying, tomtoms beating and guns firing; and rounded up at the Fort's levee, debarking in stately procession. The warlike Chippewas, and the fierce Winnebago jostled canoes with Menominees, Potawatomies and Ottawas as they came down the Wisconsin and strode in, tribe by tribe in stately rank and file. Some of the chiefs had snake skins tied to their heels in token that an Indian never runs away. The Sioux, forbidding and picturesque carried war clubs decorated with all their tribal devices, not unlike the totems; and they also had calumets of red pipestone from Minnesota, whose flat wooden stems, four feet long were ornamented with the scalps of red-headed woodpecker and the tail feathers of many other birds.

The opening of the Council was delayed pending the arrival of the Fox and Sauk and the Iowas, but on the 4th of August they were sighted approaching from down stream with an immense flotilla. They, too, had stopped off to deck themselves out in all

their finery, omitting nothing even to the war paint; and in complete formation, singing war songs and beating their drums, they swept up the river past the Fort and turning in a wide circle, the better to display their numbers and strength, they came to landing. As they debarked they were greeted as brothers by many of the tribes, but the haughty Sioux stood aloof and scowling. They had come to the Council as a war party and they looked the spirit of defiance, headed by proud Keokuk who "stood as a prince, magnificent and frowning."

All was in readiness, and on August 5th, the Commissioners summoned the braves to the council. On a raised platform sat the emissaries of the government and about them in a semi-circle, on the ground squatted the chiefs, their braves, and back of them the squaws and the children. On benches at one side were the soldiers and officers in full dress uniform, while wives and ladies of the village were interested spectators from the other side lines.

General Clark addressed the council for the Great Father telling them of his wish to promote peace and establish definite boundaries within which each tribe might have the right of domain over the hunting, which was ever the great bone of contention between the red men. He warned them that if there occurred overstepping of boundaries for any reason there must be no bloodshed but their differences were to be settled by the White Father. The pipe of peace was smoked and the ashes thrown into the council fire in accordance with ancient usage. Then the council of savages did as councils of the civilized do today, adjourned until the next day. Rations were distributed consisting of beef, bread, corn, salt, sugar and some liquor.

On the next day, the Fox chief, mighty Keokuk, rose with an objecting voice against the plans and hopes of the Great Father, saying he did not think they could be established or maintained. Again the council was told in plain

terms, plainer, perhaps than the day before, that the government did not want their land, but did intend to establish boundaries and maintain peace among them; and in conclusion the commissioner said that while he had no wish to hurry their conferences, he would assure them that no more whisky would be given out until the business of the meeting was finished, when a great feast would be served. With the warning still in their ears the braves adjourned again to hold their pow wows, in which boundaries crossed and recrossed as the turbulent leaders strove for advantage, and it was not until August 25th that they signified their willingness to enter into Treaty.

On that day the Treaty of 1825 was signed, and it held the sign manuals of the greatest warrior chiefs of the day, among them Decorah, Tama, Keokuk and Wahaska. The calumet again went round and wampum was passed in token that the tomahawk was buried "never to be raised again as long as trees grew or the waters of this river continue to run." Copies of the Treaty were made and distributed, presents were exchanged and a great feast was spread. It is said that there was much grumbling among the braves because of the stinginess of the whisky ration and to quiet the mutterings several kettles of the liquor were brought out and pored on the ground,—without doubt a most distressing sight and sensation to the yearning palates of the tribesmen as the pungent aroma rose on the air but none of the liquid passed their lips.

How well the oath carried with the signing of the Treaty was kept by the turbulent Indians in the years to follow is told in the later history of Fort Crawford, together with the erection of other military posts to curb the savages and put an end to their depredations among themselves as well as their raids on the white settlements. The year that followed the Council saw Fort Crawford falling into decay. It stood on low ground and the annual overflows of the river left it waterlogged and almost uninhabitable. The water set back inside the stockade, invaded the barracks and quarters so that when the government engineers came for an inspection they found it decaying and unsuitable for troops. It did not at the time, seem to be needed any longer, and so in October, 1826, the garrison was moved up to Fort Snelling.

An outbreak of the Winnebagoes made it seem advisable to reopen Fort Crawford, but the buildings were, practically, ruined by flood waters, so a new site on higher ground was chosen and the new post,



The last landmark of Fort Crawford

In the Stone Age

"Quick! Quick! Your mother-in-law is being attacked by a dinosaur."

"What do I care what happens to the dinosaurs?"



The islands in the Mississippi opposite Prairie du Chien

begun in 1829, was finished in 1831. The new fort was quadrangular in shape and was built of stone. The north and south sides were officers' quarters, on the east and west sides were two buildings separated by a sally port. These four faces embraced an enclosure 250x400 feet, and consisted of an elevated basement and one story above designed to accommodate a regiment. The commandant's house and hospital were outside. The powder magazine was built at the southeast corner, with walls three feet thick, each rock fitted into the other like flooring and cemented together.

Colonel Zachary Taylor was in command, remaining there until 1836. One of his lieutenants was young Jefferson Davis, while in Colonel Taylor's family besides two other children was beautiful Knoxville Taylor, 18-year-old daughter; and between the dashing young

subaltern and the girl there grew up a romance that culminated in their marriage in spite of the stern disapproval of Colonel Taylor. The pair eloped to Louisville, Ky., and were married, and six months later the young bride died of fever, never having gained the forgiveness of her father. It is said that Colonel Taylor, again in the war with Mexico, was commanding officer of a regiment in which Davis was a company captain, but never spoke to him except on the occasion of a brilliant engagement, in which the captain distinguished himself, Colonel Taylor, in passing by, bowed stiffly and said, "That was very well done, captain."

Prairie du Chien has a history of its own apart from the life and activities at Fort Crawford,—a tale of earliest days on the Mississippi River, of explorers, traders, the *coureur du bois* and missionaries. But that will be a story for another day.

Little Sermons for Every Day

How Great Is Your Want?

WANT—is the great difference between a successful and an unsuccessful man.

One wants—the other doesn't.

One *wants much*, and wants it with the determination to get it: the other would *like* a little, but won't *do much* to get it.

Strange enough, the man who wants the most, *needs* the least; while he who needs the most, *wants* the least.

The successful man needs the least; but he has a want or desire for more, that isn't satisfied until he gets it. The unsuccessful man needs the most, but he generally has the least want or desire to get it.

Want—predetermines the man. He is successful in proportion to his want—the bigger the want or desire, the bigger the man, and the bigger the success.

Big-minded men don't want little things, and won't be bothered with them. Little-minded men don't want big things—that's why they are and always remain little.

Want or desire precedes satisfaction; the greater the want, the greater the satisfaction, the victory.

It doesn't take much of an effort to satisfy a little want—that's why most of us get our just deserts. We are afraid to want more, and want it with the determination to *get* it, lest what

we get may overwhelm us. We think "maybe I couldn't handle a better job if I got one." The man who really *wants*, without fear, usually *GETS*, at least he makes an effort worthy of the getting, and that strengthens him to satisfy the next great want.

Our wants are mental—our needs, physical.

Take care of your mental wants, and your physical needs will be satisfied.

If you realize a want or desire for more money, more happiness, a better position, are you willing to pay the price of getting it? What is worth having is worth paying for. The price is simply to satisfy your mental want: learn how to do that which will enable you to *get* what you *want*.

Don't be satisfied with a little want or desire—it won't amount to much. Strike for something big. Aim high. Be willing to make a big effort and accomplish a big result. And don't be afraid when the result is big. The more you attempt, the more you will attain. To be content with little things is evidence of littleness, weakness, or laziness.

You are big enough to attain more, if you will only *want* more, and want it with the determination to *get* it.

You can be a big or a little man just as you want, for the more you want, the more you will get.

How to Accomplish

Men fail to accomplish by hesitating to begin. They are afraid to trust their own ability; they doubt the outcome of their efforts; they lack self-confidence.

Fear, doubt, and self-distrust are the greatest enemies to man's progress. At every turn they bar his inevitable advancement. They destroy the joy of the present and cast a gloom over the hopes of the future. Strong, courageous men, doers of good work are paralyzed by the vampire-thought "fear." They become weaklings—cringing failures—at the sight of this deadly foe to human achievement.

The man who hopes to succeed in full measure has but one course to pursue: Kill out "fear" by using the weapons inherent within him for that purpose—courage, firm resolve, determination to win. Use these and you assert yourself, then confidence and self-possession will mark your every action.

Doubt is another false terror that makes the man who would naturally express the "I can and will" harmony sound the minor notes "I can't," "it ain't my luck," "supposing, if," "probably I couldn't," "maybe," etc. These are phantom troubles of the future, and may never come to pass. But they bankrupt men of the power and energy to combat some real trouble of today, or to solve some present problem.

Doubt is a disease of the mind that robs men of their reason. Knowledge is the cure that restores the confidence of reason, that fires the heat of enthusiasm, arouses the courage to dare, creates the force of accomplishment and the strength to do. Don't let your "doubts" lose for you the good you may win by daring to attempt. An ounce of "begin" is worth a pound of "regret."

Self-trust is the essence of greatness. Listen to the dictates of your own mind: it was given you to think with. You are expected to profit by and with its help. Use your best judgment. Follow the aspirations of your nature—move—be active—do something. Don't attempt to stand still, for that is the beginning of retreat. The fact that you have a natural desire is the best evidence that you have within you the ability to go ahead and accomplish all your desires.

A great secret of success is prompt action. Don't hesitate after you are sure of your desire, for the longer you do, the more fear and doubt will seek to dissuade you from doing your duty to yourself. Your delay means your downfall. Caution carried to excess becomes cowardice. Deliberate, decide, then DO; but don't string your deliberation into delay, your decision into dilemma, and your doing into doom. You take no chances when you act with a determined mind.

To the man who intends to accomplish something worth while, a high purpose, a firm resolve, a proud confidence are deciding advantages. Don't stop, once you start. Keep going.

D. E. W.

Seeing "The Island"

Century of Progress

LAST month we took a little "look-see" around the southern part of the great area within the walls of Century of Progress; and now perhaps we should do a little cruising around on "the Island." The Island, as you, perhaps, know is a tract of land literally built up out of the lake for the sole purpose of adding to the picturesque setting of this marvelous Exposition and to provide additional space whereon to set the greatest show of the age. Skirting the edge of the mainland on the west and across to the island shore is the lovely lagoon where water craft of all descriptions are busy all day and most of the night, plying up and down from end to end, skimming the placid waters with grace and beauty; while in and out and dashing madly to and fro go the swift surfboard riders drenched by the spray and browned by the sun—top notch of water sport.

From the north entrance to the grounds, an island bus takes one over the causeway across the lagoon, past the Adler Planetarium, which in passing, let it be said, is one of the sights one cannot afford to miss at the Exposition. And by way of a bit of parenthetical suggestion, a pre-reading of Sir James Jeans' remarkable little book, "The Stars in Their Courses," will be found of value in following the lecturer in the Planetarium as he points out the constellations in their swing through the firmament overhead. The lecturer speaks with moderate speed, but a bit of foreknowledge of what he is talking about helps in the enjoyment of the wonders of this museum of astronomy.

A good place to alight to begin in sight-seeing at this north end is the electrical group of buildings, for from here the walks are not long to other interesting spots in the vicinity. The main court of the big building opens

to the west on a massive fountain that in the evening presents a marvelous display of electrically lighted fountains and jets and sprays of flashing bright-hued water. The corridors of the building are lined with display booths where electrical applications of every known description are on exhibition. There is a television theater showing at stated hours, and if you would be of the theater audience, better get there early, for the line begins to form and soon extends into the distance. It often happens, after one has stood on weary feet for what seems like an eternity while the "queue" moves slowly up and the door comes in sight, that a polite attendant lifts a restraining hand and says "sorry—no more seats for this performance." Just out of luck, that's all. Electrically operated sewing machines and electrically equipped kitchens showing the very last word in kitchen fashions of the day keep the women-folk busy with ohs and ahs of admiration. Electrically operated air-conditioning machines, motors, dynamos, and what not occupy the minds of men; and thus the route through the halls of the massive electrical display brings one around to another free theater entertainment where "The House of Magic" is presented in many workings and much explanation by the wizards of that famous "House" which was wont, in days gone by to hold the ear of "listeners in" while a glib-tongued artist in speech told its wondrous tales over the radio.

Passing out into a quiet court of trees, we gain a house of the most modern magic the world knows of, the Radio Palace. Crowds, crowds, crowds everywhere. Never an attraction so potent as the radio.

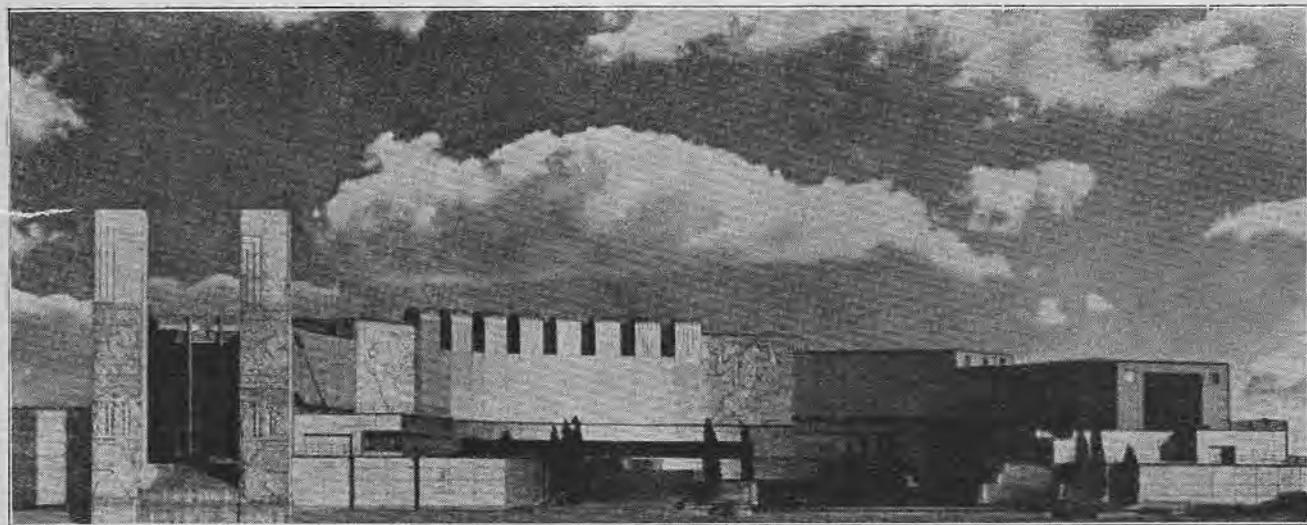
Every type of receiving set from the earliest and crudest is on exhibit and lecturers are present to enlighten the curious on the progress of this greatest

wonder of the modern world. Under the guidance of competent and interesting speakers, you tour the rooms where are what the lecturer terms "famous firsts of radio." You will see a replica of Marconi's first apparatus which he had rigged up on his father's farm in Italy by which waves were transmitted a full mile and a half. Wonder of wonders in that bygone day, a third of a century ago. Then the speaker will tell you about how Marconi a few short years later flew a kite 400 feet in the air to which was attached a single wire that was his antenna; and sparks were transmitted between England and New Foundland. General Baden-Powell, founder of the Boy Scouts, devised the historic kite, and there it hangs, right on the wall, the original itself. The first loud speaker made from an automobile horn is present "in person"; as also the first superheterodyne mechanism.

Then you can gaze upon with great reverence the original recording machine on which Enrico Caruso's golden voice was first recorded. He sang into the kind of big wooden horn we all remember with those first talking machines. That horn is also in the exhibit, and as is also the phonograph on which Caruso tested the last records that he ever made. The original of the first talking machines and the various radio signal corps apparatuses that were used in the World War are also shown and explanations by the various attendants help in the understanding of this very interesting section of Radio Palace.

In a glass enclosed shop a dozen or more deft-fingered young women sit before machinery and strange looking apparatus that includes electric welders, gas torches, revolving platforms for the tubes in process consecutively, and enlightenment of the various processes is gained by means of printed explanations hung over each of the progressive steps in the manufacture. 2,200 tubes are made every six hours of the working day in this exhibit.

There are innumerable special exhib-



Electrical Building, Century of Progress

its in this wonderful Radio Palace, and one is the color effect of ether waves demonstrated on a wall in a darkened room. Here as the music cadences swell and sink color tones rise and fall—blues and greens and pinks and purples in a gorgeous blending of color octaves. It is called the Radio Color Organ. In another section is a diorama showing "How Radio Saves Lives at Sea" depicting ships of the olden days foundered and sunk and modern ways of rescue by means of radio signals sent out into the air bringing help and salvation after hope is well-nigh exhausted.

You can go into a little "studio" and record your speaking or singing voice and walk out with the record under your arm with the payment of a small price.

Endless seems the gamut of radio wonders all to be seen and learned about in Radio Palace. How pictures are sent by wireless, how your radio receiving set works on its "insides." You can see the voice waves of an unseen announcer recorded on discs of glass and looking like nothing you ever saw before, or like anything to be described in words.

So many, many things to see and marvel at in Radio Palace that as you leave you register a promise to yourself to go back another day and see it all over again. You will not only see it all "again," but you'll find a lot of things that you did not note particularly or overlooked entirely which need looking into and so another journey of discovery is revealed at Radio Palace.

Hollywood at the Fair

HOLLYWOOD came to A Century of Progress because it is one of the outstanding features of the Progress of the Century. Therefore Hollywood came, built itself a "set" and went at the task of producing pictures quite as if it were on the home lot back by the shores of the western sea.

Not so large, the set, probably as is permissible in the wide open spaces of the west; but completely equipped to shoot pictures all day long and through the evening. When you say all day long, consideration must be given to the fact that for various reasons Hollywood's day doesn't begin as soon after the dawn as with some of us, who are accustomed to greet the early morning light. Howbeit, when the "set" gets into action at the Exposition there is always a crowd to witness the operation. A gallery of chairs provides seating capacity for the audience and depending on one's curiosity to see how a "talky" picture is produced, one may sit through the whole scene or stroll about back stage or through the picturesque little enclosure that comprises Hollywood at the Fair.

The stage setting for the plays is very complete, the big lights, the "mikes" and amplifiers, the scenery, the raised dais where the camera man stands with his machine and all the

A little rest in the shaded Court of Trees and you will be ready for the tour of the Federal Building and Court of States, that cryptic looking group that stands three-towered and black-domed to the outer air while in the glinting sunlight or by the light of the night illumination's brilliant color gleams and flashes from the walls as you glimpse the inner courts.

The Hall of Flowers

On the Island also is the Hall of Floriculture, where flowers and lovely growing things from every section of the United States are on display—growing as if in its native habitat. There are tropical settings, desert scenes, mountain pictures for background of alpine flora and specimens of natural growth of varied beauty and description.

In the outer garden flanking the building and bordering the blue waters of Lake Michigan and wonderful outdoor gardens under the direction of skilled gardeners where flowers are massed in wonderful beds of color and lovely arrangements which bring about different color schemes periodically as the season advances. Winding walks and landscaped arrangement add to the beauty of this quiet retreat—a real Elysium in a noisy world.

After this if we have not spent all of the time allotted to one day we may go on to the busy halls of agriculture and foods to take in the story of fields and meadows and the aftermath of putting their products to the use and benefit of mankind.

other paraphernalia that belongs to the business of producing a talking picture.

A scene is about to be "shot": actors appear and mill about the director receiving his instructions and trying out the effects—these usually undergo many changes, the men who manage the lighting move their lights here and there, tip them to other angles and otherwise recast their part of the scene. The camera man from his perch above the stage also mixes in with his suggestions and directions. The director is well nigh distraught while he dashes hither and yon and the audience begins to think there is never going to be any "camera" or any "action." At length the man who does the "talkie" part, whatever he is called, comes out in front of the "mike," the actors take

their places, the director mounts the dais and sits in front of the camera—the order is given to the audience to keep silence, and the show begins. Suddenly the director throws up his hand, calls out "hold it," the siren shrieks and action halts with suddenness. The director hops down, runs around among the actors, gives some peremptory orders, goes back to his seat and action starts again. It doesn't apparently meet with his approval and again the order to "hold it," again the siren shrieks and once more orders, this time quite peremptory and again the action starts. This may last indefinitely, because when that picture is ready for production there must be no inconsistencies or flaws.

Getting a set ready and shooting a picture is a practice in patience in which Job of proverbial patience fame probably would come off with no more than honorable mention.

While the rehearsals and the real business is going on, one is free to wander back stage and see "the wheels go 'round." If there is noise and commotion expected in the action, there is a well instructed "mob" of three or four, with a cheer leader who urges the rest on by frantic gestures but making no utterances at all beyond those that are to be recorded for use in the picture. Stage properties and their special uses are there, also open to the view of the curious who are interested in the back stage maneuvers.

All in all, whether or not "pictures" are an important item in one's life, an interesting hour or more may be spent in seeing Hollywood at the Fair. And it is easily made a part of one's Island tour.



A Fifty-Year Record

THIS is a picture of Carman J. G. Widman and his four grandsons. On April 7, 1933, Mr. Widman completed fifty years of service with the Milwaukee Road, and during all of that time he has never suffered a personal injury.

Mr. Widman started with the Milwaukee on April 7, 1883, shortly after the road had acquired the Chicago, Clinton, Dubuque & Minnesota Railway, at Dubuque, Iowa, under Mr. J. G. Thayer, district general car foreman, as material handler for car department. He was advanced from that position to carman, inspector, checker and to car foreman at Miles City March 8, 1908.

He was very proud of his safety record and rightly deserves commendation for it.



View on the Mississippi River

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Must Eliminate Causes of Crossing Accidents

Investigations Reveal Excessive Hours on Duty, Defective Brakes and Violation of Law on Part of Tank Truck Operators

On April 20, 1933, there was a collision between a passenger train and an automobile tank truck at a grade crossing on the Missouri Pacific Railroad at Moark, Arkansas, which resulted in the death of one railway employe and the driver of the truck. The report of W. P. Berland, Director of the Bureau of Safety, Interstate Commerce Commission, sub-its the following among its conclusions:

"This bureau has issued reports concerning a considerable number of investigations of accidents wherein trucks carrying inflammable liquids or explosives have been struck by trains, usually with disastrous results.

Precautions Would Be Expected

"The nature of such accidents, with the attendant suffering of those sprayed with blazing gasoline, as in the present case, would seem to warrant the assumption that those engaged in this form of motor transportation would as a matter of course take reasonable precautions to prevent the occurrence of such accidents, such as ascertaining whether drivers are

competent, whether they are physically and mentally fit for duty and are acquainted with and observe the state laws or regulations governing the transportation of inflammables, and instructing them concerning these requirements.

Ignore Rules of Safe Driving

"However, our investigations of various accidents of this character have developed instances of excessive hours on duty, defective brakes, and violation of or ignorance of state laws and regulations as well as of the ordinary rules of safe driving which should be observed by everyone when approaching a railroad crossing at grade.

"It is high time that these matters receive such attention as will eliminate the occurrence of accidents of this character, and if it is not accomplished by those directly engaged in transporting dangerous articles over the highways, then it must be accomplished by appropriate legislation or regulation and by the rigid enforcement of such requirements by those in authority."

Important and Interesting

RAILROAD people and those interested in rail transportation as well—shippers and travelers and investors in railroad securities—are seeking enlightenment concerning the principles involved in the recently enacted Emergency Transportation Act, under which the Federal Coordinator, Mr. Joseph B. Eastman, is proceeding in efforts toward an eventful permanent solution of the transportation problem.

Working with Mr. Eastman are regional committees representing the eastern, western and southern railroads; and as announced in last month's issue of the Magazine, the regional committee for the western roads is composed of Carl Gray, president Union Pacific; H. A. Scandrett, president The Milwaukee Road; S. T. Bledsoe, president of the Santa Fe; Ralph Budd, president of the Burlington, and Hale Holden, chairman of the Southern Pacific. There is also a western regional director and a traffic assistant appointed by the Federal Coordinator.

While, as Mr. Eastman states, the Emergency Act is not expected to be the final solution of the transportation problem, it will be used as a channel of work toward final stability and general improvement in rail transportation conditions.

Mr. Eastman's explanation of the work, in part, of his office, "contem-

plates that the railroads and the Federal Coordinator of Transportation will work together in searching out economies in railroad operation and management which are practicable and desirable and have not yet been realized. It is directed particularly at whatever wastes are caused by lack of effective cooperation of the railroads with each other."

There will be units or sections of the Coordinator's own organization concerned with freight service, dealing with the modernization of freight service to meet the changed conditions brought about by the competition of motor trucks and other transportation agencies. Especially will it deal with methods of handling less than carload freight, including the use of containers, demountable truck bodies and similar new types of equipment; reduction in weight of equipment; the problem presented by the car-forwarding companies; the relation of the Railway Express Agency to the situation; store-door delivery, and the use of motor trucks as auxiliaries to or substitutes for rail service, particularly in terminal areas. A similar unit will probably be established to deal with passenger service and its improvement.

Another unit will deal with purchases, including such matters as the standardization of materials and supplies; of equipment, and with simplified

practices and improvement in purchasing methods generally.

There will be a unit to cover the matter of car pooling. It will consider whether it is feasible and desirable to extend the principle of pooling to all or any kind of equipment, and consider other means of reducing empty car mileage, improving car-repair practices and the question of car rentals.

A Bureau of Service will consider questions relating to allowances, direct or indirect, to shippers for various services and those so-called accessorial services which the railroads perform and the charges therefor.

The Coordinator will have a staff delving into the research necessary in arriving at recommendations for further legislation of a more permanent character, to be submitted, through the Interstate Commerce Commission, to the President and Congress, tending to the improvement of transportation conditions generally throughout the country. These studies will go into the questions of railroad unification, reorganizations, railroad credits, relation of Government to the industry, regulation of other transportation agencies, possible changes in the regulation of railroads, the proper coordination of all the transportation agencies and the control and improvement of labor conditions and relations.

Under the law, the Coordinator must work with the carriers' committees. He will not issue orders until matters have been referred to them and they have either made recommendations or have failed to act. Under the law, also, he will not issue orders, at least under existing conditions, in respect to reductions in the number of railroad employes.

The life of the Emergency Transportation Act is limited to one year, with a possible extension for a second year.

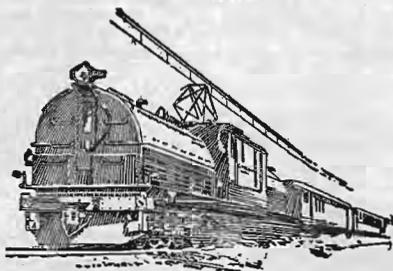
E. Z. Hermansader

EDWARD Z. HERMANSADER, veteran employe at Milwaukee Shops, died at his home in Milwaukee on July 13th, after a short illness.

Mr. Hermansader was a veteran of forty-five years of service with this company, and at the time of his retirement, two years ago, was employed as oil inspector, in which capacity he traveled over the system extensively, making many friends among the railroad family. Masonic funeral services were held, with interment in Union Cemetery.

He is survived by his widow, one son, three daughters and three brothers.

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



Coordination

(Placing in harmonious or reciprocal relation—Dictionary)

Coordination is now a live subject in the field of transportation.

It is essential to all human activities.

Coordination of eyes, nerves and muscles insures safety on trains and tracks and in stations and shops.

Coordination of effort on the part of employes in all departments to achieve clearly understood purposes means successful railroad operation.

Coordination of service, starting with employes responsible for the furnishing of suitable equipment, continuing through the careful handling of freight all the way to destination, will prevent loss and damage, thus satisfying our patrons and bringing additional business to the Milwaukee Road.

A stylized, cursive signature in black ink that reads "J. D. Gillick". The signature is written in a fluid, handwritten style with a long, sweeping underline.

Vice-President

(Contributed by W. L. Ennis, Manager, Refrigerator Service & Claim Prevention)



MILWAUKEE EMPLOYEES' PENSION ASSOCIATION

The following members of the Milwaukee Employees' Pension Association have been placed on the pension roll during the months of June and July, 1933:

Name	Occupation	Division or Department
August Borg	Machinist	Minneapolis Shops
Michael Fitzgerald	Machinist	Minneapolis Shops
Thomas Hamres	Signalman	Signal Department
Daniel H. Lynch	Switchman	Twin City Terminal
John J. McCartney	Switchman	Chicago Terminal
Abner Miller	Bridge Carpenter	Iowa Division
William Dunn	Car Cleaner	Minneapolis Shops
Joseph E. Roberts	Permanent Hostler	Milwaukee Shops
William J. Shedden	Brakeman	Milwaukee Division
Dan G. Tyler	Locomotive Engineer	H. & D. Division

M. J. LARSON,
Secretary-Treasurer.

Tector Coster

Tector Coster, veteran engineer of the LaCrosse Division, passed away at his home in LaCrosse in August. He was ninety years of age and had retired from active service in 1922, with sixty years' service with this company to his credit.

Mr. Coster was one of the pioneers in engine service, running between LaCrosse and Portage, starting in the days when wood burners were used and it took five hours to make the run, hauling seven cars. It used to be said that most of the engineers took on wood at points along the line, but "Teck" always filled up at the beginning of the run and went through without reloading.

For many years he held the run between Sparta and Viroqua, then later took charge of a switch engine in LaCrosse Yard. His last assignment was that of engine dispatcher.

Appointments

Effective July 20th, are the following:

Mr. E. H. Bannon appointed superintendent of Milwaukee Terminal Division.

Mr. D. T. Bagnell, superintendent, Twin City Terminals Division, vice Mr. E. H. Bannon, transferred.

Mr. A. T. Berg, assistant superintendent, Chicago Terminals, vice Mr. D. T. Bagnell, promoted.

Unique Operation of Handling Several Stations on a Branch Line by One "Patrol Agent"

Told by G. R. Morrison

A NUMBER of years ago on the Wisconsin Valley division, a branch line twenty-one miles in length was constructed from Mather, Wisconsin, to serve seven stations from which the traffic consisted principally of lumber, a saw mill at each point serving virgin forests.

When in operation the mills turned out a train load per day of the product. A patrol train leaving a division point every morning and returning at night, handled the infreight as well as outgoing traffic. On account of the importance of the traffic it was necessary to delegate a representative to all of the shipping points so that the shippers could be in touch with the car situation and other matters. That scheme was

worked out by the Chief Train Dispatcher on this Division by establishing a "patrol agency" on wheels representing each station by equipping completely an extra caboose as a station, appointing a "patrol agent" therein, the special car being constantly with the train.

The agent thus called upon and was in personal contact with the various shippers each day, giving them excellent service. Auditing and Accounting Department reports were made for each station by the patrol representative who also advised the Train Dispatcher each evening the requirements and general conditions at the various points.

A train register sheet showing arrival and departure of trains at each station was kept by the Train Dispatcher and this information was given him for this branch by "patrol agent."

The plan was successful in all ways.

The writer does not recall that there has ever existed a similar manner of operation.



Mr. and Mrs. J. B. Wyman, Henry Wyman and the J. V. Nords' new baby

Celebrate Golden Wedding

SUNDAY, August 6th, has been set aside as one of the happiest days in the lives of J. B. Wyman and wife of Miles City, Montana, who were given a surprise celebration of their golden wedding at the home of their only son, Henry Wyman, at Mobridge, S. D.

A fitting family dinner was served using linens forty years old, and their first sewing machine, which has recently been converted into a serving table. After dinner open house was kept to their many friends who were served a piece of the huge wedding cake which was prettily decorated with yellow roses. Their out of town friends showered them with flowers and beauti-

ful tokens of congratulations and good wishes. They were married at Algona, Iowa, in 1883, where Mr. Wyman was employed as conductor on the C. & N. W. Railway. They came to Marmarth, N. D. in 1908, where they lived for seven years, Mr. Wyman being employed as superintendent of the Marmarth stock yards. At the end of that time he decided to move to Miles City, entering the service as flagman of the C. M. St. P. & P. Railway. He has since served in this capacity.

"Dad," as he is generally known, is loved by everyone who knows his kind and generous nature, and mother, his faithful partner, has won and kept many warm friends with her lively, cheery disposition. Dad has been elected to rule as boss for the second half century. Just how far he will accomplish this remains to be seen. Although this event implies age this happy couple has managed to keep their spirit young. A book of golden wedding memories is being prepared and any friends wishing to send their cards will be gladly added to the pages of the book. Mr. and Mrs. Wyman, also Mr. and Mrs. H. V. Wyman, wish to express their thanks to all for the many lovely thoughts expressed by mail, calls, and flowers.

Wood Carving His Hobby

JOHN DOWNS, mechanic at the Tomah, Wisconsin, shops, has been displaying at the Tomah Public Library a model pirate ship which he has carved during evenings and spare hours, for two and one half years. It is a decidedly realistic miniature model and has attracted much attention while it has been loaned to the Tomah library.

The ship is approximately four feet long from stem to stern and the hull, which is all of a foot wide, is hewn from a solid log. The prow displays the head of a vicious sea dragon and the stern flares into the tail of a dragon. It is picturesque in its originality and indicates a vivid imagination. Mr. Downs designed the ship along lines of his own and followed no particular architecture or period in the design.

The boat is full-rigged, with sails set to the breeze lines and blocks in true marine style and every detail of a sailing ship complete. Rope ladders extend from the gunwales to turrets far up to the masts. Jaunty pennants fly from the mastheads and the entire appearance of the craft is true to pirate tradition.

An outstanding feature, and one which indicates the painstaking attention to detail, is the many movable parts on the ship. The two anchors are attached to a chain and may be raised and lowered at will; the steering wheel is connected with the rudder, which responds to the slightest move of the wheel; electric lights may be connected to illuminate the ship from stem to stern. The entire arrangement is unique and highly interesting.

Four decks, with railings, occupy the rear part of the ship, atop of which is the steering wheel. Cannon bristle from the forward decks and the sides of the ship, indicating that the pirate crew meant business. All of these fittings were made by hand and are clever in their construction.

ENGINEER JOHN T. CORBETT of Beloit, Wis., was honored recently by being chosen as national representative of the Brotherhood of Locomotive Engineers at Washington, D. C.

Mr. Corbett has been for several years chairman of the state of Wisconsin board and has served also as local chairman of the B. L. E. at Beloit.

ACCIDENT SAFETY PREVENTION

FIRST

The following shows the names of the officers who occupied first place in their respective groups in the safety contest for the six months' period ended June 30, 1933:

Name	Title	Division
L. F. Donald	Superintendent	Dubuque-Illinois
G. F. Hancer	Trainmaster	Twin City Terminal
G. W. Dahl	General Yardmaster	Dubuque-Illinois
W. W. Bates	Assistant Master Mechanic (Classed with Trav. Engrs.)	Milwaukee Terminals and Milw. Div. (First District)
E. H. Johnson	Division Engineer	Dubuque-Illinois & Kansas City
G. A. Larson	Roadmaster	Milwaukee Terminals
F. E. Galvin	Chief Carpenter	Dubuque-Illinois & Kansas City
E. M. Bayliss	General Foreman (Extra Gang)	Iowa
W. C. Bush	Agent, Large Freight House	Chicago
O. J. Fohey	Signal Supervisor	Marion, Iowa
John Reinehr	Shop Superintendent	Tomah Shops
F. S. Peck	Storekeeper	Milwaukee Shops
G. Lamberg	Shop Superintendent	Minneapolis, Minn.
P. L. Mullen	Master Mechanic	Dubuque-Illinois & Kansas City
G. Reichart	Freight Car Shop Superintendent	Milwaukee, Wis.
W. Snell	General Car Department Supervisor	Southern District

The personal injury figures for the month of June and the six months' period, 1933, are as follows:

	June, 1933			June, 1932			Increase or Decrease		
	Fatal	Report-able	Lost Time	Fatal	Report-able	Lost Time	Fatal	Report-able	Lost Time
Lines East	4	3	3	18	12	12	-3	-14	-9
Lines West	2	2	2	4	2	2	0	-4	0
General Office	4	5	3	22	14	14	-3	-18	-9

A decrease of 84 per cent in reportable cases.

	6 Months, 1933			6 Months, 1932			Increase or Decrease		
	Fatal	Report-able	Lost Time	Fatal	Report-able	Lost Time	Fatal	Report-able	Lost Time
Lines East	1	37	18	10	73	41	-9	-36	-23
Lines West	2	3	7	15	9	9	+2	-12	-2
General Office	3	3	3	2	2	2	0	0	+2
System	3	40	28	10	88	51	-7	-48	-23

A decrease of 56 per cent in reportable cases.

Safety from the Supervisor's Viewpoint

By J. Turney, Division Master Mechanic

I REALIZE that there will be submitted at this meeting, numerous theories and opinions regarding the application of the Safety First policy and while it is not my intention to contribute a lengthy discourse on the subject nevertheless, I cannot help but mention a few basic principles that should ultimately produce the desired results if properly and religiously regarded.

It would be proper, I am sure, to stress the part that the supervisor plays in accident prevention work. From my past observations I cannot help but feel that a great many of us as supervisors, have not yet had Safety so ingrained into our systems as to properly carry out that policy that has been dictated to us by our superiors. It is true that we have talked about Safety, discussed its merits and principles, sympathized with each other and incidentally with ourselves, abhorred the thought of reportable and lost time injuries through fear of unadulterated criticism from the general officers, but other than that what have we done in a constructive way to absolutely guarantee no personal injuries of non-recurrence of those that have already happened?

I say this for the reason that in my various observations I have noted practices conducive to personal injuries, flagrant violations of Mechanical and

other department Safety rules and being perpetrated before the eyes of many present at this meeting. Furthermore the practice and violations were permitted to go unchallenged, either because we were insincere in our attitude towards safety and did not care to censor the individual at fault, or we were not sufficiently familiar with the rules governing our departmental activities to positively know the difference between right and wrong.

I feel that a great many of us have lost track of what actually constitutes progressive safety work and have contented ourselves with thinking that we have done a good job merely because we have talked about it occasionally. That is certainly the improper attitude and if we are to progress in this work we must attack it in a vigorous manner and once started not let up for a moment. We should leave no stone unturned to further the education of those under our supervision. We must see that our foremen thoroughly understand the part that they are to play in the campaign and lay at their door the responsibility for educating and applying the principles of the policy to those under them. Only in this way can we hope to gain the definite results demanded by the President of the railroad.

I personally am in favor of more strenuous methods in dealing with violations of rules and other derelictions of duty and I am sure that if such a practice was followed out to the letter, it would go a great way towards se-

curing the necessary response from all employees. This is something I give to you for consideration as a key to a better safety performance.

It seems to me that we have now passed through what could be considered two phases of safety first work, namely, unsafe conditions and unsafe practices and we must now deal with the third phase and the greatest hazard "The Unsafe Man." There is no reasonable excuse for permitting unsafe conditions and practices to exist, neither is there any excuse for permitting an unsafe man to continue in the service of the road. While this angle may have been given some thought, there still remains room for greater thought and more concerted action.

Insofar as the Mechanical Department is concerned, we hope to conclude the year without any serious personal injury accidents. I have been particularly critical to my foreman and men and I am sure they understand completely my viewpoint on Safety First.

ACCIDENT PREVENTION

By R. A. Long, Section Stockman, Store Dept., Tacoma, Wash.

"IN considering the question of safety or how to avoid personal accidents."

"The matter resolves itself down to the question of how each individual can be taught or trained to the point where he will be conscious of his own safety and to that of others at all times.

"Human nature seems to be so constructed that we almost invariably do things without stopping to consider the safety of each move.

"It is upon this point that the whole question hinges, for unless each individual can be trained to the point of considering his own safety first, then it is useless to hold meetings and spend valuable time on the subject.

"It was stated here recently that we are now in the fifth year of this training, and the records indicate that we are making advancement, although it does seem at times that our progress is slow.

"If we continue to strive for a better record, it is surely bound to come, and the results are a benefit to the workers as well as the company.

"I do not believe there is one of us that will not be glad if the day ever comes when we do not have to attend safety meetings and spend our time in endeavoring to memorize safety rules.

"On the surface, we seem to be penalized for our individual faults—but the management recognizes the necessity for training, and is endeavoring to supply the need.

The Agricultural and Colonization Department

A RETURN TO NORMALCY

Stock Likely to Be Fattened in Corn Belt

FEEDING livestock in transit has been the business of many farmers for a number of years. The practice grew out of the sound policy of finishing, by proper fattening, range bred and raised lambs and steers.

Our western prairie and mountain states have as good range conditions as can be found in any section of the world. Breeding herds and flocks may be run on the grass producing an annual crop of off-spring that is vigorous, good boned, well bodied and healthy. The natural conditions are particularly suited to growing the animals to the age when fat should be put on to properly marble the flesh for flavor and tenderness. When the animals are right at that age is when the corn belt farmer steps in to finish the job.

It would appear as though Providence intended that we should handle our greatest numbers of livestock in just that way. The great feed lots of the country are almost in the center of our Nation and the bulk of our consuming population lies to the east of both the range and feed lots, thus forming a natural flow of animals from early life to slaughtering age and consumption.

This general procedure, in the stock business, has been the rule of stockmen since before the memory of men living today. Because of its natural soundness, it is likely to be the procedure followed long after this generation has passed on.

Because business conditions at times were unbalanced, sometimes the natural flow of feeder animals from the western ranges to the corn belt feed lot and then on to eastern consumer tables was temporarily "side-tracked" into unnatural channels. But time seems to alter all things and in the end, it is found that more often than not, we do things about as Nature intended we should.

So this year we are quite likely to see a normal percentage of the feeder lambs and steers from the West finished in the feed lots of the corn belt. Plenty of corn, a fair supply of hay and average priced small grains will see to

it that there is a return to normalcy. Corn will do its rightful job of making flesh toothsome while the grain belt north will find the products of its soils in demand by the milling trade.

This department attempts to keep in touch with supplies of feeders and with sources of finance so that any farmer or feeder may have access to late authentic data dealing with this whole problem of raising and fattening lambs or cattle. Such information as we do have is yours for the asking.

REDISTRIBUTING POPULATION

Some Business Men Offer Suggestions

EVIDENCES are coming in showing that a large number of business men are becoming increasingly interested in land ownership. Factory and mine owners point to the fact that the operation of their plants is more often seasonal than otherwise. Being so, there are portions of the year when employees have little or no income and rapidly consume their reserve resources.

At a recent meeting of business men, in Michigan, employers sought to perfect plans whereby both labor and capital could agree on methods of combining factory employment and sustenance farming. Only preliminary suggestions were offered, they being thrown into the "hopper" from which a workable plan is hoped for.

Certainly there is much to be said for a plan of this sort. Several are now in operation, no one of which can be said to be best. Some day there may be a combination of the best of several plans, resulting in a "code" that will be generally acceptable to labor and capital. There are indications that such a movement is under way. Possibly it may be focused in the \$25,000,000 Federal appropriation urged by the President to create "sustenance homesteads."

The central west offers many desirable factors that will be seriously considered by those who finally are entrusted with working out the details of this part time farming program. Both the employer and employee will have interests that must be protected. There will probably be some "give and take" but in the end, the standard of citizenship will be raised and the general level

of society materially increased. At least that was the opinion of those who discussed this problem at the recent Michigan meeting referred to.

Some of the central western conditions pointed out that were considered advantageous by those who have given some thought to the problem were: (1) There are good lands surrounding many factory towns near enough to permit daily commuting of the employee; (2) Both employer and employee are familiar with the basic problems of farm life; (3) Lands and factory sites are relatively cheap; (4) Climatic conditions are generally suitable for food production, making possible the chief reason for part time farming; (5) Warehousing can be economically done in moderate sized cities, thus permitting the factory owner to manufacture in advance of the seasonal demand; (6) A guarantee of a limited number of days employment relieves the employer of some of the responsibility of caring for his workers in periods of unemployment; (7) The worker enters his part of the agreement, knowing in advance that his factory wage is not intended to furnish him a living for a whole year; and (8) The local government can budget its future with considerable more certainty.

Certain types of industry lend themselves to the principles of part time farm employment or "sustenance homesteads" apparently better than do others. Some of these are particularly well developed in the mid-west, such as mining, quarrying, wood working and others.

The President has said: "We must have a partial redistribution of our population." That may be brought about along lines outlined by our Michigan business men.

It's Bred in the Bone

Recently Mr. William O. Goodrich, a prominent business man of Milwaukee, using a Milwaukee Road train from Milwaukee to Chicago, en route east, left his umbrella in the parlor car on train No. 28. The umbrella was found and turned in by porter Noah F. Hunter; and Mr. Goodrich was promptly notified at Cape May, N. J. In appreciation is the following copy of his letter to General Agent Murphy at Philadelphia:

"Dear Sir: I beg to acknowledge the receipt of your telegram informing me of the recovery of an umbrella which I left on a Milwaukee Road train recently, between Milwaukee and Chicago.

"Had it not been on The Milwaukee Road that the loss took place I probably should not have made any attempt to recover it. Forty years of experience, however, as a manufacturer on your tracks at Milwaukee, have taught me that personal service with courtesy and efficiency is bred in the bone with the men of The Milwaukee Road. Please accept my sincere thanks."

Faithfully yours,

(Signed) WM. O. GOODRICH.



There are many small towns that have a combination of water, power, transportation, factory sites and farm lands like the one above where part time factory and farm laboring may be advantageously combined.



SAID TO BE HUMOROUS



Hard to Handle

A red-headed Irish youth applied for a job in a messenger office. The manager engaged him and sent him on an errand in one of the fashionable districts. Shortly afterward the manager was called to the phone.

"Have you a red-headed boy working for you?"

"Yes."

"Well, this is the porter of the hotel where your boy delivered a message. He insisted on coming in the front way and was so persistent I was forced to draw a gun."

"Good Heavens. Did you shoot him?"

"No, but I want my gun back."

The Ideal Pair

Playwright: "I'm writing a play about the ideal couple."

Friend: "The ideal couple?"

Playwright: "Yeah. A husband who snores and a wife who is hard of hearing."

Ole was delighted to be working again, and he went around telling all of his friends about how fortunate he was.

"What are you doing these days?" everyone wanted to know.

"I bane snake in roundhouse," was Ole's invariable answer.

"What's that?"

"A viper."

Oh! Doctor!

A notice recently printed in a Minnesota paper read as follows: "Mr. and Mrs. R— left Wednesday for Rochester, where Mrs. R— expects to have a garter removed by the Mayo Brothers."

Sofa So Good

Two former bankers met and began to talk over old times.

"Well, old man, what are you doing these days?" asked one.

"I'm selling furniture," replied the other.

"Are you selling much?"

"Only my own, so far."

"Lay down, pup; lay down," ordered the tramp. The barking continued. "Good doggie—lay down, I say."

"You'll have to say, 'Lie down', Mister," declared a small bystander. "That's a Boston terrier."

"Is your wife economical?"

"Sometimes. She made do with thirty candles on her thirty-eighth birthday."

"Dad, today I was the only boy in the class who could answer teacher's question."

"Good! What was the question?"

"Who broke the classroom window?"

"Do you regard poker as a gentleman's game?"

"So far as that goes," replied Cactus Joe, "it's like every other game from politics to penny ante. Whether it's a gentleman's game or not depends entirely on who happens to be playing it."

A Diverse Lineage

Johnson: "My father sprang from a line of peers."

Jackson: "Did he drown?"

Nurse (to eight-year-old Bobby): "Would you like me to show you the nice, cute little baby the stork brought to your mother?"

Bobby: "Naw—show me the stork."

That Poor Man

F. H. J.

The Taxpayer is a funny lad,
His innocence is great;
He wastes his money, seeming glad,
On any project, good or bad,
Of nation, town or state.

He builds his highways straight and long

That he may ride at ease,
And then he makes them extra strong,
Although he does himself a wrong,
The Bus and Truck to please.

He digs a channel deep and wide
In rivers great and small,
Although the barges that will glide
Thereon, to serve somebody's pride,
Do him no good at all.

The Railroads pay their own expense
And help him with his taxes,
And though their value is immense
He aids their rivals with his pence
Thus Railroad trouble waxes.

The Taxpayer is a funny lad,
His innocence is great.

Proud Mother: "I think Henry becomes more like his father every day."

Neighbor: "Really; and can't you do anything to prevent it?"

We are wondering how long it will be before the politicians get the taxes high enough so they can be collected on the installment basis.

Obey These Rules While Driving

The cop is always right, so don't "sass" him.

When you have been given a summons, make it a point to appear. Judges always appreciate this.

Highway courtesy demands that a woman driver be given plenty of room to change her mind.

Never run into lamp-posts. They look bad all twisted up.

It is considered the height of rudeness to run into the mounted policeman's horse.

Don't drive your cars into railroad trains. The engineer doesn't like it at all.

Just because it's leap-year do not assume that the pedestrians can jump to safety.—
Locomotive Engineers Journal.

An old Quaker going down a street one night was assaulted by a thug who struck him on the cheek. The Quaker quietly turned to the thug and said:

"Would thee mind slapping the other cheek, too?"

The thug promptly did so, saying, "Well, you are an easy mark."

"Now God be praised!" said the Quaker, proceeding to throw off his coat and roll up his sleeves, "I have obeyed His teachings—and now I am going to lick H— out of thee!"

Some gulls were following a ferry boat. Irishman: "Nice flock of pigeons."

A tourist insisted: "Those are gulls."

"Well," said the Irishman, "gulls or boys, they're a fine flock of pigeons."

Making love is like making pie—all you need is crust and a lot of apple-sauce.

"Oh, yes," said the pilot of the river steamboat, "I've been on this river so long I know where every stump is."

Just then the boat struck a stump which shook it from stem to stern.

"There," he continued, "that's one of them now."

Rum-Runner: "Them's the chief's orders. Slow your truck down to eight miles an hour and let the stuff age!"

Bright Sayings Department

Billy's mother looked at him accusingly.

"What have you done with all your money, son?" she asked, "Your little bank is empty."

"Well, mother," answered the boy, "yesterday was a rainy day, so I spent it."

The Honest Citizen

When Sambo was asked how he had voted, he replied, "In the mahnin', sah, I was inclined on de Republican side 'cause they gave me three dollahs; but in the aftahnoon de Democrats give me two dollahs, so I voted foh dem. Dey was de leas' corrup', sah, dey was de leas' corrup'."

A Scotsman on a visit to a friend in London outstayed his welcome. His host thought a hint might have the desired result.

"Don't you think," he said, "that your wife and family will want you to be with them?"

"Mon," replied the Scot, "I believe you're right. It's rale thoctfu' o' you. I'll just send for them."

"Ever seen one of those machines that can tell when a person's not telling the truth?"

"Seen one? I married one!"

The Automotive Jargon

Teacher (to seven-year-old): "So you have broken off a tooth, have you? How did you do it?"

Seven-year-old: "Oh, shifting gears on a lollipop."

A "Homey" Little Home

Pre-Fabricated Frame Cottage at Century of Progress

NOT all of those "model homes" that invite your inspection at Century of Progress could really be included under the head of "homey homes." Most of them probably mark the apogee of this century of advancement—the culmination, to date, of modern ideas, but as to their attractions for a real home, most of them could not qualify; at least not in the opinion of one slightly old-fashioned visitor. The materials used in construction of the group as a whole are of course worthy of attention in so far as they contribute to comfort combined with cheapness and durability in construction, and those ideas could as readily be applied to any type of building and any architectural style. But when one considers the idea of having to spend one's life "spiraling" up and down a tower-like structure or twisting around through narrow passageways that conform to new and strange concepts, it does take a very modernistic outlook on life to be able to adapt one's thought or resign one's self to living in that uncompromising atmosphere.

But in the welter of L'Art Moderne constituting the "Model Homes" exhibit, there stands one little, modest cottage whose outline, arrangement and furnishing bring the atmosphere of home and love and nearness. It is called the Cape Cod Cottage, and it has a porch, that once *sine qua non* of a house in which to live, but which nowadays is quite out of the picture of modernity. We don't have porches any more, probably because we don't stay at home long enough to get into the "feel" of the lure of the outdoor sitting room. But the Cape Cod cottage just urgently invites one to stay at home and enjoy its comforts, the joys of that "no place like." Someone has said this little house is like "seeing the face of an old friend in a crowd of strangers"—and so it is. The exterior, with its latticed portico, its roomy porch, its drop-siding, white paint and green shutters, attracts you instantly and when you get inside, you experience immediately its old-time air of comfort and serenity. You don't have to "live up to" anything, but just sit down and rest in peace and happiness.

The walls of entrance hall and living room are paneled, there is a roomy fireplace in the latter room, the ceiling is beamed in the same wood (which is pine) as the walls, the windows are wide and the sash is six-paned. A quasi-dining room is provided at one end of the living room, which is quite spacious enough to permit of this without a sense of crowding. The kitchen likewise is something more than the kitchenette of modern city apartments. There are two bedrooms, which if one wishes to be critical might be called rather small, but this is a little house, and the bedrooms are cross-ventilated—

they will accommodate twin beds if required, as well as dresser, small table, and chairs; and with that lovely porch, does one really need a big bedroom? The bathroom is plenty large and is of course the last word in fixtures and equipment, which modernity we accept, no matter how old-fashioned our taste in other things.

The furnishings of this little home are the restful kind, too. The entrance hall with its dark paneled woodwork accommodates a two-drawer maple chest over which hangs an interesting mirror, and a ladder back chair, also of maple, occupies one corner. A wide doorway leads into the living room with its wide, open fireplace. Quaint framed prints hang on the pine paneled walls and a lovely old-time clock stands on the mantel shelf. A roomy couch stands against the wall opposite the fireplace and hooked rugs supply just the right note from the floor. Two comfortable arm chairs stand at each side of the fireplace, with lamps and a small table nearby. In front of one window is a small drop-leaf table with a chair near it. The furniture is of maple and the covering is chintz, just as you would expect it to be. A drop leaf table and ladder back chairs of maple furnish the dining end of the room. A summer dining room is added on the screened porch.

The kitchen has china cupboards, the glass doors of which swing open carrying the china on shelves with wooden backs; and a maple dinette table comes down right into the room. Long narrow cabinets on each side of the china closet open and benches fall into place on either side of the table. Then when not in use, back everything goes into the wall out of the way. "Tricky," eh what?

The bedrooms are furnished in maple, the beds are low at head and foot, the coverlets are tufted and the wall paper is just the little flowered pattern you knew would be there and would want in this homey little house. This

little Cape Cod cottage is the pre-fabricated variety, and we are told its framework was erected in twenty-four hours, with sills, walls, sub-floors, upper joists, gables and roof panels in place. It is claimed that this type of home can be completely finished in four days with five men on the job. Its cost is by the same token exceedingly reasonable.

APPLYING COURTESY

The Principles of Sales Psychology Important

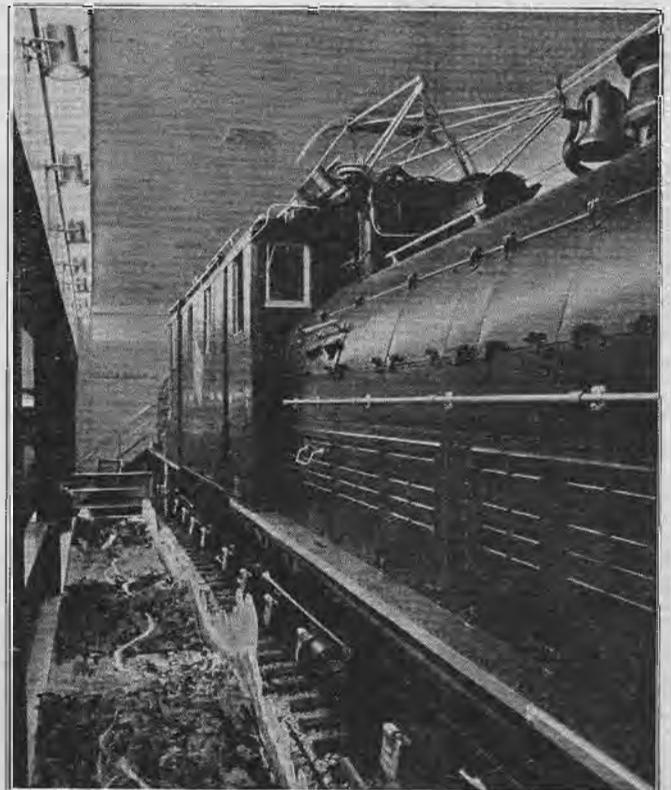
A. G. D.

WHEN Mr. Webster wrote his dictionary it must have given him pause when he got well down into the "Cs" to write an adequate definition of Courtesy. It embraces so much that that astute old gentleman (if he was an "old gentleman" when he wrote his book) must have felt like giving it up as a bad job when he meditated upon the impossibility of including within the confines of one volume all of the intricacies of meaning that the word implies. But he was a brave soul and would not permit one word to defeat his aim at cataloguing a language; so he said that courtesy is politeness; urbanity; an act of civility, kindness, or favor.

This definition of one of the most important words of our language, if applied to everyday acts of everyday people, would establish a background of character as rich as that which might result from strict adherence to the Golden Rule.

There is an element, sometimes forgotten, which is vitally essential to the

(Continued on Page 17)



A part of the Milwaukee Road exhibit at Century of Progress Showing a portion of The Diorama of Coast Line Route.

Favorite Recipes

Grape Fruit Jelly Salad. Cream cheese, mashed and seasoned with salt, pepper and onion juice. Pipe this round a mould of grape fruit jelly. Sprinkle with chopped English walnuts and garnish with cress, parsley or celery leaves.

Make the grape fruit jelly as follows: Bring to boiling point, one-third cup sugar and one-third cup water. Let boil three minutes. Remove from fire and add one and one-half tablespoons granulated gelatine that has been soaked in two tablespoons cold water. Then add three-fourths cup grape fruit juice, one tablespoon lemon juice and a pinch of salt. Strain into mould and let cool and set in refrigerator. Serve with mayonnaise.

Los Angeles Fruit Salad. One and three-fourths cups marshmallows cut in thin strips. Measure after cutting. Add one-half can sliced pineapple, drained and cubed; two and three-fourths cups California grapes, skinned, seeded and halved; one and one-half cups sections of oranges; one and one-half cups English walnuts, cut in quarters, and a pinch of salt.

Make cups of the halves of orange peel, arrange on lettuce leaves and fill with the mixture moistened with salad dressing. Cover with Cream Salad Dressing and garnish each top with thin strips of pimiento, one-half grape, and finely chopped parsley.

Cream Salad Dressing. Mix in top of double boiler one teaspoon dry mustard, one teaspoon salt, two teaspoons flour, one and one-half teaspoons powdered sugar, a few grains cayenne. Add one teaspoon butter, the yolk of one egg and one-third cup vinegar. Cook in the double boiler, stirring constantly until thick. Cool and add one-half cup thick cream. Cream may be sweet or sour.

Cream Salad Dressing may also be made from the following: One tablespoon mustard, one teaspoon salt, two tablespoons lemon juice and one cup heavy cream. Mix the salt and mustard with lemon juice, then add two tablespoons cream. Whip the remaining cream until it begins to thicken, then gradually add the first mixture, beating constantly, and continue the beating until the dressing is stiff enough to hold its shape.

Squash Pudding. Add to two and one-half cups of steamed and strained squash one cup sugar, one teaspoon salt, three-fourths teaspoon cinnamon. Then add two well beaten eggs and two and one-fourth cups milk. Turn into a buttered pudding dish and bake in a moderate oven. Serve with hard sauce.

Peach Compote. Scald two cups milk and gradually add one-half cup farina, stirring constantly. When it begins to thicken, add one-fourth cup sugar and one-half teaspoon salt. Cook in double boiler twenty minutes. Then add the whites of two eggs stiffly beaten. Turn into buttered shallow pan and keep in warm place until served. Remove the skins from six peaches, place in sauce pan and add three tablespoons water and six tablespoons sugar. Cook until soft. Cut farina into squares, put a peach on each square and cover with peach sauce made as follows: Dilute one tablespoon cornstarch with one tablespoon cold water. Add to the peach syrup remaining in the saucepan and bring to the boiling point. Let boil two minutes, then pour slowly, stirring constantly, over yolks of two eggs, beaten until thick and lemon colored. Add two teaspoons lemon juice and pinch of salt.

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, 11-3 Sterling Place, Brooklyn, N. Y.

7981—Ladies' Dress with Slender Hips. Designed in sizes: 38, 40, 42, 44, 46, 48, 50 and 52. Size 46 requires 5 yards of 39 inch material. The width of dress at lower edge is 1 1/2 yard. Price 12c.

7965—A Stylish Model. Designed in 6 sizes: 14, 16, 18 and 20. (with corresponding bust measure, 33 1/2, 35, 36 1/2 and 38), also in 40 and 42. Size 16 requires 3 3/4 yards of 35 inch material, together with 1/2 yard of contrasting material. Price 12c.

7830—A Dainty Frock. Designed in sizes: 11, 13, 15, 17 and 19, with corresponding bust measure, 29, 31, 33, 35 and 37 inches. Size 13 requires 4 yards of 39 inch material. Price 12c.

7353—Ladies' Step-in Chemise. Designed in sizes: Small, 34-36; medium, 38-40; large, 42-44; extra large, 46-48 inches bust measure. Size medium requires 2 3/4 yards of material 35 inches wide. Shoulder straps of ribbon require 1 yard. To trim the upper edge of the garment and the lower edges with lace or banding requires about 3 3/4 yards. To trim upper edge only requires 1 1/4 yards. Price 12c.

7936—Ladies' House Dress. Designed in sizes: 36, 38, 40, 42, 44, 46, 48, 50 and 52. Size 44 requires 4 3/4 yards of 32 inch material together with 3/4 yard of contrasting material. With long sleeves and without contrast and of 35 inch material, it requires 5 1/4 yards. To finish with bias binding requires 4 yards, 1 1/2 inch wide. Price 12c.

7672—Girls' Dress. Designed in sizes: 1, 2, 3, 4 and 5 years.

Size 3 with short sleeves requires 1 1/2 yards of 32 inch material. With long sleeves, 1 3/4 yards. For contrasting material, 1/4 yard. Price 12c.

7975—Girls' Dress. Designed in sizes: 1, 2, 3 and 4 years. Size 3 requires 1 3/4 yards of 32 inch material. To trim with lace edging requires 2 3/4 yards. Sash of ribbon requires 2 yards. Price 12c.

7492—Child's Rompers. Designed in sizes: 6 months, 1 and 2 years. Size 1 if made as shown in the large view requires 1 3/4 yards of 29 inch material together with 3/8 yard of contrasting material. Price 12c.

7971—Girls' Dress. Designed in sizes: 6, 8, 10 and 12 years. Size 10 requires 2 3/4 yards of 35 inch material. To trim requires 4 1/4 yards of machine plaiting, and 4 1/2 yards of bias binding 1 1/2 inch wide. Price 12c.

J. E. Dennis, I. & D. Brakeman, was responsible for the sale of two round trip tickets, Mason City to Chicago and return.

Mrs. R. P. Carmon, Mason City, was instrumental in securing the sale of two round trip tickets to Chicago and return. These parties had been in the habit of using a competing line from another station but were persuaded to try The Milwaukee service and report a very satisfactory and enjoyable trip.



THE MILWAUKEE RAILROAD WOMEN'S CLUB

Davenport Chapter

Ann Murphy, Historian

OUR meeting of June 12th was preceded by a pot-luck supper under the able management of Mrs. Dehning, assisted by Mrs. Johnson, Mrs. Magnus and Mrs. Collins. The meeting was called to order and the following officers were seated:

Mrs. Wm. Dehning, president; Mrs. F. L. Brenton, first vice president; Mrs. J. L. Parnell, second vice president; Mrs. E. A. Johnson, treasurer; Mrs. J. W. Collins, recording secretary; Mrs. C. E. Barrett, corresponding secretary, and Mrs. R. Murphy, historian.

Chairmen were appointed as follows: Mrs. L. Hummel, membership; Mrs. E. W. Doyle, ways and means; Mrs. G. Magnus, social; Mrs. J. H. Lord, good cheer, and Mrs. Hy Louisfied, program.

It was reported our membership to date was 80, with \$179.79 in the treasury. After the meeting cards were played at ten tables with prizes for high score. Meetings have been postponed until September 11th.

A surprise hot-dish dinner was held at the home of Mrs. Brenton with 18 of the ladies in attendance. Tables were set on the lawn. Mrs. Brenton has been confined to her home with a broken knee, through a fall while doing spring house-cleaning, but is getting along very nicely. Games were played after dinner and prizes awarded.

On Aug. 6th the club held its annual picnic, to which all members and employes of the railroad were invited. The club donated the coffee and ice cream while the ladies furnished the hot dishes. There were 100 in attendance. Baseball, horseshoe and many other games were played during the afternoon and prizes were given for the various games.

On Aug. 10th another surprise hot-dish dinner was held. This time on Mrs. E. W. Doyle, who has been confined to her home with a broken ankle since June 12th. She is getting along nicely. There were 24 in attendance. Games were again played, with prizes for the winners.

Another member of our club, Mrs. J. W. Collins, has also been injured, and kept at home with a cracked knee cap. Am glad to report she is getting along fine.

Twin City Chapter

Frances V. Scovill, Historian

TWIN CITY Chapter held its regular monthly meeting June 2 in the new club rooms with Mrs. E. H. Bannon presiding.

We were happy to have as our guests Mrs. Lydia T. Byram, president general; Mrs. Carpenter Kendall, first vice president general, and Miss Etta Lindskog, secretary general.

We also had two visitors from the C. N. W. Ry. Women's Club, Mrs. Swanson and Mrs. Nystrom. They were very much interested in the work being done by our chapter and, no doubt, received some valuable ideas for use in their own club.

Mrs. Byram gave us a very inspiring talk on how to increase membership which was greatly appreciated. Talks were also given by Mrs. Kendall and Miss Lindskog. Their visits always encourage us to carry on the good work.

Reports from the various committees were read and approved. Ways and Means Chairman Mrs. Gehrke reported the net made on the Gallatin Gateway dance given at the Leamington Hotel in May.

Mrs. Arnold, our sewing chairman, being absent, Mrs. Benson of that committee reported making 39 quilts and a number of sheets, pillow slips and layettes, which will be distributed among needy families.

We regret to have lost our treasurer,

Mrs. Geo. Ehmer, whose husband was transferred to Chicago. We wish them happiness in their new home. Mrs. Erie B. Gehrke was nominated to succeed Mrs. Ehmer as treasurer.

Mrs. A. K. McCalleem, welfare chairman, reported 15 personal calls, 30 telephone calls.

Having no further business, the meeting was adjourned and turned over to the social chairman, Mrs. Roy Miskimmons, who served the refreshments.

Several of the out of town members were welcomed, including Mr. and Mrs. Wm. Thurber from La Cross, Wis., and Mr. Gibson.

Green Bay Chapter

Mrs. Thos. McLean, Historian

THE regular meeting of the Green Bay Chapter, held May 4th, was called to order by the president, Mrs. M. E. Hastings. The meeting, preceded by a pot luck supper, was well attended and enjoyed by all. Regular business followed; very favorable reports were read by the different chairmen and plans were made for a card party to be given May 17th.

Our next regular meeting on June 11th was presided over by the president, Mrs. M. E. Hastings. Plans for our annual picnic were discussed and it was decided to hold same on June 25th at Bay View Beach.

The president appointed Mrs. E. F. Buechler and Mrs. E. A. Palmer, chairmen on arrangements, and Mrs. Glen Jones, programme chairman. Our superintendent, Mr. Buechler, assisted us a great deal by having bulletins placed at the different stations.

The Harry Helds have gone to Marinette, and the club regrets very much to lose them as members. Mrs. Held has been a very good worker and always ready with a smile and good word for everyone. The board members entertained at a luncheon at the beach for Mrs. Held and she was presented with a gift.

Savanna Chapter

Mrs. R. Scheiner, Historian

THE last regular business meeting of the season was held in the club house on the evening of June 12th.

During the evening a vote of thanks and a gift were presented to Mrs. William Sheetz for her efficient work as chairman of the ways and means committee. She has been chairman of this committee for seven years and has been very successful in her undertakings. During her adminis-



Denise, Little Daughter of A. G. Dupuis, Assistant Editor of The Magazine. The smiling lady is Mrs. Dupuis

tration she has brought \$5,721.41 into our treasury. Mrs. Oscar Kline has been appointed to succeed Mrs. Sheetz, who has resigned from the committee chairmanship.

Following the business meeting a social hour and refreshments were enjoyed. The committee in charge consisted of Mmes. Rex Wilkerson, Harvey Stevens and Melbourne Lyon.

Portage Chapter

Mrs. E. C. Moran, Historian

THE regular monthly meeting of Portage Chapter was held at the club rooms, Monday, May 1st. The president, Mrs. C. E. Hodge, called the meeting to order, and after the regular routine of business, this being the annual mother's day gathering, the meeting was given over to the younger generation who entertained the mothers of the chapter with a very fine program.

There was a large attendance with the mothers, daughters, and grand-daughters of the club. After the program the May committee in charge served a very delightful lunch.

During the months of April and May. Portage Chapter gave out one hundred dollars in garden seed to those who are unemployed and cared to make gardens to help to do their bit in providing for the needs of their families.

Our president, Mrs. C. E. Hodge, and vice president, Mrs. Walter Washburn, have recently inspected these gardens and find them in a very flourishing condition. The June meeting of the club was held June 5 at the club rooms and at this meeting Mr. J. L. Cosgrove, National R. R. employe pension representative, gave a very interesting address to our membership with large delegations from Watertown and Madison.

The Madison Chapter gave the Portage Chapter a very cordial invitation to attend their chapter June 14, which was accepted by our ladies and on June 14 a good delegation, together with delegations from Janesville and Beloit, as well as the general governing board of Chicago, were right royally entertained at Madison.

Portage Chapter furnished the program for the meeting, consisting of two solos by Marion Morehouse, a little one-act comedy entitled "Barnicle Bill, the Sailor." The principal parts were taken by Iris Gordon and Llewellyn Conlon; a comic reading by Iris Gordon; whistling solo, Vivian Doepke; Mrs. David Bogue, accompanist.

On June 22 the club held its annual picnic at the beautiful Pauquette Park, on the banks of the Wisconsin River at Portage, with an attendance of seventy-five members and friends which gave the year's work a very happy ending until the first Monday in September, when we take up our activities again.

Black Hills Chapter

Mrs. Herman Major, Historian

THE regular monthly meeting of the Black Hills Chapter was held Monday evening, June 12th, at the home of Mrs. George Igou.

Routine business was handled, 27 members and two visitors being present. It was moved that vacation be taken for the months of July and August.

All bills were allowed and passed. The club now has 87 members enrolled. Several Good Cheer cards were sent and at present we have no relief to care for.

Mrs. Igou served a delicious lunch after which cards were provided and bridge played till a late hour.

"The Milwaukee Family Picnic"

July 2nd the Milwaukee women of the Black Hills Chapter met at Canyon Lake Park for the annual family picnic. The picnic dinner was served at 12 noon after which the members and their families enjoyed boating and bathing in the cold clear waters of Rapid River.

Mrs. Thos. Hlckson acted as chairman, assisted by Mrs. Arnold Saxer and Mrs. Etta Fearholm. Fifty members and their families enjoyed the day.

Austin Chapter

Mr. H. J. Keck, Historian

AUSTIN'S activities since our last report include our regular picnic dinner in May, also a card party in May, and an ice cream social on the depot lawn in June. After the sewing for the Red Cross was completed this spring, two quilts were made, and will be raffled off this fall. During May we spent \$66.92 for relief work and during June \$18.04.

Just now we have considerable work in prospect in getting our new club rooms in shape for the first meeting in September. We have recently exchanged rooms with the management of the lunch room—a very advantageous move for both parties concerned. We have always been very much handicapped by lack of room in our club rooms, and will now have ample for our various activities. However, the new quarters are in need of repair, plastering, painting and other repairs, and a committee has been appointed to see that this is done so far as possible by September.

Tacoma Chapter

Mrs. W. L. Delaney, Historian

ON June 26th, in the gardens of "Dun Movin," the country home of Mr. and Mrs. Charles F. Negley, Tacoma Chapter held a picnic, in lieu of the regular meetings which have been suspended during the summer months. This custom has been adopted by the Chapter during the summer season in order that we might take care of any emergencies which require attention, as well as to keep the members in close contact with each other. Mrs. Negley was a very charming hostess and made the event an enjoyable affair, with the assistance of the committee in charge, namely, Mesdames George Loomis, W. G. Densmore, George Beechwood and Frank Buchanan.

Another occasion worthy of mention was the gathering of the club women of Tacoma Chapter on July 31st for a picnic at the beautiful home of Mr. and Mrs. George Pyette on the shores of Lake Stellacoom. Needless to say, Mrs. Pyette was the usual delightful hostess for which she is well known. Luncheon was at noon at tables beneath the trees, and the local president, Mrs. W. S. Burroughs, with women of the hostess committee, Mesdames Schulta, Schmidt, Wende and Fleming, assisted. More than 65 attended, and from out of town a delegation of 16 women from Seattle Chapter was present with their leader, Mrs. J. M. Axelson.

Mrs. Axelson and the Seattle members extended a most cordial invitation to the Tacoma Club for a picnic on August 17th, and a number of the local group plan to attend.

The following deaths have been reported since the last meeting: Mrs. Frank Opie, wife of an employe in the Accounting Department; Mrs. A. C. Bienert, a former employe of the Accounting Department, who passed away recently in California, and Richard Baughn, formerly connected with the Auditing Department, who also passed away in California. Sympathy is hereby extended to families of the above mentioned.

Mrs. Helen Maxwell, our very able recording secretary, together with her daughter Virginia, have been absent for the past few weeks visiting relatives and friends in Spokane, Moberidge, Minneapolis, Milwaukee and Eau Claire, and will also take in the sights at the Fair in Chicago.

Mrs. H. E. Peterson and two children are also sojourning in the East at the present time.

It is with pleasure we learned of the return of Mr. and Mrs. W. A. Monroe to Tacoma. We will all be glad to welcome Mrs. Monroe back to her office as membership chairman.

It is with regret we report that Mr. and Mrs. Fred Rasmussen have moved to Seattle. Mrs. Rasmussen has been a tireless worker in the Club, and, no doubt, will become a very valuable asset to the Club in our neighboring city.

Applying Courtesy

(Continued from page 14)

successful administration of courtesy, and that is thoughtfulness. Generally speaking, people are not deliberately discourteous, and while their acts are really intended to be the extension of favors and kindness, thoughtlessness spoils their reception.

One of the elements taught in sales psychology is that antagonism on the part of your subject or prospect can be overcome by anticipating his objections before he has occasion to voice or manifest them. This requires thoughtfulness and an ability to look ahead in anticipation of the effect of an action on a subject.

It would appear, therefore, that the principles of sales psychology are the factors which should dictate the judicious application of courtesy.

No one ever thanked the information clerk who grumbled his reply to a query in a boorish fashion, even though the information may have been precisely correct. No one ever commended the conductor who growled his demand for a passenger's ticket; and surely, no one was ever pleased by being shouted at in a surly tone of voice when attempting to do business with a clerk over the telephone.

But you may be sure, if the least degree of thoughtfulness had been exercised by the grumbling information man, the growling conductor or the surly clerk, thankfulness, commendation and pleasure would have registered in their respective manners.

It must be remembered, too, that one's own destiny is tied in with the manner in which others are treated. It must not be felt that the courtesy which one extends is just something that is being done as an added duty for an employer. Rather, it is the stepping stone by which one rises to greater heights. Anyone having an opportunity to render courteous services should accept it as an opportunity within its full meaning. These opportunities do not come to everyone; the man employed in some remote place does not have them, consequently no one knows his full ability to perform courteous acts of service. But those who are in positions where their acts of courteous service glorify their tasks are fortunate to have the opportunity that is given them, especially as, at no cost to themselves, it can only result in personal profit when judiciously and thoughtfully treated; and so on ad infinitum, etc., etc., etc.

MOTORING ON

THE MILWAUKEE

Up and Down Hill on the Rocky Mountain Division

Nora B. Decco

THE most important thing that has happened in this part of the country for some time past, was Dad Echar'd's picnic. Yes, I know it was the Milwaukee employe picnic and the Women's Club and this, that and the other, and all that sort of thing, but never-the-less it was Dad Echar'd's picnic. I think this idea started years ago

while Dad was eating chicken up the Madison, and Chester Bales was taking me boat riding (that is I was riding and Chester was trying to keep the boat off the rocks), and Engr. McKenna was eating cold slices of watermelon and Mr. Townsley was trying to keep from getting lost some where along the west bank . . . any way early this season Mr. Echar'd thought it would be a real nice thing if some of us could get together and have a little picnic before summer was over. My goodness, a few of us, certainly did, they came from everywhere, about 40 from Harlowton, and there was a special train and many many car loads. There was a ball game, and dancing and bathing and so much to eat that even Matt Voss has not been able to look a dinner table in the face since. . . . All this happened at Bozeman Hot Springs, August 15th, and from all we can learn if there isn't another just like it every summer at the same place there will have to be a good reason why. As I said, it may have been almost any kind of a picnic but it will go down in history as Dad Echar'd's.

The Milwaukee Woman's Club over at Butte held a picnic the early part of the month at Lake Avoca but as I was not present I can not give the details. Possibly just as well from what Dave Goggin told me, and when I asked Art Jersey. . . . Well, he just didn't even know what I was talking about. I'll expect not, but they had a fine time and are planning for another, at least the men folks are. They do the planning and we do the work. . . . Well, no that is not just exactly right, but almost.

Mrs. Fairhurst and two sons are on their way to Chicago to visit the Fair. Jimmy Campbell and wife have been there and returned home with a new car . . . but think they got the car in their own state and did not drive home in it.

We regret to write of the sudden death of Roadmaster E. D. Mattheisen of this division, which occurred July 20th near Harlowton while he was taking his motor car from the car house near that place. He was struck and killed by No. Sixteen which was just coming into Harlowton. Mr. Mattheisen had been roadmaster here for about 6 years and the family had made their home here during that time. He leaves a wife and small daughter as well as several brothers and his father and mother in Minnesota. He was a very popular man and the sincere sympathy of the entire division is offered to his family.

Mr. and Mrs. Adolph Gorsky have moved to Washington where Mr. Gorsky is working.

Brakeman Archie McDonald, who has been on the coast for several years, has been visiting friends the past week in our city. He was enroute to Helena where he has a brother. His son, Joe, who has been ill for a number of years and for whose health the family moved from here, is greatly improved.

Brakeman McHale has returned from a short trip to the Fair in Chicago and a visit to Mrs. McHale, who lives near that city.

Engr. Chambers has gone to Lewistown where he is working, and Engr. John Smeltzer has returned to the RM division.

We are having a band concert on the station platform the evening of August 18th. As my birthday is the next day no doubt that is what it is for. Well, Engr. Rader's birthday is on the same day, so maybe that is what it's for. Must be one or the other as the fourth of July has gone by and that is the only holiday out here that we make any noise about. Between the band concert and the cub bear we have lately acquired, our town should be remembered by at least part of the tourists . . . that part who try to feed the bear, no doubt.

Mrs. P. Pogreba and sons, Paul, Russel and Dean are making a short trip to Missouri, Kansas and Texas to visit relatives before school starts. They left father at home, to hoe the garden, at least that is what he is doing whenever I look over that way, and he says he likes it. So do I, along about the middle of January.

SPECIAL COMMENDATION

R. L. VANDERHOFF, agent, Selby, S. D., discovered a flat wheel on car of stock passing his station. Investigation revealed this wheel had five inch flat spots.

L. W. Colville, agent, Davis, Ill., noticed brake bead down on train passing his station July 17th, and swung the train down so the defective equipment might be removed.

Bruce Nichols, brakeman, Iowa Division,

watching train No. 63, July 25th, one mile east of Covington, discovered broken truck. Train was stopped and car set out.

W. O. Reynolds, conductor, Terre Haute Division, reported broken rail south of Hulman Street, Terre Haute, while going south on No. 80, August 7th.

E. Morarity, Kansas City Division, while inspecting train July 8th at West Yard, Ottumwa, reported arch bar failures; and

again at Muscatine, July 12th, found another similar defect.

George Lennox, operator, Mystic, Iowa, discovered dragging brake beam on train No. 70, July 27th, while passing Mystic and signalled the conductor to stop.

THE following named furnished traffic tips resulting in securing passenger traffic for our line.

Miss Martha Prentiss, bill clerk, Seattle, one round trip ticket, Seattle to Chicago and return.

Joe Gordon, messenger, Tacoma, one passenger, Tacoma to Chicago and return.

F. J. Allemann, local agent, Tacoma, one passenger for our line, Tacoma to Chicago and return.

A. J. Kroha, four one-way tickets, Tacoma to Lansing, Mich., via our line to Chicago.

W. E. Eslielman, accounting department, Seattle, one passenger, Seattle to Chicago and return.

Paul James, mechanical department, Tacoma, seven passengers for our line.

Leo Kord, Seattle Freight House, two passengers, Seattle to Chicago.

W. B. Alleman, yard clerk, Tacoma, one round trip fare, Tacoma to Chicago and return.

Wm. Washbrun, engineer, Tacoma, one round trip fare, Tacoma to Chicago and return.

Paul James, mechanical department, Tacoma, tip on a prospective passenger to Chicago, en route to New York.

Oscar Storlie, store department, Tacoma, two round trip fares, Tacoma to Chicago and return.

A. H. Gleb, local freight house, Tacoma, one fare from Chicago to Tacoma.

A. J. Kirsch, engineer, Tacoma, one way fare, Tacoma to Chicago.

E. L. Swalley, conductor, Tacoma Yard, prospective passenger, Tacoma to Chicago.

Mrs. T. J. Hamilton, wife of assistant superintendent, one round trip fare, Tacoma to Chicago and return.

Mrs. W. S. Burroughs, Tacoma, one round trip fare, Tacoma to eastern points and return.

Wm. Dunn, locomotive engineer, three one-way fares, Tacoma to Chicago.

R. V. Bement, Tacoma Yard, one round trip fare, Tacoma to Chicago and return.

George T. Felzer, store department, Tacoma, one way fare, Tacoma to Chicago.

C. D. McLennon, claim clerk, Seattle, seven round trip fares, Tacoma to Chicago and return; and one way fare, Tacoma to Chicago.

H. A. Bowers, conductor, Coast Division, one round trip, Seattle to Chicago and return.

George T. Felzer, store department, Tacoma, two round trip tickets, Tacoma to Boston and return, via our line to Chicago.

The foregoing, all from Tacoma and Seattle, indicates that employes of Lines West Terminals are wide awake and alert to secure good revenue business for our trains.

Ray Burke, yard clerk at Cedar Rapids, influenced to our line four carloads of livestock from White Lake, S. D., to Dewitt, Iowa.

Norton Eberts, switch foreman, Kansas City, was instrumental in securing a car of potatoes for our line, Kansas City to Davenport, en route from DeSoto, Kan.

Our Business Getters

General Passenger Agent W. B. Dixon commends the following named who have interested themselves in securing passenger business for our line:

A. J. Wilson.....	Steward, Dining Car Department.....	Chicago
T. P. Casey.....	G. A. F. D.....	Chicago
A. E. Johnson.....	Brakeman, I&D Division.....	Mason City
Jesse E. Dennis.....	Brakeman, I&D Division.....	Mason City
Mrs. R. P. Harmon.....	Wife, Conductor, I&D Division.....	Mason City
Merle Scanland.....	Machinist, Roundhouse.....	Mason City
Custer Greer.....	Captain of Police.....	Miles City Mont.
Eugene Reed.....	Car Department.....	Coburg, Mo.
E. Hiscox.....	Electrician Foreman, Mechanical Department.....	Chicago
Roy T. Searle.....	Conductor, H&D Division.....	Farmington, Minn.
N. H. Fuller.....	Assistant Superintendent.....	Lewistown, Mont.
W. J. Thompson.....	Operator.....	Lewistown, Mont.
J. H. Anderson.....	Miles City, Mont.
P. H. Nee.....	Superintendent.....	Miles City, Mont.
Leo Gribben.....	Rate Clerk, Local Freight Office.....	Mason City
Barney Zienly.....	Clerk, Union Street.....	Chicago
J. G. Wegner.....	Colonization Agent.....	Chicago
R. C. Donehower.....	Assistant Agent.....	Minneapolis
Miss Bess Mullane.....	Clerk.....	Rockford, Ill.
Miss Clara Mahoney.....	Clerk.....	Rockford, Ill.
Mrs. D. V. Phare.....	Wife, Ticket Agent.....	Great Falls, Mont.
I. S. Hogenson.....	Seal Clerk, Freight House.....	Minneapolis
C. F. Loweth.....	Chief Engineer.....	Chicago
W. Dolphin.....	Asst. Supt., Sleeping and Dining Car Dept.....	Tacoma, Wash.
Wm. Foster.....	Conductor.....	Aberdeen, S. D.
A. Britzius.....	Trainmaster's Clerk.....	Butte
M. J. Welch.....	Dispatcher.....	Butte
Roy Jorgensen.....	Stenographer, Superintendent's Office.....	Butte
Miss Mabel Price.....	Stenographer, D. F. & P. A.....	Butte
J. R. Clarke.....	Tacoma, Wash.
T. H. Strate.....	Division Engineer.....	Chicago
Jos. Strohmeier.....	Interline Freight Office.....	Chicago
Lawrence Tobin.....	Checker, Freight House.....	Green Bay
Francis Morgan.....	Son, Engineer.....	Green Bay
John Phillips.....	Time Reviser.....	Green Bay
Miss Helen A. Miller.....	Real Estate Department.....	Chicago
Mrs. Wm. C. Hart.....	Wife, Traveling Engineer, Superior Division.....	Green Bay
J. F. Moudry.....	Operator.....	Farmington, Minn.
Miss Alice Sandberg.....	Central Computing Bureau, Fullerton Avenue.....	Chicago
Mrs. Rena MacLean.....	Central Computing Bureau, Fullerton Avenue.....	Chicago
Hugo Del Ghingaro.....	Freight Auditor's Office.....	Chicago
Arthur H. Freitag.....	Ticket Auditor's Office.....	Chicago
Miss Florence Bies.....	Freight Auditor's Office.....	Chicago
Zip Hudson.....	Clerk.....	Sheldon, Ia.
J. E. Wallis.....	Traveling Auditor.....	Perry, Ia.
A. W. Luedke.....	Traveling Auditor.....	Lewistown, Mont.
James Turney.....	Mechanical Department.....	Chicago
M. F. Boyden.....	Conductor, I&D Division.....	Mason City
A. M. Saxer.....	Engineer, I&D Division.....	Mason City
Carl Zickrick.....	Engineer, I&D Division.....	Mason City
J. V. Anderson.....	District Storekeeper.....	Miles City, Mont.
V. Price.....	Demurrage Inspector.....	Chicago
Ed. Jacobson.....	Roundhouse.....	Mason City
F. A. Shoulty.....	General Car Foreman.....	Chicago
W. G. Davidson.....	Manager, Information Bureau.....	Chicago
P. L. Hays.....	Dispatcher.....	Spokane
J. G. Weaver.....	Engineer.....	Tacoma, Wash.
Miss Leah Aaron.....	Central Typing Bureau.....	Chicago
Albert Gerke.....	Freight Auditor's Office.....	Chicago
Earl I. King.....	Store Department, Western Ave. Round House.....	Chicago
C. H. Dietrich.....	Freight Claim Agent.....	Chicago
Tom Trackwell.....	Section Foreman.....	Salem
R. P. Harmon.....	Conductor, I&D Division.....	Mason City
Miss Birdie Kuhn.....	Purchasing Department.....	Chicago
Mr. Lawrence.....	Sleeping Car Conductor.....	Tacoma
W. C. Mills.....	S. S. & D. C. Department.....	Chicago
R. G. Raandall.....	Janitor.....	Great Falls, Mont.
L. Soper.....	Trainman.....	Great Falls, Mont.
E. H. Soike.....	General Yardmaster.....	Aberdeen
Ed. Conley.....	Baggageman.....	Aberdeen
James Madden.....	Police Officer.....	Aberdeen
B. L. Hilliker.....	Welder Foreman.....	Chicago
L. V. Schwartz.....	Care of District Storekeeper.....	Savanna
G. Heffron.....	Fullerton Avenue.....	Chicago
C. J. Pfennerstill.....	Accounting Department, Milwaukee Shops.....	Milwaukee
Mrs. G. H. Hill.....	Wife, Assistant Superintendent.....	Spokane
E. J. Smith.....	Warehouse Foreman.....	Great Falls, Mont.
R. G. Randall.....	Janitor.....	Great Falls, Mont.
Mrs. H. F. Love.....	Wife, General Chairman.....	Seattle
R. D. Lamphere.....	Traveling Auditor.....	Chicago
H. M. McCoy.....	Agent.....	Melstone
Mr. Erickson.....	Freight Department, General Offices.....	Chicago

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. Braham.....	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, Moberly, S. D.
Eileen Story.....	Care of Superintendent, La Crosse, Wis.	Nora B. Deco.....	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.		

West End T. M. Division

R. K. B.

WHENEVER anything happens in Miles City, Milwaukee railroad employes are very likely to be taking a prominent part.

Just now we are rooting lustily for the American Legion Junior League ball team, which a week ago won the Montana State Championship from Great Falls and leaves immediately for Pocatello, Idaho, where they will meet in competition with teams from the states of Washington, Oregon and Idaho. The home team looks to us like a winner. The team includes the following junior editions of well known Milwaukee employes at this point:

"Little Numi" Nummerdor

Bud Gilmer

"Speed" Ball

Verne Hill

"Mooch" Hanrahan

Dan Brady

Jerry Frawley

John Anderson

Bob Nelson

These kids are famous around here just now, and so are their old mans. It seems there's a familiar story beginning "When I was twenty years younger."

Noticed an article in a local paper a while back reporting that Ralph Holm, son of Fireman H. E. Holm of Miles City, appeared as guest artist on the Fourth of July celebration program at Ridgeway, Missouri. Young Ralph's numbers on the piano were highly appreciated.

We note with regret the passing of Mrs. A. E. Oliver, wife of Engineer A. E. Oliver, at Miles City last month. Mrs. Oliver was reported as seriously ill in a previous item in this column, but we hoped at that writing she was on the way to recovery. Funeral services were held at Miles City.

Machinist Farnham Denson and Master Mechanic H. E. Riccius were in Seattle the early part of August as representatives at the meeting of the Milwaukee Hospital Association.

The Hon. I. H. "Shorty" Rodgers is just about completing his convalescence from a broken leg suffered about two weeks ago while playing baseball.

Master Mechanic H. E. Riccius and family have recently left for the east, where Mr. Riccius will attend a staff meeting of the locomotive department in Milwaukee, after which he will spend a short vacation in Chicago seeing the sights at the World's Fair.

George Hilton spent a few days in Miles City last week on a visit with various friends, and got in a few days' extra work at the office.

Herewith are recorded a few famous sayings of some of the boys which have encroached upon the notice of this columnist:

(H. B. Rivers)—"Charley? This you, Charley? Say, Charley—"

(C. A. Nummerdor)—"That's my boy."

(S. W. Nelson)—"If you gimme a cigarette, I'll light it for myself."

(F. McGourty)—"Why don't you put some gas in your car so we can go for a ride?"

(J. T. Sleavin)—"I told him the critter wasn't worth a nickel over \$25.00."

D. & I. Division, First District

E. S.

SYMPATHY is extended to Operator Charles Kuntz and family, of Elgin, account the death of their son, Robert, and serious injury to their son, Charles, who were in the auto accident involving a number of Conservative Corp boys stationed at the camp at Galena, Ill. The boys had been home over the week-end and were returning to Galena, the accident occurring near Rockford, August 10th. We hope that the injuries Charles received are not as serious as reported and that he will make a satisfactory recovery.

Plans are being made for a Milwaukee picnic to be held at Old Mill Park, Savanna, Saturday, Aug. 26th. Committee chairmen were appointed at a meeting held in the Women's Club House the evening of Aug. 21st, and it is expected that this will be one of the most enjoyable picnics we have had. The Milwaukee Women's Club will furnish coffee, sugar and cream, and together with the usual good things to eat, we expect to have one wonderful time, with a couple ball games lined up for the main attraction.

Mr. C. T. Wright, engineer on the First District, and residing in Savanna, celebrated his fifty years of service with the

Milwaukee Railroad and was entertained at a picnic gathering at Old Mill Park. Mr. Wright began work as a call boy and clerk at Savanna in 1882 and continued in that capacity until transferred into the Locomotive Department as a fireman on Aug. 16, 1889, being set up an engineer on Feb. 17, 1898. At the present time Mr. Wright is in yard service at Savanna and we hope he will see many more years of active service.

Mr. and Mrs. Charles Plattenberger and family, of Savanna, visited Niagara Falls by way of a boat trip from Detroit to Buffalo and report a very enjoyable trip.

Work is progressing on Savanna Depot, part of which is being converted into office rooms and will house the force which now occupies The Glydeson Hotel. This will make ideal office quarters and we are looking forward to the time when we can move into this location.

Master Frank Mullen, son of Divn. Master Mechanic P. L. Mullen, left for his home in California after spending the summer vacation with his father and other relatives.

Agent and Mrs. A. J. Reinehr, of Savanna, have been entertaining as their guests, two former superintendent's office employes, Mrs. Herman Wunderlich (Gweneth Greene) and Mrs. Irvin F. Tyler (Louise Reinehr).

Northern District—Car Department

O. M. S.

MR. SWANSON is smiling happily,—having his family at home in Minneapolis, following their visit in Chicago.

J. A. Deppe, A. S. C. D., Milwaukee, was a brief caller at Minneapolis Shops the latter part of July. Art Schroeder also visited Minneapolis the same day.

Friends tell us that Walter Johnson, dressed in white, on Sundays, makes delicious ice cream at his Lake Minnetonka home.

Foreman Behrens, wife and daughter Peggy, attended Century of Progress and spent a great share of their time in the General Motors and Travel and Transport Buildings.

Carmen, C. Sherva and C. Hyllestad, Minneapolis, were World's Fair visitors July 4th.

Ole Stenseth, carman, Minneapolis, was delegate to Scandinavian American Fraternity at Eau Claire, Wis.

We hear August Strom, carman, catches fish at Big Stone Lake. He never fails to bring 'em in.

Foreman Weatherell and family visited at Chicago and Denver during his vacation.

Iver Lindsay, carman, Minneapolis, tells us that the Light Repair Yard averaging about 80 men, under Foreman Hollingsworth, has completed four years without a reportable injury—which is very good indication that men are always on the alert



Betty Lou, daughter of W. C. Boynton, C.P.A., Los Angeles. Betty Lou was being born as the walls of Seaside Hospital, Long Beach were falling during the earthquake, March 10th, 1933.



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and mindful to see that safe conditions exist.

H. Belend checked A. R. A. work at Mitchell, S. Dak., latter part of June.

Joe Maier and wife, from Mitchell, attended World's Fair at Chicago in June, reporting a good time.

Foreman F. J. Tschohl and wife, visited at Albuquerque, N. M., in June when his son, Frank Jr., received B. A. degree at the University.

Asst. Foreman, F. M. Washburn and family, St. Paul, are vacationing in Chicago and expect to look over the entire Century of Progress before returning.

Luther Cadow, clerk, St. Paul, enjoyed short auto and fishing trips while on vacation.

We understand Ole Hanson, Henry Meihof and Frank Knapp, St. Paul Repair Track, haven't actually been fishing of late but they can still talk as good a fishing trip as any we have heard.

General Car Foreman, J. Hemsey, enjoyed a restful vacation at home.

Local Freight Office, Spokane

R. R. T.

FOR some time past the weather at Spokane, the Hub and Metropolis of the Inland Empire, has been what you might without fear of contradiction describe as "some warm," meaning that it has gone up to 106 on occasion and that days on which the mercury only reached 93 were considered as delightfully cool. On such a day Mrs. Lillwitz, wife of our friend, Carl Lillwitz, clerk to Assistant Superintendent Hill, lowered the temperature at her husband's office at least forty degrees by showing us a photograph of their lovely daughter, Miss Margaret, in her winter clothes, taken at Nome, Alaska, last winter, when the temperature was about fifty below. The surroundings looked cold enough but Miss Margaret's smiling face seemed to indicate that she is enjoying life in those bleak and barren wastes on the shores of the Arctic Ocean. We trust that some time, when she returns from the far north, we may be privileged to tell this young lady how refreshing her Arctic picture was on that hot day.

In this connection we must apologize for being a little late in reporting that Mr. and Mrs. Lillwitz recently enjoyed a visit by Mrs. F. W. Schultz, of Miles City, Montana, Mrs. Lillwitz's mother.

We regret having to record the death of Mr. Philip Roche, late switchtender at the east end of the Union Station at Spokane, who died quite suddenly on August 1st. Mr.

Roche had been ill for some time and had undergone a serious operation but had improved very much and was expecting to be back to work very shortly, when a sudden and unexplained relapse proved fatal. He is survived by his widow, Mrs. Katherine Roche, a daughter, Lucille, one brother and four sisters. The funeral was held on August 3rd. Members of his railway associates attended the funeral rites and several fine floral pieces testified to the high regard in which Mr. Roche had been held by his fellow railroadmen. We desire to express our sincere sympathy to the sorrowing relatives.

Mr. Roche's death means permanent employment on the second trick switchtender's job at the east end for our good friend, Jack Campbell, who has been there since Roche's illness.

Mr. J. P. Downey, conductor on the Spokane-Marengo freight run, is something of a hero in his quiet and unostentatious way, though he smilingly disclaims any heroism. He recently figured as the donor in a blood transfusion, giving up a considerable portion of his blood to save the life of a young girl, the daughter of friends of his, who was the victim of anemia to such an extent that her life was despaired of by the attending physicians. Mr. Downey's blood was found to be of the required type and after the transfusion the young lady's condition improved very markedly so that her early recovery now seems certain. We know that Mr. Downey will gracefully sidestep all compliments but we feel that his sacrifice should be appreciated just the same.

Mrs. Ells, wife of Mr. W. W. Ells, night watchman at the Freight Office, has been confined to St. Marie's, Idaho, hospital for several weeks at this writing, following a serious operation for gallstones. The operation took place at St. Marie's because Mr. and Mrs. Ells formerly lived there and have a married daughter living there. Mr. Ells has been off duty ever since Mrs. Ells was taken sick and is devotedly looking after her. At latest reports she was improving slowly but steadily and is expected to be able to return to her home in Spokane before long. We extend our best wishes for her early and complete recovery. While Mr. Ells is off, Nick Toma, who was formerly on that position and is well known to Spokane Milwaukee men, is working in his place.

Mr. and Mrs. J. Ford of Waverly, Wash., recently spent a week visiting their daughter and son-in-law, Mr. and Mrs. Joe James, Mr. James being the foreman of the second shift switch engine in Spokane yard. We hope that they quite approved of their son-in-law's housekeeping, since—Mrs. James being on the staff of St. Luke's hos-

pital of this city—a considerable part of it falls into his hands.

Mr. Jess Jones, also of the second shift switch crew, was off for several weeks recently to receive medical aid for a painful ailment. Much of the time he spent with Mrs. Jones, recuperating at their wilderness camp on Lake Sullivan, up in the Panhandle, where he had merely to go down to the beach and whistle, when the trout would come jumping out of the water into the skillet. We are pleased to report that he has returned to work much improved.

Conductor M. E. Shaughnessy lately relieved Conductor R. W. Duell for a trip or two on the St. Marie's-Spokane freight run. On the run opposite to this we note our old friend, Conductor Louisell, whom we knew years and years ago in construction days on the old Musselshell Division.

Brakeman Harry Hook of the Spirit Lake Local run has recently returned from a trip east where he spent several weeks seeing all there was to see at the Chicago exhibition. Engineer Jack Quinn just left for the same big show on the morning on which this is written. It must be nice to be rich and able to afford these sight-seeing vacations.

And here is another one of these vacationists: Mr. F. J. Swazey, who was recently assigned to the re-opened agency at Clarkia, Idaho, is on a thirty-day leave of absence for a trip east—destination not disclosed, but undoubtedly leading towards Chicago.

Mr. C. Helmer, who had been third trick operator at Othello, has been assigned the second trick at Manito.

Mr. P. H. Murnane, who lost his job as agent at St. Joe by the closing of that station, is relieving Operator F. Matz at Coeur d'Alene, Mr. Matz being on leave of absence on account of illness. We trust that he will soon be restored to health.

Mr. P. L. Hays, chief dispatcher for the branch lines in this neck of the woods, is wearing a gratified expression since he was able to report a thirty-three per cent increase in tonnage handled on the branches under his jurisdiction in July over the same month of last year. Logging, lumber, mining and general merchandise all contribute to the increase. Ore shipments are being made regularly from the mines at Meteline Falls; the ore goes for treatment to the smelter at St. Louis via the Terre Haute line, thus giving us the longest possible haul. To show how the lumber business has picked up: The Pan-Handle Lumber Company found it impossible to get enough logs to the mill at Spirit Lake by towing on the lake and has therefore put on its logging trains between Spirit Lake and Dimeling; these operate over our tracks on a contract basis.

The Milwaukee Women's Club of Spokane held its annual picnic at Natatorium Park, Spokane, Saturday, July 29th. It was very largely attended, a large delegation coming up from Malden; among those present we note Supt. F. E. Devlin and family of Tacoma, Assistant Superintendent G. H. Hill and family, Chief Dispatcher P. L. Hays and family, and of course our own Mr. W. W. Cutler and family. The baseball game between the women and the men resulted in a victory of eleven to one for the ladies; the men, of course, try to establish an alibi by blaming the umpiring of Joe Gengler as biased and partial—in fact it is rumored that a collection of the rulings made by him has been forwarded to the National baseball authorities for possible inclusion in amended rules for umpiring. The children's games and sports were immensely popular, as usual, but as the Women's Club will report on these direct we shall not include them in this brief account.

Mr. Shearer the new state track scale tester, with the scale test car, is here at this writing, timing his visit with one by Ole Johnson, our own scale expert, and Paul Leistner's B. & B. crew, who are giving the scales a thorough overhauling; so the scales will now no doubt weigh accurately to the pound.

Chicago Terminals

Guy E. Sampson

MANY of our employes are busily engaged this month entertaining relatives and friends who are attending the Century of Progress in Chicago. Space would not permit naming them all but for the expression of sentiment of all with whom we have talked, the boys and their families have enjoyed showing these visitors around, not only at the Fair, but through many of the great enterprises that our railroad serves.

Switchman George Barns says, "Never walk the plank unless you really have to, and then kindly request that there be no water under the plank." Well, George ought to know after the tumble he took, while his family were watching him walk over a dirty creek and also saw him slip and fall in the muddy waters.

We are informed that Engineer John Graves and his fireman, Jimmy Arcus, recently heard so much over the radio about Crazy Crystals that they decided to try them for tired, sore feet. It is also reported that after a few days' trial they both decided that instead of helping their feet the effect was going to their heads and they discontinued the use of same highly advertised article. However, they both think that if a different name than "Crazy" was attached to the crystals they might not affect one's head.

Well, another assistant superintendent of Chicago Terminals has been promoted. This time it fell to the lot of another highly esteemed man, Mr. D. T. Bagnall, who was promoted to the position of superintendent and transferred to Minneapolis. In his place we find Mr. A. T. Berg, formerly of Milwaukee, taking the reins as assistant superintendent, under the able superintendent of terminals, Mr. C. L. Whiting. Well, here's hoping that all employes give Mr. Berg the same cooperation that they have given his predecessor, and that Mr. Bagnall receives the same at the hands of those employes up north.

H. & D.

"J. D."

Jack Schmutzler finally got his mules rounded up and corralled after a merry ride over a part of Chippewa county.

Col. Dunlap returned to work at Montevideo Aug. 13th after spending a two weeks' vacation in St. Peter and Mankato.

Mike Riley of Milbank is still out at this writing. Mike is on one of his annual fishing trips which usually last from four weeks to two months, which isn't bad for the extra operators, we say.

Conductor Jack Hughes and daughter, Betty, are back in Minneapolis after a trip to the east.

Pete Kemla and family spent a couple weeks in the old home town in Montana.

Col. Weatherly, operator of Redfield, is working as agent at Odessa for a few weeks. Mr. Wanous and family of that point are taking in the World's Fair.

Emil Rhodes put in a couple weeks as night R H foreman at Montevideo.

Edward Asplin, passenger brakeman, together with his family, visited the Century of Progress in Chicago. Eddie says it's a swell show and well worth the time and money spent.

Olympian conductor, Fern Harrington, is taking a month off this summer. Mr. Lally of the Hay line is working Fern's job.

L. E. Nelson, agent Wegdahl, following 263 out of Wegdahl Aug. 13th, discovered a fire which that train had set. Len got busy and put the fire out. Had the fire not been caught in time it would have burned 40 or 50 haystacks.

Mrs. Arnold Jerde and daughter, Barbara, spent a month in Denver, Colorado, visiting with relatives. While in Colorado, they also made a trip to Colorado Springs and up Pike's Peak.

Geo. Fauss and family of Granite Falls took in the World's Fair at Chicago. Chief Agent Lowe took care of the station while George was away.

Bill Kirkby of Norwood has been off for about three weeks, spending most of the time visiting friends and trying his luck at fishing.

J. B. Nicholas of Marvin has been permanently assigned operator at Roscoe and started work the middle of August. Mr. Nicholas has been bucking the extra board since he was displaced at Marvin a few months ago.

Pat J. Walsh of Minneapolis has been acting as agent at Lakeville while J. J. Matzoll, regular agent, took a couple weeks off.

Archie L. Mankinster of Ortonville is at present working as agent at Fargo.

Iowa (East) Division

J. T. Raymond

The Milwaukee Road right of way between the side tracks and Cedar River banks at Cedar Rapids, located between the freight house and the city central fire station has for years been a dumping ground for rubbish and has yearly grown up in weeds with the result that it was very unsightly. Through the efforts of City Fireman Wayne Pennington and Fred Condon, assisted by the rest of the city firemen of the Central station this property has been leveled off, cleaned off and flowers and shrubbery planted so that it is now a place of beauty and is referred to as Fireman's Park. The efforts of these firemen are greatly appreciated, especially by their Milwaukee Road neighbors, who most heartily accord them a vote of thanks.

Mr. and Mrs. Grant Dahl of Savanna spent several days at Marion the middle of July, visiting the Elder family enroute to Minneapolis via Sioux City.

James Tobin of Marion spent his vacation at his old home at Columbus, Wis., visiting relatives. Returning via Chicago where he visited the Century of Progress Exposition.

Mr. and Mrs. Ralph Kendall of Marion visited the Chicago Exposition the middle of July.

Mrs. A. J. Elder and daughter, Janet, and Miss Edna Roberts spent several days at the Century of Progress, Chicago, the middle of July.

Roy Murray and two sons of Chicago visited in the home of his parents, Mr. and Mrs. Murray, at Marion the middle of July.

Mr. and Mrs. L. C. Low of Marion have returned from their summer home at Lake Okaboji.

Mr. and Mrs. Daniel Hickey spent several days at Chicago about July 20th visiting the Century of Progress.

Mrs. Phillip Shoup of Marion returned the middle of July from Philadelphia where she visited a daughter.

Mr. and Mrs. Frank Hardenbrook of Marion returned home July 28th from Chicago where they attended the Exposition for several days.

Wesley Pulley, age 69, passed away at hospital, Davenport, Thursday, Aug. 10th. The remains were taken to Maquoketa, where the funeral services were held and burial service at the grave by the Masonic Lodge. The pall bearers were W. D. Shank, Edward Forbes, Edward Clausen, Joseph Shedek, D. Chapman and H. J. Brosman. The large number of friends gathered to pay their last respects and the many beautiful flowers attested the affection and esteem in which the deceased was held by his associates and friends.

Mr. Pulley began work for the Milwaukee Road as a painter in 1886, began braking in 1889, and was promoted as conductor in 1899. He has served in that capacity mostly between Davenport and Monticello and lately between Marion and Calmar. He was known as a conscientious, efficient employe and was highly regarded by his fellow employes and will be greatly missed by his associates. The employes extend their sincere sympathy to the surviving members of the family in their deep loss.

J. A. Cherwinker of Perry, L. Anderson of Rockwell City, A. H. Hobert of Monticello, S. Einarson of Perry and R. J. Worthington of Cedar Rapids, were among

RAILROAD SMOKERS VOTE EDGEWORTH THE FAVORITE

Popular Pipe Tobacco Leads
3 to 1 Among 7 Brands
in Railroad Shop

THERE'S no longer any question about it: a pipe is the railroad man's smoke, and Edgeworth is his ideal brand of smoking tobacco. For example, in the shops of a certain western railroad, there are 68 users of Edgeworth to 23 users of the second favorite tobacco—making Edgeworth practically a 3 to 1 favorite over its leading competitor. Here are the figures:

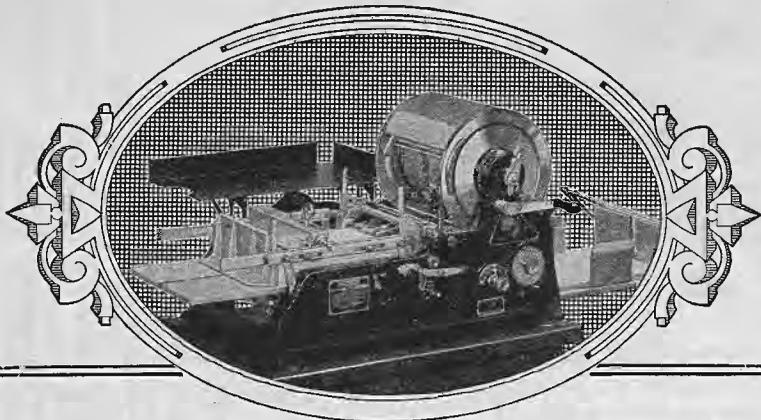
EDGEWORTH SMOKERS 68		
TOBACCO B	"	23
" C	"	22
" D	"	10
" E	"	9
" F	"	5
" G	"	4

Other investigations among railroad men in yards, round houses, terminals and shops reveal similar majorities for Edgeworth. Why? Because railroad men, among whom the pipe is the most popular smoke, know pipe tobacco. They find in Edgeworth the pick of the choicest pipe tobacco, blended by men long experienced in looking out for pipe smokers' pleasure.

If you are not already an Edgeworth smoker, try it next time. It comes in all sizes from the 15¢ pocket package to the pound humidior tin. The flavor is *always* the same—and Edgeworth is always mild. It is mild because it is made from the leaves of the mildest pipe tobacco that grows. Made and guaranteed by Larus & Bro. Co., Tobaccoists since 1877, Richmond, Va. Say "Edgeworth" to your dealer.

EDGEWORTH

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The one outstanding fact about the Mimeograph is that it is a money saver. As never before it is being used now by railroads throughout the country. Whatever you type, write or draw on its famous stencil sheet is turned into

clean-cut duplicates by hourly thousands. Tariff sheets, illustrated letters, yard bulletins, manifest reports, etc., at high speed and low cost! Write A. B. Dick Company, Chicago, or 'phone branch office in any principal city.



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keep their dollar at work in First Wisconsin savings accounts. Their deposits are protected at all times—by extensive resources, by sound management, by the tested strength of this bank. We shall be glad to have you join this group of savers at any First Wisconsin Office or affiliated bank.

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First National Bank OF Everett, Washington

on the Chicago, Milwaukee, St. Paul and Pacific Railroad, on Puget Sound
Established more than forty years ago
Pays interest on savings deposits at 3½%
1892 - 1933

those attending a safety first meeting at Marion, presided over by Supt. A. J. Elder, July 26th.

W. D. Shank, Mr. and Mrs. Edward Forbes of Marion, and a large number of friends from Oxford Junction attended the funeral of Wesley Pulley at Maquoketa.

The Misses Deveda Troy, Marion Busby, Bernice Hillerege, Freda Mary Smith, Dorothy Smith of Marion and Catherine Cooper of Cedar Rapids were in Chicago, viewing the World's Fair the middle of August.

The Frank Higgins family of Marion and Conductor Jack Higgins of Monticello drove to Davenport Saturday, Aug. 12th, to attend the funeral of Mrs. William T. Kelley, who resided at Marion some years ago.

Mr. and Mrs. Thos. Costello of Marion spent several days at the Chicago World's Fair early in August.

Mr. and Mrs. W. D. Shank of Marion were away several days the middle of August, visiting at Ames, Des Moines and Williamsburg.

Mr. and Mrs. Frank S. Keith moved to Perry early in July where Mr. Keith fires a passenger engine from Perry to Savannah. They have resided in Marion for a number of years and have made many friends, who regret very much their having to change their residence.

L. A. Klumph of Cedar Rapids attended a meeting of car foremen and a safety first meeting at Savannah August 2nd.

Mr. and Mrs. George Phillips of Savannah accompanied the remains of Mrs. I. C. Beall from Savannah to Marion Aug. 1st for services and burial. Mrs. Beall was the mother of Mrs. Phillips and passed away at her home where she had been living for several years. Quite a number of friends came from Savannah to attend the services. A number of friends on this division extend their sympathy to the surviving members of the family in their bereavement.

Third Trick Operator Fred Lindmeier of Green Island was injured in an auto accident Sunday, July 30th. He was laid up in the hospital at Bellevue, Iowa, for several days, resuming work at Green Island August 10th. Operator Russell Tarr supplied.

Chief Dispatcher H. C. Van Wormer of Marion returned July 30th. Mrs. Van Wormer remaining at Lake Pequot for a longer visit.

Beginning July 30th the westward track from Indian Creek to Atkins Yard was put in service as the main track in place of the eastward track.

Operator Frank Bowers of Sabula was off vacationing in Minnesota fishing early in August. Fred Day relieved him.

Mr. and Mrs. L. G. Hewitt of Marion spent a few days at Clear Lake, Iowa, early in August.

Miss Hannah Johnson of Marion was away on a vacation the middle of August, spending most of the time at home.

Dispatcher L. A. Turner of Marion began his vacation Aug. 17th, spending some of the time moving into his new residence at 1540 8th avenue, which he has recently purchased.

Conductor D. G. Hickey, who has been braking on the Calmar Line wayfreight, is now running the night transfer at Marion, displacing Conductor Wm. Reep, who is now braking on the main line wayfreight.

Conductor John F. Coakley was off duty a few days the last of July, Conductor W.

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Vice-President Chicago, Milwaukee, St. Paul & Pacific Railroad Company

HENRY X. STRAUSS
Chairman of Board, Meyer & Company

I. Farrell relieving on Nos. 7 and 8, Marion to Omaha.

Conductor Elmar Shook was taking a little rest the second week in August, Conductor A. E. Young relieving on the Davenport-Monticello wayfreight with M. D. Coon doing the braking.

Train Baggage man Walter E. Willett is off duty account sickness, being relieved on Nos. 3 and 4 between Chicago and Marion by O. O. Kieckhaefer.

Engr. G. W. McElwain has resumed work on the Calmar Line jitney after being off duty for some time account sickness.

R. F. Tyler and signal crew completed their work between Indian Creek and Atkins Yard August 11th and have gone east.

Among the many visitors to the Century of Progress Exposition at Chicago early in August we note the following from Marion: Mrs. R. Lee Taylor, Mr. and Mrs. C. T. Rowe, Mr. and Mrs. George Busby, Mrs. W. D. Shank and niece, Mrs. Pearl Ogden.

Mr. and Mrs. W. J. Hotchkiss of Marion spent two weeks in the east, part of which time was spent at the Century of Progress, Chicago.

Walter Applegate of Perry visited his daughter in Marion early in August, going from there to visit relatives at Scotch Grove.

Kansas City Terminal

S. M. C.

A number of Kansas City folks are going to Chicago to spend several days at the Fair, and the Milwaukee is receiving their share of patronage. Let the good work continue.

August means "Dog Days," but it also means "Watermelon time in Old Mizzori."

Mr. Schutte of the local office is smacking the golf balls so far that when he finds them they look old from exposure.

The amount of beer shipped out of Milwaukee via the Milwaukee would make good figures for the Baron Munchausen to tell Charlie about.

Charlie Wright, claim clerk, and his daughter spent the week end at the Fair, Miss Wright going on to Pennsylvania to visit relatives. Charlie says everyone should try and make arrangements to visit the Exposition. Understand Charlie is going to make another trip, he didn't get to visit "Streets of Paris" last time.

In order to find out who is the biggest "fibber" the local office golf bugs are taking turns in keeping the score.

Jim Springer has joined the ranks of automobile owners. He now has a "Jim Dandy" Buick.

Nellie McGraw reports the NRA has shown some effect already. Nell found a dress when window shopping and before she could buy it the dress had doubled in price.

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

D. H. A.

WE are sorry to have been a slacker last month but the heat was too much for us, I guess, but we will try to do better from now on. Although a little late we want to tell of the marriage of one of our most charming young ladies, Miss Claire Riffle, who was united in marriage to Mr. William Robertson of Kentucky on May 22nd. Miss Claire is a graduate of the Moberidge high school; also of the University at Vermillion. We extend congratulations and best wishes to this happy couple.

The many friends of Conductor Henry Wyman will be pleased to know that he has recovered from his long seige of illness and is now back on the job again. "Heine" speaks very highly of our hospital association, having been a patient at three of their hospitals, Moberidge, Miles City and Seattle, and at each one of these he was given the best of care and every consideration and due to this fact he is now chipper as ever.

The thought uppermost in vacationists'

Get the Grime off Quickly with LAVA SOAP



At these points
ordinary soaps fall down

No matter how hard or how long you scrub with ordinary soap you just can't get ground-in grime from around knuckles and nails. When this dirt gets into a scratch or nick, infection may result. Lava gets all the dirt—helps you prevent infection.

and Reduce the risk of hand infections

If you get an infected hand, it probably means a lay-off. If the infection is bad enough, it might mean your job. Why take that risk? Reduce it by using Lava when your hands are grimy.

Lava Soap kills germs—kills five to ten times as many as carbolic acid. And Lava gets all the dirt. Here's how Lava works. Thick, heavy lather gets the surface dirt.

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

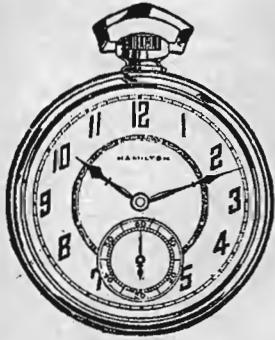
And Lava will outlast any other soap 3 to 1 — an important point in these thrifty times. Get Lava today.



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Gets the dirt . . . protects the skin

Your Local Watch Inspector Deserves Your Patronage!



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Game, Fruits and Vegetables**

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T-Z Products give unexcelled service.

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minds these days is to go to Chicago and take in the Century of Progress exposition, and it is certainly well worth seeing. Among those who have taken it in so far are Mr. and Mrs. A. W. Arvidson and family, Mr. and Mrs. Ross Stubbart and family, W. C. Fullers, Mrs. Paul Nylan, Miss Betty Twining, Miss Jean Sarchet, Mr. and Mrs. W. P. Moran and children, Sherwood Clark, Bess Bunker and her mother, Mrs. Payne, Mrs. J. L. Caldwell, Barbara, and James.

Clarence Nummerdor of Miles City relieved W. P. Moran as chief dispatcher for two weeks while our worthy chief took a much needed rest and vacation. Besides taking in the Fair the Morans visited relatives at Rockford and Savanna, Ill.

Mr. and Mrs. C. A. Nummerdor were guests at the Roy Van Dyne home during their two weeks' stay in Moberge.

Miss Rose Hegne of New York City spent two weeks of her vacation visiting at the home of her sister, Mrs. Dora Anderson, and her mother, Mrs. A. E. Hegne.

We are proud of our 192 report for July, in fact for the past four months we have shown an average increase in revenue on received and forwarded freight of 5196.44 per month. On August 9th we received our first three carloads of beer. With South Dakota wet the shipments of beer will boost our earnings. With the reduced passenger rates that went into effect on August 1st and the many attractive excursion rates to the World's Fair our passenger business will also show an increase. Let the good work go on.

Mrs. Emil Johnson and son, Dick, visited relatives at Minneapolis, Chippewa Falls, Wis., and Janesville, Wis.

Mr. George Darrow and Larry Hourigan journeyed to Lake Enemy Swim on a fishing trip and came back with just two tiny little fish. We have a sneaking idea there were stronger attractions for Larry than fishing.

Mr. and Mrs. Leo Swanton and Mr. and Mrs. Andy Reis spent a week fishing at Leaf Lake, Minnesota.

Mrs. E. C. Carlson and daughter, Gene Ann, spent some time visiting at the home of Mrs. Carlson's parents at Miles City, Mont.

Mr. Ted Johnson spent the 4th at Miles City. During his absence he was relieved by H. H. Rinderneck.

Roy Van Dyne is employed as agent at Wautauga for a few weeks.

Mr. R. S. Lewis is relieving Mrs. Cornell as agent at Selfridge, N. D.

Traveling Freight Inspector A. D. Garmo of Seattle spent a few days in Moberge on business.

Miss Mary Mosher spent her vacation visiting friends at Chicago and taking in

the World's Fair. She gave up her position at the relay office and is now employed at the Moberge clinic. Miss Geneva Perry has taken her place at the relay office.

Mrs. George Gallagher spent several weeks visiting at the home of her parents at Waterville, Iowa.

Mrs. Frank Schneider returned Saturday August 5th, from a trip to Menominee, Mich., where she has been visiting for several weeks.

Mr. Ernie Rinderneck, who has been a patient at the Moberge Hospital for some time, left last week for Rochester, Minn., where he will receive treatment. He was accompanied by his son, Henry.

We are sorry to hear of the illness of Mrs. P. J. Burns, who is confined to her home here.

A little daughter has come to brighten the home of Conductor and Mrs. J. V. Nord, the little miss has been named Mary Anna. Congratulations.

Rocky Mountain Division, Northern Montana

Max

MRS. D. FLOCK of Coffee Creek returned home last week from a trip to points in the midwest where she visited with relatives, including her son, Bert, at Champaign, Ill. While there she received word of the serious illness of her father at Mitchell, S. D., and he died after her arrival in that city. Mrs. Flock was gone about a month.

Roscoe Peterson and family of Christina have departed for Sears, Minn., where Mr. Peterson has been transferred. He has been section foreman at Christina for the past three years and will be succeeded at Christina by Mr. Trumppower, who was foreman there some years ago.

Tyler Hansen, formerly train dispatcher, is now located at Lewistown as boardman. Mr. Hansen had to give up dispatching account of an attack of telegraphers' paralysis.

Mrs. A. M. Maxeiner has returned from Johnson City, New York, where she visited with her daughter, Mrs. John B. Denton and family for two months.

Oliver S. Porter, casiler at Lewistown, is recovering nicely from his operation for appendicitis. He expects to visit the Century of Progress Exposition at Chicago before returning to his duties. He will be accompanied by his family.

Guy L. Kester, of Lewistown, has been assigned position as time keeper to Lee's extra gang. He likes his new assignment very much but says the job does not offer much opportunity for fishing.

There have been a number of changes in the station force at Lewistown. Chester D. Reeves resumed his position as ticket clerk in the city office at Butte. He was succeeded by William J. Retallick. August W. Berge has the position of cashier during Mr. Porter's leave and Anna B. Reuther is back in the office. Joe L. Jost relieved W. J. Thompson while on his vacation, which included a visit to his old home in Syracuse, New York. Neil Grogan has been assigned second trick at the passenger station.

Mrs. Lena Wegner, of Butte, is visiting her son, H. N. Wegner, at Lewistown. She is accompanied by her grandson, Charles G. Bleichner, Jr.

Mr. and Mrs. C. G. Bacon and daughter left for New York City and will visit the World's Fair at Chicago on their return.

Miss Helen Herbert, of Denton, left for Spokane, Wash., where she will remain for some time account of poor health.

Miss Gladys Haines, of Great Falls, Mont., went to Seattle where she will visit friends.

Mr. and Mrs. Harry La Grange and daughter have returned from Billings, where they visited with Kleber, who has a position in that city.

Misses Vera and Dora Van Aucken, of Agawam, Mont., are visiting their grandparents in Luton, Iowa.

W. J. Sughrue and family left for Chi-

cago where they will visit the World's Fair.

D. Flock, of Coffee Creek, Mont., will spend his vacation with his parents at Olney, Ills.

Harry La Grange was called to Minneapolis, Minn., account of serious illness of his father.

Mrs. J. A. Rawls, sons Noel and Joey, are visiting friends in Omaha and Chicago.



Frank F. Luskow

THE Lanesboro Leader of a recent date dedicated the following, together with the cartoon, purporting to be a "listening" likeness of Roadmaster Frank Luskow, of this division:

Name—When the subject of this sketch set up an awful howl because his milk was too warm, a neighbor commented, "Isn't he frank?" So way back there in Germany, in 1883, Pa and Ma Luskow called him Frank. Used as an adjective, that word best describes him.

Boyhood—Came to America with his parents as a boy of 9 years, took in the World's Fair, went to school at Mapleton, Minn. Had ambition to become an architect and is handy with a drawing pencil.

Promotions—Read like the old Alger books. At 18, worked on the section. At 21, section foreman at Minnesota Lake. At 24, supervised building of the St. Clair line. In 1908, became the youngest roadmaster on the Milwaukee, with headquarters at Madison, S. D. Married in 1909, with credit to his judgment. In 1910, moved to Lanesboro and continues as roadmaster over a wide area.

Other Achievements—Twin girls.

Citizen—Village council; 18 years, mayor; 2 years on commission; active in erection of community hall.

Hobbies—Walking, after a golf ball, to hunt game, to catch fish, or to the best bridge game.

Personal Preferences—Eggs. Applesauce. **Private Note**—From one German to another and his wife, in a Norwegian community, "Aller guten Dinge sind drei!" (the cooked variety).

Iowa and SM

V. J. W.

Deepest sympathy is extended to Warehouse Foreman Wm. Smith in the loss of his wife, who passed away at her home in Austin July 30th, after more than a year's illness. Besides her husband Mrs. Smith left two daughters and a son to mourn her passing.

Sympathy is also extended to Fireman Joe Verchota in the loss of his mother, who was accidentally drowned in a swimming pool at Jackson early last month.

Yard Master J. M. Plum is back to work after having enjoyed a two weeks' motor trip through Iowa and Illinois, where he visited friends and relatives. Jim says the new Plymouth runs like a charm.

Conductor Geo. Johnson is the proud father of a bouncing baby boy, born July 23rd.

Agent Tom Burke of Dexter is laying off a few days. Relief Operator Schultz is relieving him.

Agent C. J. Wethe of Dexter has taken the station at Wirock and the following changes have been made: Agent E. W. Rowlee of Grand Meadow has been assigned Wykoff and Agent L. V. Olson of Ramsey has been assigned Grand Meadow.

The following appointments have been announced on the I. & M. division: H. L. Clark, second trick operator at Comus; J. W. Greear, second trick operator at Montgomery, and L. D. Baker, third trick leverman at Montgomery.

We are glad to see Brakeman Glen Gahagen back to work after a two months' illness.

Conductor Ralph McCoy is back to work after a vacation in the north woods.

Conductor Clarence Lutz and family leave the 15th for a couple of weeks up north, fishing, and Conductor Roy Kelly and family expect to leave later in the month on a trip north.

Operator O. D. Thophilus and family of Jackson plan to spend a week the latter part of the month at the World's Fair.

Agent R. A. Peterson and family of Winnebago have just returned from a trip to the Fair. Operator H. R. White relieved him.

Louis Meyer, warehouse foreman at Jackson, has returned to work after having been badly injured in an auto accident while attending the national guard camp at Little Falls.

Looks good to see No. 561 and 562 back on daily schedule with Skippers Hanson and Killoren in charge.

Conductor Ed. Jahren and family left Austin the 12th on a trip to the World's Fair.

Engineer John McCarthy seems to be the popular young man these days since he blossomed out with a brand new Chrysler.

Engineer and Mrs. P. J. Burns enjoyed a visit from their son, Leo, who has just returned from Porto Rico and after a short visit left for St. Marys, Kansas, for three years' study.

Twin City Terminals—Mechanical and Stores Departments

N. A. H.

Everybody vacationing — among those since last issue of the magazine are the following:

Mr. J. L. Brossard, roundhouse foreman, who took his family up north and reports, "The best vacation I have ever had."

Herb Allen, who took in the Century of Progress.

Agnes Robertson, who went north.

George Myers, who also went north.

Mr. John Hendry, engine yard foreman, who went east, stopping off at the World's Fair.

A foreman at Minneapolis roundhouse now realizes he has missed his calling—he should have been an inspector of a brewery.

We all join in expressing our sympathy to Mr. Arthur Sandy and family in the loss of his son, Dr. Benjamin Sandy, who passed away after a lingering illness of eighteen months.

O. M. S.—Welcome to the news item columns, as same has been missed for a long time.

Kansas City Division

C. M. G.

FOR several days in July, Chief Dispatcher L. H. Wilson was a patient in St. Joseph Hospital, having his tonsils removed on July 29. Also, Dispatcher F. R. Moore had a tonsil operation in the same hospital on July 14, being a patient in the hospital for four days.

Mr. and Mrs. A. L. Love spent the week



LOOK

AT THE EXTRA WEAR YOU GET IN OVERALLS OF JELT DENIM!

Men, Lee Overalls give you double wear. Fully twice the wear of ordinary standard denim used in 9 out of 10 overalls today. And it stands to reason.

Woven right into the Jelt denim in one pair are 1716 extra feet of yarn. Almost 1/4 of a mile more yarn than in ordinary overalls. And it's tougher, tighter yarn, super-twisted for strength.

What a difference that extra yarn makes! Closer weave resists ripping. Cuts shrinkage to a record low point. Your Lee Overalls come out of the wash comfortable and roomy. They keep their shape because "body" is woven into Jelt denim with extra yarn—not extra starch. It won't wash thin. Is it any wonder that Lee Overalls give twice the wear?

But double-wearing Jelt denim isn't all you get in Lee Overalls. Just think of the satisfaction you'll enjoy in these Lee features: deeper pockets, lined with boat-sail cloth, won't wear through; U-shaped crotch won't bind; patented shield back—suspenders won't slip; corded button-holes won't tear out. A dozen features like these give you as much in extra pleasure as Jelt denim gives you in extra wear.

FREE!

Write for Free Time Book, sample of Jelt denim and name of nearest Lee dealer.

The H. D. LEE MERC. COMPANY

Dept. M-90

Kansas City, Mo.
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Salina, Kan.



"Just Like Dad's"

UNION-MADE



Lee OVERALLS

UNION-ALLS, SHIRTS, PANTS, PLAY SUITS

DEALERS: Tie up your store with Lee quality advertising. Write for unique Jelt denim display. Dealers say it makes a big difference in their overall profits.

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Bird-Archer Company
 Manufacturers of
ANTI-FOAMING COMPOUND
 Western Office
 122 SOUTH MICHIGAN AVENUE
 CHICAGO, ILLINOIS



LUMBER
PILING—TIES

and

MINE TIMBERS

**Egyptian Tie & Timber
 Company**

St. Louis

Chicago

of July 16 in Chicago attending the Century of Progress.

Sodie Blake and family spent a vacation in Chicago the first part of August taking in the World's Fair.

At noon on August 4 Conductor Charles J. Blanchard died at his home in Chilliscothe, Mo. He was 78 years of age and had been in the service of the Milwaukee Railroad for sixty-two years, serving as a passenger conductor from year 1900 to year 1929, when he retired. Mr. Blanchard had been in failing health for several weeks. Funeral services on Monday and burial in Edgewood. He is survived by two sons, Karl M. of Memphis, Tenn., and Max K. of Chilliscothe, Mo. Mrs. Blanchard preceding him in death by four years.

Engineer Joe Palmer and family motored to Minneapolis, Minn., during the latter part of July, from which point Mrs. Palmer and children continued to Seattle via Milwaukee Railroad to visit in the home of Mrs. Palmer's mother.

Other Century of Progress visitors and enthusiasts are Conductor Bob Ruckman and wife, who with their son and wife of Ottumwa, also their daughter and family of Chicago, attended the Fair during July.

E. J. Klahn and Mrs. Klahn returned on August 10 from a two weeks' vacation, part of which was spent in Chicago at the Century of Progress, several days in Benton, Wis., visiting with Mr. Klahn's sister, then to Waterloo, Iowa, where they were joined by the brother of Mr. Klahn and his wife, the four journeying to Aiken, Minn., and spending several days at the lakes fishing.

A real vacation of fishing and outdoor sports was enjoyed by Jacob Robison and wife in July at a summer resort at Lake of the Ozarks, Devils Elbow, 100 miles southwest of Jefferson City, Mo.

Agent J. McEwen of Hayesville underwent an operation in Kirksville, Mo., and has been off duty for several weeks. He is reported to be improving nicely. During his absence M. L. Fromm is acting agent.

Agent C. D. Busick and Mrs. Busick of Polo, with their daughter Marion and her husband, Mr. Lee of Dawn, spent a week at the "Fair" and visited Mrs. Busick's brother and family in Chicago.

Operator N. C. Maytum of Polo, who has been working at West Yard for several months, has been visiting at home and at his daughter's in Liberty. He is now in Alexandria, S. D., visiting a brother he has not seen for some time.

William A. Roberts, section foreman at Polo for many years, is recovering nicely

from a recent operation for appendicitis in a Kansas City hospital. He is now at home and is getting around some.

Clyde Crandall has entered the filling station business in Polo and is doing well. Clyde is a son of Walden Crandall, operator at Polo, and is himself a telegrapher, having worked a while when business was good.

Little Frank: What is the difference between a lady and a dog, mamma?

Mamma: Why, Frank, there is a lot of difference; a dog has four feet and a lady has but two.

Little Frank: That isn't all; a dog has a wagging tail and a lady has a wagging tongue.

Johnnie's Fishing Trip.

Little Johnnie was fishing in a brook when an insurance man came along. The insurance man said: "Are you having any luck, Bud?"

Johnnie: "Not any; you see, Mister, in your business you can catch a sucker once in a while, but here I can't even catch one of them."

Above by W. C. Harris, Conductor.

Milwaukee Terminals

M. H.

General Foreman Guy M. Abell left on his vacation August 1st, his first stop being the Century of Progress in Chicago. In his absence Foreman Jack Forest is doing the work of three men.

Engineer Wm. J. Rivers of the D. & H. Ry., visited one of our local engineers and saw the sights of Milwaukee for a week June 6th.

The sympathy of the Milwaukee family is extended to Yard Master Malcolm Haslan in the loss of his mother-in-law, Mrs. George W. Burns, who died July 1st.

Engineer Wm. Parry and wife are on a trip to their old home in Wales.

Engineer Guy W. Rhoda is sick and has been since he saw the girl at the Century of Progress dance with the two fans.

Mrs. Charles Wilde, wife of Shopman Wilde, is visiting her sister in Philadelphia, who is seriously ill.

Chief Dispatcher Roy Daly was on vacation in the north woods the last two weeks in July.

Yardmen D. L. Hennessey, Frank Clark and D. J. McAuliffe attended the Wisconsin G. A. R. reunion at Sheboygan June 12th to 14th.

Yardman John Casey discovered B. & O. car No. 176056 on fire in the Glendale yard at North Milwaukee July 6th, and put out the fire with very little damage to the car and none to the contents.

It is reported that Engineer Frank N. Kaiser run over a cat near the Hawley Road June 30, cutting off her tail. We know he doesn't like to talk about it.

Engineer and Mrs. C. A. Robinson returned July 3rd from a three weeks' trip through California.

Gen. Yardmaster John Schuh was overcome with the heat June 30th, but we are glad to report that he is back on the job, feeling fine.

On July 20th, Mr. Edward H. Bannon was appointed Superintendent of Terminals at Milwaukee. Mr. Bannon knows the railroad game from A to Z, a former Milwaukee man and a fine fellow. Welcome to Milwaukee, Mr. Bannon.

Dispatcher Robert Voss visited the Century of Progress in Chicago August 1st, and took a ride in one of those wheel chairs. Now he thinks that the Dispatchers should each have one of those chairs.

Iowa (Middle and West) Division

Ruby Eckman

DR. JAMES O'CONNOR of Denver was in Perry the latter part of July for a visit among old friends. His father will be remembered by old time Iowa division employes as P. H. O. C. for many years Chief Dispatcher in the Perry office. Dr. O'CONNOR came east to see his brother Henry, who is seriously sick in Des Moines. There

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is not much hope of any improvement in Henry's condition.

Engineer Charles Hunt and family had a pleasant trip east in July and August, visiting Charles' folks in Pennsylvania and going on to Niagara Falls.

Machinist Orin Lutze of the Perry shops force was off duty for some time in July and August, having had an operation for the removal of a goitre. During the convalescent period he visited relatives and friends in Rockford and Janesville, Wis., and took in the Legion convention at Dubuque on his way home.

Miss Gertrude Hullerman, daughter of Engineer E. C. Hullerman, has gone to Clinton to enter college for a three years' training course preparatory to becoming a member of the St. Francis sisterhood.

Conductor Homer Lee and wife and their daughter, Mrs. H. J. Fuller, and family, motored to the Black Hills the latter part of July. They were accompanied home by an old time Iowa division operator, Newt Black, who had been visiting his family at their lodge in the Hills. On their way home they stopped at Sioux Falls and saw "Pie" McMahon, who formerly worked as switchman and yardmaster at Perry and at Mitchell, S. D., where they visited Tony Rozum and family. "A J R" was also a former Iowa division man, having been a train dispatcher and chief dispatcher in the Perry office. Mr. McMahon is operating a locksmith and repair shop, and Tony has the Ford agency.

Engineer Jerry Stoner and family were without an automobile for a while the latter part of July, due to a peculiar circumstance. One of the boys had left the car parked in front of their home Sunday afternoon, from which place it was stolen by a member of a famous gang of robbers. The next morning, the gang, known as the Barrow gang, were rounded up in the woods near Perry, one of the men being so badly injured that he died in the Perry Hospital a few days later. The injured man, his wife and a companion were attempting to get away when surrounded by the sheriff's party, but in backing out of the woods their car collided with a large stump, damaging the rear end. Somewhere near a hundred shots were exchanged and the Stoner car stopped about three-fourths of them. The car was so badly shattered that it was beyond repair.

Engineer Henry Nichols made his annual pilgrimage to his old home in Vermont the latter part of July.

Machinist Helper Thomas Beatty of the Perry shops force, with Mrs. Beatty, celebrated their golden wedding anniversary July 27th. The affair, which was an informal one, was attended by a number of the shop folks and other friends in the city.

M. H. Nelson and wife, who have been living in Sioux City for some time, moved to Perry the middle of July as Mr. Nelson has taken charge of the clamshell used in loading coal at Perry.

Engineer W. H. Young and wife were called to Milwaukee in July to attend the funeral of an uncle. On their return they made a motor trip to Hiawatha, Kan. They were accompanied part way on the trip by Mrs. Wallis Shipton, who stopped off in Nebraska to visit a brother.

Morris Borders, who has been working all summer on the extra gang under Foreman Bayliss, took a few days off to make arrangements to enter Creighton College at Omaha this fall.

Engineer Jack Quinn and wife and one son came east from Seattle the fore part of August and visited their many friends in Perry en route to Chicago to attend the Fair. Jack was one of the first engineers to go to Lines West when the construction work started and it has been a long time since he and his wife visited in Perry.

Mrs. Victor Hansen, wife of the Chief Carpenter at Aberdeen, was in Perry in August to list their residence property for sale. The Hansens built a new home in Perry, which they occupied but a few months before Mr. Hansen was transferred.

General Roundhouse Foreman A. J. Kresen's daughter Dorothy has been in a hos-

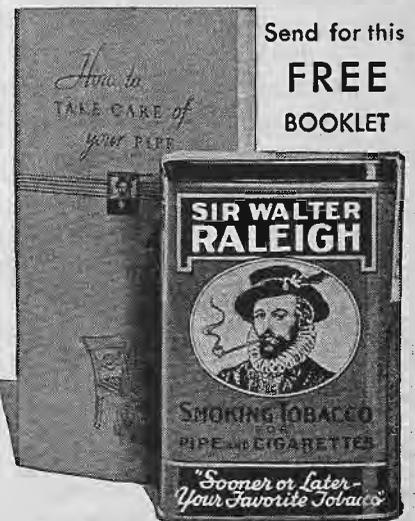
WARNING to bridegrooms



WASHING HIS PIPE! If she had been scrubbing a set of books, he couldn't have been more horrified. But can you blame the little dear? That pipe had made the happy nest smell like the fo'c'sle of a pirate ship!

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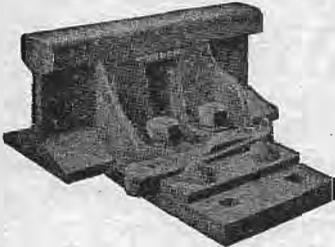
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17

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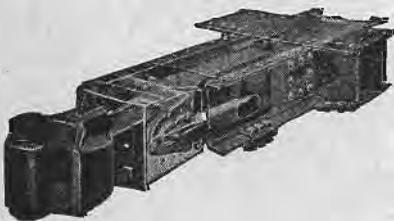
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pital in Milwaukee for some time following quite a serious operation.

Mrs. Charles Ott, wife of one of the Iowa division engineers, died at the family home in Perry August 4th following a long illness.

Switchman Frank Upton's wife was in for a lot of kidding the latter part of July. She has a small son about seven years of age. One afternoon she arranged to take some ladies to a neighboring town and when she was ready to start, Freddie could not be found. She made a trip to the Municipal swimming pool, to her mother's home and all the other places she thought the lad might be. Finally she gave up looking for him and went after the ladies she was to take to Angus, expecting to look for the lad on her return. Her surprise can be imagined when the folks started to get into the rear seat of the car and found Freddie sleeping peacefully, having ridden all over town with his mother without being awakened. Now when meal time comes or she wants to gather up her family for any reason and one of the boys is missing, she immediately looks in the family car.

Jimmie Evitts, son of one of the round-house callers, had a fine trip to Laramie, Wyo., where he visited an uncle who was in government service in the Bureau of Mines. The lad had a chance to see a lot of the country, traveling with his uncle.

O. J. Atkins, agent, Ferguson, had to lay off the latter part of July to go to Neola to visit his daughter. The main reason for the trip, however, was to get acquainted with his first grandchild.

Layoffs among the agents have been quite numerous during the last few weeks, most of them taking advantage of the week-end to visit the Fair in Chicago.

S. C. D. Office

J. B.

Did you hear of Bill's trip to A Century of Progress? Many people go through all of the buildings on the grounds, many go through part of them but I believe Bill is the only one who would be content to see just the outside of all of them, but then, Bill has no complaints to make in regard to sore and tired feet.

Frank Skola spent part of his vacation up in Menominee, Michigan, and the remainder in Milwaukee, taking care of the children.

Carl Jaeger and family are up in Superior visiting some friends. They also expect to make a visit to A Century of Progress.

Al Barndt visited A Century of Progress five times during his vacation and he says he is going many more times to see the hundreds of things he missed.

Wisconsin Valley Division

Lillian

A bona fide Indian wedding staged before a vast throng climaxed the six days and nights packed full of wonder and thrills that characterized Minocqua's second annual Outdoor Exposition.

The Exposition was extended one day in order to enact this colorful drama of a real Indian marriage. Throughout the previous night Indians came in from all over the state to attend the solemn occasion. The principals were two Chippewas from the Lac du Flambeau reservation.

Thousands of people were in attendance at the Exposition. One day was Minocqua day and the Island City band featured its best work on that day. Next day was Wausau day and the following was Rhineland day.

One day the Wisconsin State Casting tournament was held. It was the first of its kind ever held in the North Country.

Mr. J. C. Prien visited the Outdoor Exposition at Minocqua on August 4th.

Some interesting catches have been made within the last month, according to Fish Tale No. 99. For example: A northern pike

weighing 12 pounds was caught at Moon Lake by A. J. Bittker of Milwaukee; a 10 pound 7 ounce northern pike at Alice Lake by W. E. Woods of Chicago; A. R. Lausen of Milwaukee got a 33 pound musky from South Turtle Lake, and a 16½ pound muskie was caught at Lake Manitowish by Herbert Brown of Milwaukee.

Mr. and Mrs. A. W. Warner of Wausau have returned from a visit in Chicago and points in Michigan and Ohio. While at Chicago they attended the World's Fair. They now have as their guests Mrs. Fannie Govan of Chicago and Mrs. Livingston Smith of Amsterdam, N. Y.

A daughter was born to Mr. and Mrs. Douglas Griffith, 926 Kickbusch street, Friday, August 11, at the Wausau Memorial hospital.

A daughter was born to Mr. and Mrs. George Streeter on August 11.

Mr. and Mrs. John Steel of Knowlton visited relatives at Nekoosa over the week-end.

Mr. and Mrs. Haring have returned from a trip to Chicago where they attended the World's Fair.

Twin City Terminals

Leda Mars

Effective July 20, 1933, Mr. Edward H. Bannon, who has been superintendent of the Twin City Terminals-Duluth district for the past seven years, was transferred to Milwaukee Terminals as superintendent. Mr. D. T. Bagnell, formerly assistant superintendent in the Chicago Terminals with headquarters at Bensenville, has been promoted to the superintendency of the Twin City Terminals-Duluth district.

While we regret to see Mr. Bannon leave the Twin Cities, we are very glad to welcome Mr. Bagnell, who is no stranger among us as he has served as trainmaster on the River Division up to about two years ago. All of the employees in the Terminals wish to assure Mr. Bagnell of their heartiest cooperation and will do their utmost to make his job just a little easier.

It has been reliably reported that George Pasko of the Engineering Department has been taking pool lessons from two of the experts in the building and that while his progress is extremely slow there is some hope held out that he will at some future date be able to shoot a fairly decent game of crazy eight.

Mr. R. J. Roberts has asked us to state that there are absolutely no grounds for the statement that he is planning a two weeks' vacation trip with his family to the Pacific Northwest.

Elizabeth Hessburg of the local freight is back with us again after an illness of five weeks and we all are glad to see her looking so well.

Al Wareham, of the Cashiers' Office, attended the tournament of the National Public Links at Portland, Ore., from August 1st until 5th, as manager of the six public links golfers which represented St. Paul, Minn. They also visited Seattle, Wash., on their way home.

Frank Peel of the Cashiers' Department in Local Freight very nearly "embarrassed" his neighbors one Sunday morning. As he was training a vine to go right on the side of his garage his trousers decided to part with the rest of his wearing apparel. He claims it was "embarrassing," but could have been worse.

Jennie Goss, stenographer in Cashier's Office, Local Freight, recently entertained a "friend" from Chicago and we understand she spent Labor Day visiting Chicago. Looks rather serious.

Mr. Elmer Lund spent his vacation touring eastern Canada. We were wondering where his pilgrimage would take him this year, knowing that there could hardly be any more territory in the U. S. A. that had not been traversed by his worthy feet.

Mr. George Quinlan spent his vacation enjoying the Century of Progress at Chicago, also renewing acquaintances at Duluth, Minn.

The New Hub of the I. & D.

Wm. Lagan

MR. J. R. BANKSON, yardmaster at Sioux Falls, has a perfectly good rain-coat in his possession which was left in the Sioux Falls Freight Office. Owner may have same if he will call and identify it.

Conductor W. B. Anderson is still confined to his home with an injured knee.

We wish to extend the sympathy of the Milwaukee Road employes to the relatives of Engineer Charles Coacher of Sioux City, who passed away at Big Stone Lake recently while on a vacation. Charlie had many friends on the division who will miss him.

The Milwaukee Women's Club of Sioux Falls held a picnic at Sioux Falls Sunday, July 30th. There was a large attendance and everyone had an enjoyable time. There were many prizes for grown-ups and children. Mrs. Charles Belknap and her staff are to be congratulated on the success of the picnic.

Mr. and Mrs. George Christ of Sioux Falls report the arrival of a baby daughter August 3rd. Mother and daughter are reported as doing nicely and George has been passing out the cigars.

Ross Bankson came down to work recently in a new 1933 Chevrolet sedan. A couple of days later Frank Henderson drove down with a new Oldsmobile, and now Fred Brown has lined up a new Ford Eight alongside of them. We understand that there have already been some friendly arguments on the merits of each car.

Conductors Burt Small and Frank Maxwell and Engineers Pearl Lackey and Pearl Bryan attended the Women's Club picnic and report one of the best times they ever had at a Milwaukee picnic.

The Milwaukee has had some nice passenger business out of Sioux City, Sioux Falls and Yankton to the World's Fair in Chicago, and let's not forget to boost for the Milwaukee when we hear of any prospective business going to the Fair.

Mr. and Mrs. Quinton Hunter of Sioux Falls announce the arrival of a son, born July 17th.

The Agents Traffic Club of the Platte and Armour Lines held a picnic at Rest Haven Park, Sunday, August 6th. A Kitten Ball game between the Stickney Line Stalwarts and the Platte Line Plunkers resulted in a score of 22 to 9 in favor of the Platte Line. Assistant Superintendent Doud, playing for the Platte Line, made quite a record with two home runs the first two times at bat. A musical program was also part of the entertainment. Mr. W. E. Beck, chairman of the club, and Mr. T. M. Paulson, secretary, had charge of the program. They were ably assisted by Messrs. G. W. Ransdell, J. C. Paulson and H. B. Olsen. Superintendent W. F. Ingraham, and Division Engineer H. W. Werth of Mason City, Assistant Superintendent F. R. Doud and Freight Agent H. C. Snow of Sioux City were guests at the picnic.

Opr. Bob Thompson of Vermillion was called to Minneapolis recently account of the death of his brother.

Dispatcher N. J. Gorman of Sioux City and Agent W. E. Beck of Geddes, S. D., were recent visitors at the World's Fair.

Brakeman Roy Leeper, Glen Houser, Firemen Cliff Lister and Joe O'Connor and Pumper Chris Kvidahl are already making plans to attend the National American Legion Convention in Chicago this fall. These gentlemen are looking for recruits and any Milwaukee Legionnaires who are interested should get in touch with Chris Kvidahl at Elk Point, S. D. This will be one of the liveliest outfits to attend the convention. Engineer George Clark has volunteered to act as chaperon. Uniform of the day for Mr. Clark will be a swallow-tailed coat, high silk hat and silk vest.

I. & D. Items

M. G. B.

OUR congratulations and best wishes are extended to Mr. and Mrs. C. B. Higgins. Mr. Higgins, dispatcher at Mason

City, Iowa, was married to Mrs. Florence Peters Thomas of Iowa City at the Little Brown Church at Nashua, June 19, 1933.

Mr. and Mrs. D. C. Bolton and daughter went to Savanna June 25th for their vacation.

Mr. Bartley Doolan, fireman on this division, has been appointed inspector in the Iowa Labor Bureau.

J. M. T., the genal operator at Mason City, approves of being modern. Joe states that in the olden times one heard beautiful harp music when he approached the great beyond, but in modern times the uke has displaced the harp. He carries one in his car so it will be more convenient in case of accident. He claims it is a part of the New Deal.

Mrs. F. H. Dickhoff, wife of the yardmaster at Mason City, was very ill the latter part of June, but we are very glad to report she is greatly improved.

Mr. W. F. Cody, D. F. & P. A., was ill the latter part of June but is again on the job, as hearty as ever.

Mrs. W. J. Johnston, wife of traveling engineer at Mason City, returns from Elsinore, Cal., the first part of July, where she was called on account of the death of her daughter-in-law.

Mr. C. S. Pack has returned to this division to work as relief dispatcher during the vacation period. Glad to see you back, Mr. Pack.

Mr. E. J. Leonard, T. P. A. of the New York Central, was a visitor at the local offices July 27th.

Mr. W. C. Showalter, retired general superintendent of the Northern Pacific of Los Angeles, was in Mason City the latter part of July visiting his sister and brother-in-law, Mr. and Mrs. E. E. Bruns.

Mr. Roy Lyman, yard clerk at Mason City, was called to Wichita, Kan., August 1st on account of the serious illness of his sister.

Mr. J. M. Oxley, traveling rules examiner, was in the local offices at Mason City August 8th.

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

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

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.

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

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

Spend your vacation at the beautiful pine wooded Ranch Lake Resort. Excellent fishing and swimming. Cottages for rent with boats, linen, ice and fuel. Room and board if desired. Rates are reasonable. C. M. & St. P. is 14½ miles from resort and is closest railroad. For further information write Ranch Lake Resort, Pound, Wis., or Henry Reader, 2436 N. Lockwood Ave., Chicago, Ill.

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

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

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

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

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

ROOMS FOR RENT—Two large sleeping rooms, one has twin beds; private home; men or ladies. Mrs. N. J. Van Schoyck, 4717 N. Campbell Ave., Chicago, Ill. Tel. Ravenswood 2129.

Mr. W. F. Ingraham, superintendent, Division Engineer H. W. Wuerth, Trainmaster O. A. Beerman, Chief Carpenter G. B. Lawrence and Roadmaster A. W. Bahr returned to Mason City August 9th from Sioux Falls, S. D., where they attended a Division Staff Meeting.

Mr. L. R. Meuwissen, chief dispatcher, has returned to his desk after spending two weeks' vacation visiting Clear Lake, Manly Nora Springs, and also believe he took in the World's Fair at Chicago just to finish off.

The inquiring reporter is still searching for new details for the census and has yet to receive information as to where Marion Schultz has taken up her residence. The trail is getting hotter.

To show how well known our ticket agent, H. W. Frazee, at Mason City has become in this locality, the following was one of the clues in a treasure hunt put on by the American Legion Auxilliary June 13th, it being the last clue of the evening. We are printing it herewith:

"Begins with F and ends with E,
He's as pleasant as he can be.
Lives on Fourth Street Southwest,
At selling tickets he is the best.
Yellow coaches are his pride,
He would like to have you take a ride.
Reach this man by phone 82.
And he will tell you what to do."

On the Right Track

"Say, Johnson, have you seen Smith lately? I've been looking for him high and low for the past six months."

"Well, those are the places. He's been dead about that time."

"John, the clock fell off the wall, and if it had been a minute sooner it would have hit poor mother."

"I always said that clock was slow."
—Passing Show.

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Records show that where DEARBORN SPECIAL FORMULA NO. 134 is used periodically, as the case requires, year after year, it cleans out scale and preserves equipment and never has caused injury.

Use this formula on Diesel engines, pumps, condensers, heaters, meters, valves, evaporators, pasteurizers, cooling coils and water lines; also as a spray treatment in locomotive boilers to disintegrate and loosen scale.

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DEARBORN CHEMICAL COMPANY

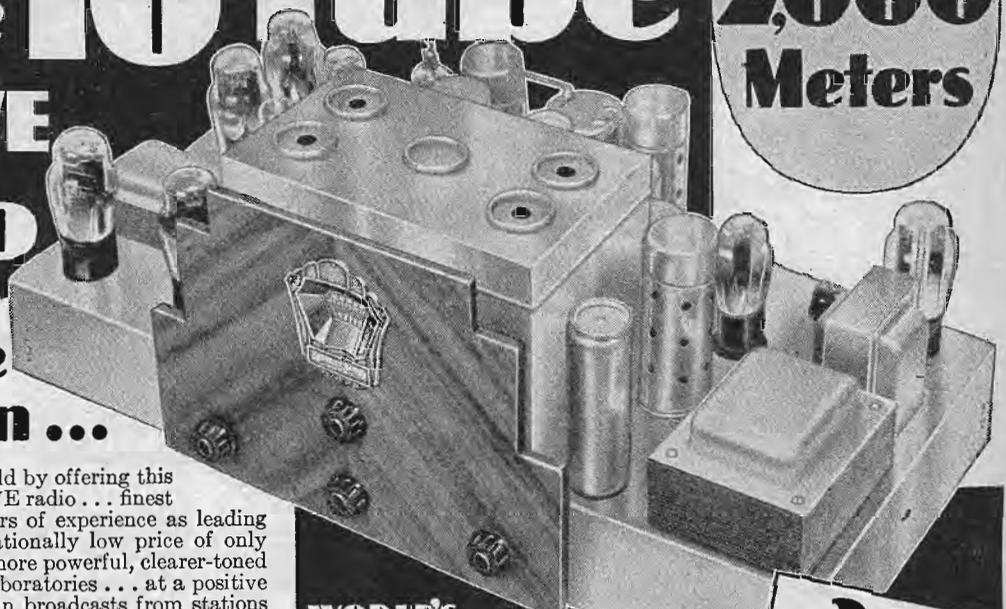
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