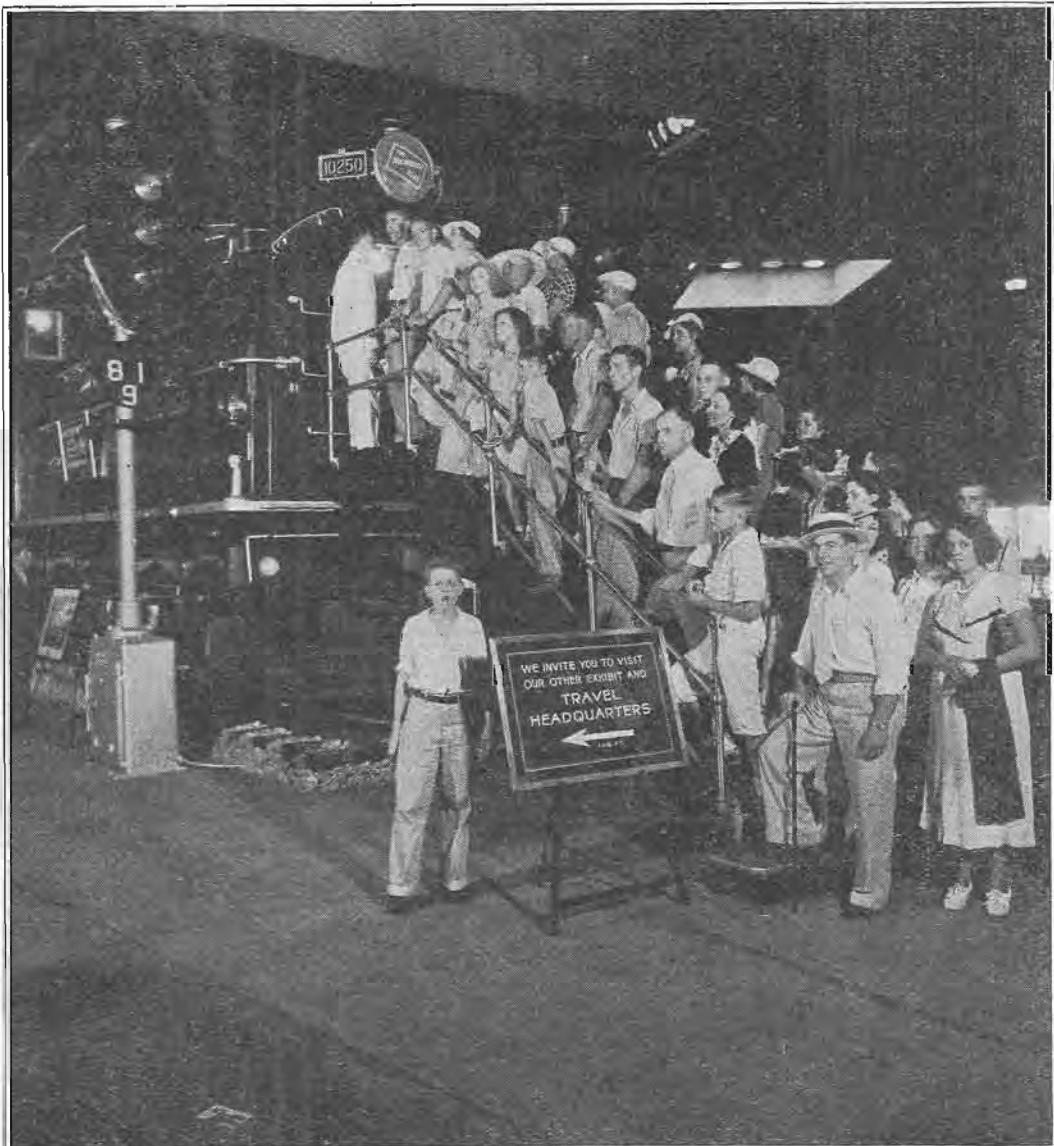


The MILWAUKEE MAGAZINE

CHICAGO
MILWAUKEE
ST. PAUL
AND PACIFIC

SEPTEMBER, 1934



Visitors to the Milwaukee Road Electric Motor, Century of Progress—1934



COME TO CHICAGO

to attend the

VETERANS ASSOCIATION CONVENTION

OF THE CHICAGO, MILWAUKEE, ST. PAUL
AND PACIFIC RAILWAY
IN THE

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SEPTEMBER 20th and 21st,
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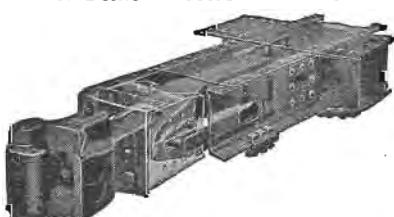
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THE BUCKEYE STEEL CASTINGS
COMPANY - Columbus, Ohio

The Iron Ranges

E. A. LALK, Assistant General Freight Agent

FEW of the readers of this article perhaps are aware that the little strip of railroad shown on our maps as running between Iron River and Kelso Junction probably produces more actual tonnage per mile of railroad than any other similar strip of railroad on our great system, and probably any other strip of railroad on our system would be pressed to equal the tonnage per car, or train, which moves over this bit of railroad during the period of navigation upon the Great Lakes. I refer to the movement of iron ore from the iron mines in the Menominee Range to the Great Lakes for the furnaces down lake, at Cleveland, etc.

Iron River and Crystal Falls, twin cities in the Menominee Range, lie about twenty miles apart, with the country between them a complete network of winding rails serving the many mines in the Fortune Lake, Chicagoan and Stambaugh Districts.

Iron River is a typical mining town. Iron mining is practically the only industry, and when the mines are operating the town is prosperous, and like all such towns, when the mines are down, things are bad.

The city of Crystal Falls is situated upon the side of a hill, and from the west end of the city, looking across country, on a clear day, forest covered hills for approximately fifty miles can be seen, with the valleys and streams typical of the far north country.

In the summer months, during the dry period, the iron dust and ores settle upon the trees and housetops, giving everything a peculiar tinge. A moderate summer shower washes the iron ore off the trees, shrubbery, and the roofs of buildings, and the water runs off in a shower like rivers of blood. An automobile having journeyed in the iron country during one of these showers carries its marks for days, and miles away you can tell that a car is from the ore country.

In northern Michigan and Wisconsin there are three ore ranges, the Gogebic, the Marquette, and the Menominee Ranges. Our railroad serves in a large way the many mines in the Menominee Range. The ore is mined underground, stored in large stock piles during the winter months and moved in solid trains to our ore docks at Escanaba after the opening of navigation, for movement in vessels bound down lake.

Special steel cars are equipped for handling this ore, with high powered braking arrangements, and well constructed. The ore is loaded on tracks which can be shifted alongside of the stock piles, and from stock piles by steamshovels into the cars in quantity operation, and in addition, the ores also move direct from the mine shafts to the tipples.

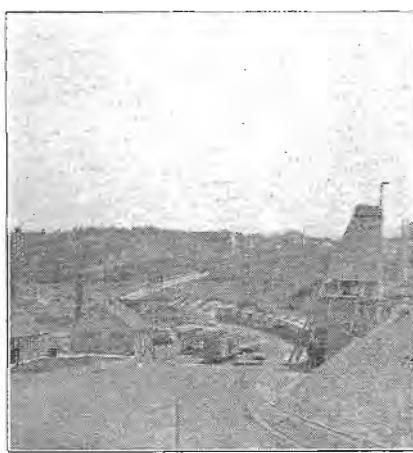
Iron ore is found in peculiar forma-

tions, and in the Menominee District most of the iron ore is found in pockets set in what is known as Michigamme slate. The top of the pocket is covered over with a glacial drift. The extent of the deposit is first made known by diamond drilling, which develops the quantity and quality, also geological formations. After those features have been determined vertical shafts are sunk to reach the ore pockets.

The ore is mined by drifting into the pocket at various levels and the ore stripped from the ceiling of the drifts to the mine cars, in which it is hoisted to the surface by the usual process of cable elevation.

There are various kinds of ore. Some ore comes to us appearing to be red rock, other ore is of an ochre color, like clay, still others is green, and there are others with a blue-black color. Most of the ore in the Menominee Range is known to the trade as hematite.

Because of the wide variety and types



Homer Mine, Iron River

of ore and deposits in the Michigan Ranges, it is not always possible to adapt a suitable standard method of mining. There are, therefore, a number of quite distinctive methods and combinations of methods in use, each of which may have several modifications to meet special local conditions.

The principal methods adopted are top slicing, sub-level caving or ore caving, sub-stopping, shrinkage-stopping, block caving, square set room, and pillar method, overhead-stopping and milling. Of course, the method used depends upon the characteristics of the ore body, its shape, size, and strength of the ore, whether it is enclosed in rock wall or slate and what support can be given generally.

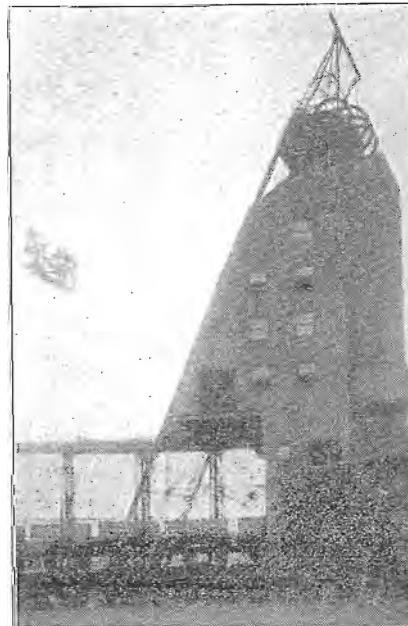
When the ore is ready for the markets, samples are often taken ahead of the steam shovel in order to get the analysis of the ore before it is loaded. In such cases the piles are measured and stakes are driven alongside of the

piles to determine the amount of ore within a certain area for mixing purposes.

When the ore comes to cars, cars are again sampled. The parallel system is followed. The first line is located in the middle and lengthwise of the car. The other two lines are about two-thirds of the distance from the sides of the car. The points of sampling are arranged symmetrically on these lines with a minimum number of 24. As a rule, 10 cars is the maximum number combined in one sample, but fewer cars than this number may be combined, and the weight of the sample is not less than 20 pounds. Hence, when the cars arrive at the docks, the ore companies know exactly what grade of ore they contain, and can determine what system of mixing they want to pursue, if any. This applies mostly to the soft ores. When hard ores are sampled, the rope net system is used, which gives about 32 points on each car, since the knots are 18 inches apart. In using the net system, if a lump of material comes directly under a knot, a piece is taken about the size of 1 cubic inch. If fine ore occurs under a knot, an equal amount is taken.

I merely cite these peculiarities to give you some idea that the handling of ore by railroad is not just a matter of issuing a bill of lading and transporting car to the dock. We are also a factor in our switching, allotment of pockets, mixing of different ores from different mines, in the actual operation of the ore companies. In other words, the railroad company enters very largely into the proper establishment of ore mixtures, and such handling must be done with a great deal of care, and in a great many instances, necessitates considerable watchfulness on the part of railroad officials and a great deal of co-operation in switching and handling, all of which the railroad company

(Continued on page 12)



Bristol Mine, Crystal Falls

Century of Progress

The Big Fair Grows More Interesting Day by Day

THE great Century of Progress show on Chicago's lake front will shortly be singing its swan song, for it has been definitely announced by the Fair management that the gates will be closed forever with the ending of its present season; so, "Ho all to its borders," file through the clicking turnstiles and get a mind and eye full of a sight which in the aggregate, its like will probably never be seen again; its brilliant color; its pulsing life, the gayety and gorgeousness everywhere, and above all, the everywhere apparent good time that everyone is having. This last feature is marked—people are having a good time—there's no appearance of discontent or disapproval. The walking is better than last year, because the surfaced promenades and walks are in top condition—the trees seem shadier, the landscaping has its additional year of growth and care and the flowers nod and smile in the lake breezes secure against drouth or heat of the inland terrain. Seen from sky-ride, plane or blimp, the picture is one of magnificence and beauty. Immense as the Exposition grounds are, the daily crowds can spread around, and there is no sense of crush or scramble. In the great buildings, where the exhibits attract the ever-streaming masses, one always finds his way through to see and hear; the buses ply back and forth on minute schedules, so if the first bus one expects to take is filled before it reaches the particular bus station at which you wait, the next comes along in a moment, and you are on your way with a good seat and a good view. Then the sightseeing buses make regular tours throughout the grounds, and for a first visit, there is no better way to "get your bearings" and to get into the spirit of the place than to board one of these comfortable vehicles and get a grand ride of an hour, for fifty cents. Thus, with one of the very comprehensive and convenient colored maps of the entire grounds, you are equipped to start out on the day's sight-seeing, with little or no confusion or back-tracking.

September and October days are going to be ideal to visit the Fair for Chicago boasts of its fall weather—the evening lights come on earlier and the grand illumination is in full display in good season so that one is free thereafter to take in the many entertainment features of the evenings. And these are literally numberless and adapted to the varied tastes of the multitude.

One exhibit of major proportions and perennial attraction is the big baking establishment on Northerly Island, where "Bakers in spotless white" mix and bake with all the intervening processes, their wonder-bread for "Mommer and Popper and Nellie and Ned," behind glass walls which bring every move of the process to the never-ending

lines of spectators. This spot is the housewife's favorite, but by the same token, there is no lack of the masculine element in the audience.

Spotless and white with everything "good enough to eat," throughout the mammoth baking establishment, from the place where the bread mixtures begin, through the "fermenting room," the kneading machine, the cutting and weighing, the long carriers to the pans, the ovens and the rows and rows of golden brown bread, the slicing machine and the wrapping devices. Throughout the processes, no human hand comes in contact with the food in any of its stages. One reads about such sanitary precautions, but here it is for ocular demonstration of this super-mechanical age.

Still on the subject of foods, a visit to

Canned meat takes on new dignity when seen in the intricate and interesting processes through which these products must pass before they are ready for the consuming public. You'll like your hamburger sandwiches, your baked ham and your corned beef sandwiches better after passing along through the wonderful exhibits of this great industry.

One must not overlook a visit to the really most beautiful spot of the entire Exposition grounds—the floral gardens that line the lake shore back of the horticultural building. Last year, this was a favored spot, but rarer and more lovely than ever, the succession of formal gardens, the flower beds, the Italian settings, the fountains and pools, purring brooks, singing waterfalls and gorgeous color arrangements; not to mention the super specimens of floral growths one encounters on every hand. With the great, blue lake as background, the winding walks, the secluded benches where the vista of flower bed, pool, fountain, and old Lake Michigan, the picture is unforgettable.

Within the building are living examples of the landscape artist's concepts of beauty, in the booths and dioramas showing Japanese, Chinese, Persian and garden settings from other far-away places of the earth. Prize specimens of flower and plant life are on exhibition, and the air is full of the sweet scent of flowers and the murmur of falling waters. Clearly one must not miss this lovely spot. September brings the dahlia exhibits, in all their gorgeous and beautiful array.

Scenes in the Floral Gardens, Century of Progress, 1934



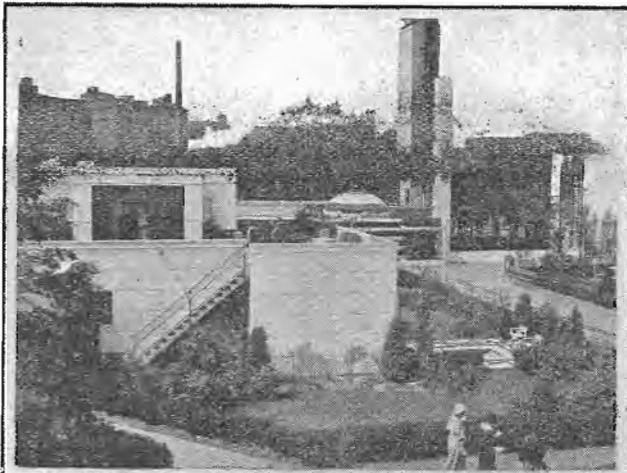
the exhibits of the big packing companies reveals some interesting information in regard to the manner and means employed in the care and "packing" of meat products. The meticulous inspection processes, the grading, etcetera. The human element enters more largely into meat packing processes, and one sees through glass walls, the forces engaged in the scientific and sanitary methods by which our food is protected from contamination.

In the grading, sorting, packing of bacon, for instance, corps of girls are seen busily engaged while an amplifier outside the glass wall, explains what it is all about.



It is worth while to spend some time going south—both for amusement and improvement, if one is looking for the latter.

Beginning, for instance, at the Swift Bridge of Service, at Twenty-third street, after inspecting the meat packing exhibits, turning south from there at once are the much talked about Streets of Paris, a concession with an entrance fee, and lots of other fees inside.



Scenes South
of Bridge of
Service, Cen-
tury of Prog-
ress, 1934

Then there is the baby incubator, also an entrance fee, and try not to ask the same question which one visitor put to the ticket seller—"are these the same babies that were here last year?" It's enervating for the weary ballyhoo'er.

The Avenue of Villages has points of interest all the way and picking at random, there is the Swiss cantonment, the Alpine Garden—a lovely green spot on a hillside, with murmuring waterfall and bright flowers. Climbing walks give the suggestion of alpine slopes, although they do not rise so very high in the air. There is a Mediterranean Village named "Oasis," which is free entrance, and a free show inside, but with places aplenty to spend your spare dimes and dollars. There is an enclosure where boxing champions display their art and their prowess; and some of them with brawny biceps and grim visages stand outside while the ballyhoo goes on. There are the Irish, Spanish and Italian villages, with entrance fees and characteristic entertainment, music and food of native variety.

Chief among these, and one not to be overlooked, whatever else has to be passed by, is the Black Forest Village, charming and quaint in design and equipment, with icicles depending from the eaves of the buildings, cooled air to carry out the illusion and some skating stunts which are highly interesting and intricate.

There is a pottery exhibit building, where pottery is in the process of making, all the way from the simple but marvelous fashioning and decoration of Pueblo Indians, who are present "in person" and carry on their ancient art before the assembled audiences. The art of machine made pottery is demonstrated in detail; and there is an adept

in handcraft present, who claps a wad of potter's clay on a swiftly whirling potter's wheel and immediately under the manipulation of his sensitive hands, as the material whirls, there uprises a bowl, a jug, a vase, or what have you, and with a deft movement of a smoothing instrument, the product is ready for firing. For a small sum you can buy the object you have seen shaped, and it will be sent you when it is finally completed.

The home plannings exhibits and the

furnished modern homes are in this vicinity, and there is the air-cooled house which General Motors has on display. Entering it, on a warm day is like entrance into a wide, roomy and delightfully ventilated refrigerator. You hear from attendants all about the process of air-conditioning, both for summer and winter, and you also can have an estimate of the costs if you wish.

General Motors Building, with its clang and whir of industry brings in the crowds, just as last year it did; and out on the long pier you can sit and watch the dancing waves of Lake Michigan while the blimps and the planes take-off and come to land close by.

And then beyond the Travel and Transport Building are the poultry shows and the farm exhibits, after which we bring up at Wings of a Century, ready to sit and watch the transportation problems of a century of progress evolve from Indian travoys to aeroplane—from horse power to steam power, internal combustion and electricity.

The Unbelievable Ripley still holds forth as of last year, with his "Believe It or Not" wonders.

The glimpse of the Orient seen in the Tunisian display is suggestive of camels and caravans and dusky skinned nomads of the desert. The monotonous strum-strum of their native music helps the illusion.

Better not pass by the Spanish village, because it is a large enclosure and full of the lure of Castile and Aragon.

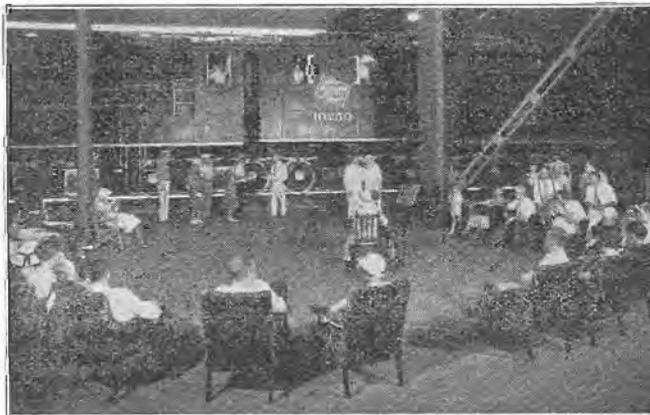
On the way south, too, look in at the glass-blowers at work near the Italian display. Here the native artisans are at work turning out beautiful specimens of their delicate products.

A day of days, with laughing, happy crowds, barkers and ballyhoo, but good times and plenty of room for all.



At Milwaukee Road
Exhibits, Travel and
Transport Building.

Visitors to the Mil-
waukee Road Electric
Motor Lounge, World's
Fair, 1934.



Milwaukee Passenger Service

As the Patron Sees It

LETTERS like the following indicate that the "customers" of our passenger service appreciate the careful attention bestowed on their comfort and pleasure in traveling; appreciate not alone the details of luxurious service as offered by our railroad, and which is planned and arranged for by the "higher ups" of the department, but the meticulous attention to carrying out of those details by the employees who are on the job during the train trips themselves.

When Admiral Dewey on the bridge of his flagship at Manilla Bay quietly told "Gridley" he might "fire when ready" he had made the plans, but it was the men behind the gun who brought about the victory of that misty morning in May. It is the man on the job who carries the responsibility of seeing that a passenger enjoys his trip, is shown the attention to which he is entitled when he has put down his money for the journey and arrives at his destination with kindly feeling and the intention of returning to that place where he has received good treatment. The following letters picked at random from among the many received by the General Passenger Department are the best kind of testimony to the efficiency and good-will of those who provide and carry out the complex programs of modern railway travel.

The Nicest Long Trip Ever Taken

Mr. W. B. Dixon Minneapolis
General Passenger Agent
Dear Mr. Dixon:-
Ever since returning from a recent trip to the Pacific Coast, I have wanted to write about one of the nicest long trips we have ever taken. A great deal of the pleasure of the trip was due to the Pullman conductor in charge of the Pullman cars on that particular run,—a Mr. Wm. Stiehlo, who certainly did everything he could to make the trip as pleasant as possible.

Although Mrs. Whiting and I have taken trips to the Coast for the past several years, this is the first time we have gone out on The Milwaukee, and I am afraid it might get to be a habit, but a very pleasant one.

(Signed) Dental Survey Company.
H. B. Whiting, Publisher.

Ready to Take the Trip Over Again

Mr. W. B. Dixon Chicago
General Passenger Agent
Dear Sir:-Having returned from the state of Washington, July 1st, I was ready to take the trip over again, due to the perfect service throughout.

The meals were perfect and surprisingly reasonable. The service rendered by your steward, Mr. Hickman, and his assistants, was excellent. Our Pullman car was immaculate as were the others. The open air electrified observation car was a real pleasure, and the "Four O'Clock Tea" was enjoyed by even the men on the train.

I heard many others make very pleasant remarks about the trip and decided to let you have mine.

Yours truly,
(Signed) Mae Kinney,
2119 East 72nd Place

Made a Difficult Duty Easier

General Passenger Agent, Stamford, Conn.
C. M. St. P. & P. R. R., Chicago.

Dear Sir:—Please accept my thanks for the assistance and consideration given Mrs. Purdy in bringing her very ill mother from Minneapolis. Everyone connected with the case was most patient and courteous, making a difficult duty much easier.

Sincerely,
(Signed) Colin T. Purdy,
Mutual Life Ins. Co. of New York

Trip of Haresfoot Club, Madison, Wis., Handled to Entire Satisfaction of Members

Mr. W. B. Dixon Madison
General Passenger Agent

Your Mr. Dahnke has just returned to Madison after taking out the Haresfoot Club from the University of Wisconsin on their annual tour.

Rather unusual conditions were encountered this year, and I thought that you would be glad to know that the trip was handled to the entire satisfaction of the officers of the Club as well as the complete comfort of the men who took the regular trip. In order to save expenses we did not take the regular sleepers, but it later developed that the equipment was entirely satisfactory.

The flood conditions at various places along the line necessitated some rerouting, and this was handled without any disarrangement of the club's schedule.

With best wishes and looking forward to a continuation of the friendly relations we have always had with your road, I am

Sincerely yours,
(Signed) J. H. Coe, vice president

Shriners Express Pleasure and Thanks for Exceptional Service

Mr. George Haynes, Minneapolis, Minn.
Passenger Traffic Manager

My Dear Mr. Haynes:—I want to take this occasion to express to you my appreciation for the cooperation received from you and your department. I can understand personally more fully than many of our folks here the difficulties that had to be overcome in connection with Fez City.

I can assure you that everyone here who had anything to do with the set-up were very well pleased and happy with the results. We hope that your people are equally well satisfied.

It would be unfair not to commend the wonderful cooperation and work on the part of Mr. Oslie and his staff. I do not know what we would have done without their support. Please convey to Mr. Dixon our sentiments.

We have received many compliments on the set-up and I believe Mr. Nolan, representative of the Pullman Company who stated to me that of all the conventions he has traveled in the past ten years, he has never seen a set-up so complete and comfortable as that which was established at Fez City. I am sure you will feel, as I do, that it has been a source of satisfaction to have had a part in an arrangement which worked out as perfectly as this one did.

With kindest personal regards, I am
Very sincerely yours,
(Sgd.) Roy H. Dahlberg, Chairman
Transportation Committee

Richmond, Va.

Mr. T. A. Morken,
Gen. Agt. Pass Dept.

Dear Brother Morken: I can't begin to thank you and the boys in your office for the many courtesies shown me and through me the Imperial Council in allowing us to

use part of your magnificent offices for registration headquarters. The co-operation of yourself and staff was beyond anything which we have ever had before, and the space allotted was ideal for the purpose for which we used it.

Words are not adequate to express my appreciation. I sincerely hope that I may have the pleasure of meeting up with you again in the not too far distant future.

Again thanking you and your organization for your many courtesies, and with every good wish to Mrs. Morken and yourself, I am

Sincerely yours,
(Signed) E. W. Jacocks,
Minneapolis, Minn.

Mr. T. A. Morken,
Gen. Agt. Pass. Dept.

Dear Mr. Morken: The 60th Annual Imperial Council Session of the Shrine is now a matter of history, and judging from the complimentary expressions received from hundreds of guests from all sections of North America, we may rest assured that the residents of Minneapolis and Minnesota in general are to be congratulated for the manner in which they all cooperated to give pleasure to our guests.

The generous co-operation exhibited by you and your associates and the assistance rendered in our behalf, is most graciously acknowledged.

As Director General I wish to thank you personally and also officially as a representative of the Minneapolis 1934 Shrine Convention, Inc.:

With best wishes for your future success and happiness, I am

Very truly yours,
(Signed) Ray G. Butts,
Director General

Charleston, W. Va.

Mr. W. B. Dixon,
General Passenger Agent.

Dear Sir: Regarding our special car to Minneapolis:

In behalf of Beni Kedem Temple and our party, I want to thank you for the splendid service we had on your lines. It is a pleasure indeed to ride over your system.

I have so many nice things to say about some of your employes that I think I will just make a loving cup out of this letter.

Mr. McLaughlin and Mr. Wykoff of your Pittsburgh office were more than attentive to us in arranging our trip. Mr. Wykoff accompanied us from Chicago and return and took all the responsibility off the writer so that it made a nice vacation for him. The food and dining car service were perfect.

In Minneapolis I met one of the finest characters that I ever knew. Mr. Tom Morken. He left nothing undone for our pleasure and comfort while in his city. Your Mr. Don McMillan was also on the job to make us feel at home and forget our worries. In fact all your boys in the City Office seemed to be at our disposal at call. This kind of treatment makes one want to repay when the opportunity presents. While our number was not large this time, we will remember in the future and hope to be able to give you a much larger number.

Again thanking each and every one that participated in the movement, I am

Yours very truly,
(Signed) G. W. Van Horn,
Chairman Transportation Committee.

Noble J. D. Schaeffer Cleveland
Cleveland, Ohio

My Dear Jim:—May I express to you and your associates the sincere thanks of the Divan for the excellent care and manner in which you managed your part of our pilgrimage. The results obtained showed careful planning and everyone has highly praised your efforts in making our trip a pleasant one. I know that it was directly due to your attention to our needs and we are personally very grateful to you.

Very sincerely yours in the Faith,
(Signed) George H. Wagner, Potentate

New Fast Freight Schedule Chgo-Milw. to Twin Cities

ROARING through the night on its 410 mile run a Milwaukee Road freight train now steams into St. Paul just 11 hours after its departure from Chicago. This is reputed to be one of the fastest freight train schedules in America.

The new service, which was inaugurated early in August, enables Chicago and Milwaukee firms to accept orders until late in the day for delivery in La-Crosse, Winona and the Twin Cities early the following morning. Arrival in Minneapolis is one hour later than in St. Paul.

On the first trip on the new schedule Twin City representatives of the Milwaukee Road together with newspaper people met the train on arrival. Engineer Georg Ubl was at the throttle of the big L-3 engine that hauled the train on the last lap of its journey. He is the father of My Ubl, former University of Minnesota football star who showed real speed on the grid-iron as his father does on the rails.

Cows and More Cows

R. K. B.

EVERY road leading into the railroad shipping points was covered with them. Here was a small herd of a dozen. Behind them came another herd of a hundred or more. The dust rose up in the air and hung a long time before settling, and the riders were busy trying to keep the band from straying away from the road. At the stockyards the crews worked night and day watering and feeding them, and afterwards getting them loaded into the cars. Every day toward the east the cattle trains were moving, and westward every day came the long string of stock cars, to be set out at every station on the division to load up the new shipments.

The reason for all this unprecedented activity was the Government stock buying program, which went into effect in this drought stricken territory the latter part of June and was in full swing all through the month of July. The Trans-Missouri Division alone shipped out over 3,000 cars of stock during July and the movement still continues. Faith station shipped out 162 cars during that month, Bowman 131, Marmarth 329, Plevna 115, Ismay 240 and Miles City 319. Other stations shipped in proportion. However, in spite of the fact that the movement reached tremendous and unexpected proportions, the railroad facilities and the railroad personnel were equal to the demand. The movement was handled in an orderly manner and without delay, and it is interesting also to note that while this great movement was in progress the usual business of the division was carried on without a hitch. All concerned in the handling of this great history-making traffic are entitled to special commendation.



Right on the Dot: Left to right: Supt. D. T. Bagnell, D. M. McGeen, comm. agent, St. Paul; N. A. Ryan, ass't gen'l manager; W. E. Sinclair, comm. agent

In addition to Norman A. Ryan, assistant general manager, others on board the train on the first trip included J. E. Bjorkholm, assistant superintendent motive power, and division officers of the railroad.

The thought occurred, while writing the above, as to what would have happened if the Government had had to depend on the trucks to get the stricken cattle out, and just how they would have handled it. Ten thousand trucks couldn't have done it, but if they had tried it ordinary traffic would have had to be excluded from the highways, and

Away from the Hot Open Spaces

BEGINNING in the early summer the lounge and dining cars on Milwaukee Road through trains were air-conditioned. The program found instant favor with travelers during the numerous hot and humid days of the past month. Our patrons have been generous in their praise and thanks for adding this latest travel comfort. Together with the recent decrease in passenger fares and speeded train schedules it is stimulating travel by rail.

The air-conditioning system employed on the Milwaukee Road is known as the steam jet system and employs steam generated by the locomotive to cool the cars in hot weather. This paradox, explained in a recent issue of the MILWAUKEE MAGAZINE, caught the alert eye of no less a person than Robert Ripley of "Believe It Or Not" fame, and he has told our publicity department that he is

all other business would have come to a standstill. They would have had to invest in stockyards and holding pens—dug wells for water—build a garage every hundred miles—and probably spend the rest of their life paying damage claims, not only for the stock they killed in overturned trucks, but for the people they killed on the highways. The trucks might have done it in ten years by getting out an injunction and clearing the roads of every other kind of traffic, but the railroads of the country with their standard facilities and up to date equipment and methods of operation, were able to handle the business as fast as it came to them, and handle their usual business in addition, and do it all as a matter of course.

It is understood at this writing that the Government sheep buying program will shortly go into effect, which will also mean a considerable movement from the territory.

Mayor by a Two to One Vote

DAN SULLIVAN, agent of this company at Vermillion, S. D., for a quarter of a century, stepped out last spring into politics and achieved a two to one victory over his opponent in the mayoralty election in that town. The local paper out there says "Sullivan was swept into office on a wave of 704 votes," while the candidate running against him was swept out on a total vote of only 349.

The result of the election was in the nature of a real surprise locally, where the previous estimates had been a small majority either way.

The new Vermillion mayor has lived in Vermillion more than twenty-five years and in continuous service of this company at that point. He is popular with his townspeople, as was witnessed when the votes were counted and an able and efficient member of the great "Milwaukee Family."

going to embody the feature in his internationally circulated cartoon of Sunday, Sept. 16th.

Studying the picture that appears with this article one is inclined to pity the poor trainman who, in pursuance of his duties, must frequent the observation platform on a torrid day while just inside the air-conditioned parlor car the passengers relax and ride in solid comfort.





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The "Long and Short Haul" Campaign

By Z. G. HOPKINS

CONTINUATION of the campaign for modification or repeal of the "long and short haul" clause of the Interstate Commerce Act has been determined upon by organized railroad employees who actively supported the Pettingill Bill at the last session of Congress. This bill, which proposed Fourth section modification to meet present conditions, was caught in the legislative jam at the close of the session and failed of passage because of the press of emergency measures, rather than for lack of influential support. It will be re-introduced immediately when Congress reassembles.

The Western Conference Committee of the standard railroad labor organizations, formed last winter to conduct an employee campaign to influence Fourth section modification, held a meeting at Salt Lake June 24th for the purpose of perfecting plans for continuation of the campaign, and the extension of its activities into many Western states in which limited time interfered with complete organization before adjournment of Congress. Reports to the Conference Committee, which is proceeding with the authority of the national executives of the twenty-one standard railroad labor organizations, all indicate that sufficient public and official support has been developed to insure Fourth section legislation when the issue reaches the floor in the Senate and House, and the campaign is therefore being resumed with renewed vigor.

Railroad management and the National Industrial Traffic League will continue to cooperate with the employees in an effort to influence congressional action at the approaching session as they did in support of the Pettingill bill, and it is felt that with the endorsement the principles involved have received from every major interest the campaign can be pushed to a successful conclusion shortly after January 1st. The intervening task of sponsors of Fourth section modification is to maintain the public interest and support already aroused and to develop additional public and official support wherever possible.

Railroad employees are especially interested in Fourth section modification because it is a necessary step in any program to place the railroads on a competitive equality with the unregulated rivals with whom they must contest for interstate traffic. It has been reliably estimated that freight traffic carrying revenues in excess of a billion dollars annually has been diverted from the railroads to unregulated agencies of commercial transport in recent

years. Much of the decrease in railroad employment is directly traceable to the loss of this traffic, a large share of which will be regained once the railroads are permitted the freedom of competitive action under the law which their rivals, now unregulated, enjoy. There can be no permanent stabilization of railroad employment, with job security for the employee, so long as discriminatory regulations prevent the railroads from protecting their revenues against the traffic inroads of unregulated rivals by land and water.

Fourth section modification alone will not completely remove the competitive handicaps imposed by law upon the industry on which railroad men are dependent for employment, or the discrimination against which they have complained for ten years or more, but it will go a long way in that direction. Everyone agrees that these discriminations should be removed through legislative action, but despite popular recognition of the unfair burden present conditions compel railroad employment to carry, and repeated recommendations from the highest official sources of revision of railroad regulatory codes to fit the new conditions, experience in securing adequate legislative action has been somewhat disheartening.

Independent of his recommendations in

the entire field—and it is of course anticipated that Congress will respond to these recommendations—the Federal Co-ordinator of Transportation has recommended modification of the Fourth section. In this recommendation a majority of the membership of the Interstate Commerce Commission has concurred, to say nothing of the endorsement of the United States Chamber of Commerce, the National Industrial Traffic League and many other independent traffic organizations speaking for shipper rather than for carrier interests. The modification of "long and short haul" policies proposed can in no degree conflict with such adequate revision of the whole system of transport regulation as Congress may subsequently provide, as it will impose no burdens on other carriers and will simply remove from the railroads competitive restrictions from which their rivals are free.

No single thing that may be as quickly done, in connection with revision of regulatory policy to fit present competitive conditions, will contribute as much toward improvement of the whole railroad situation, and particularly the situation of Western railroads, as prompt modification of Fourth section regulations. Originally most important in its bearing on transcontinental traffic, particularly since opening of the Panama Canal steamship routes, regulation under the Fourth section as it now stands in the statutes, has interfered in increasing degree with adjustment of rate structures to meet the constantly changing competitive conditions incident to the rapid development of motor transport by highway since 1920, when present "long and short haul" policies were established.

(Continued on page 13)

The Veterans' Convention

ARRANGEMENTS for the Veterans' Convention in Chicago September 20th and 21st are about complete, and all told, they promise a wonderful time, —one which not one of the Association can afford to miss. Since the first convention, held at the LaSalle Hotel in Chicago, at which the Veteran Employees Association came into being, no meeting has been held in this city. This year, with the Century of Progress in the height of its 1934 glory, the selection of Chicago is a particularly happy one.

The Committee on Arrangements, with Mr. L. C. Boyle, general chairman, and Mr. L. J. Benson, assistant general chairman, have worked tirelessly to provide every comfort and convenience, from the moment of registering in at the Hotel Sherman to the last bugle play at Century of Progress on the night of September 21st.

As is the custom, special reception committees will be on hand at station and hotel from early morning of the 20th to direct in-coming members; and all expecting to stay at Hotel Sherman will find their rooms ready. The man-

agement of this hotel is making extra effort to provide wonderful accommodations and to see that the Milwaukee Road Vets are happily entertained. Their generosity and assistance to the committee assures comfort, convenience, hospitality and a grand, good time. The reservations for rooms are made, as far as possible, on floors so that all friends may be nearby and visiting uninterrupted.

The Annual meeting will be held in the grand ball room of the hotel at 1:30 p. m., and as this is the first meeting since Mr. J. T. Gillick was elected president of the Association, there is sure to be a splendid representation and a rousing reception to the beloved chief.

During the time of the meeting, which is attended only by members of the Association, the women visitors will have a special program of entertainment, arranged by Mrs. O. W. Dynes, chairman of the Women's Reception Committee, to occupy their time during the daytime of the first day.

The grand feature of the convention,

the annual banquet at Hotel Sherman at 6:30 p. m. of the 20th, will be "greater and grander" than ever, the committee promises, for the hotel is putting on their finest dinner for the Veterans, and all for the usual price to the Veterans of one dollar each plate. Special entertainment during the dinner is to be provided, and chairman J. A. Farmar has some surprises in store.

The second day of the convention will be devoted to the Century of Progress, admission to which will be provided from the Association treasury, as will also, admission to the wonderful Wings of a Century Pageant. Members, after reaching the grounds of the Exposition and attending the Wings of a Century will be free to go about as they wish and visit the various exhibits according to their own desires. All are urged, however, to remain for the evening illuminations, as these are the crowning achievements of the Exposition. For further information on things to see at the Fair, readers are referred to another page of this issue.

Veterans on arrival at the hotel will register and receive their badges of identification, and will also at the same time pay for and receive the banquet tickets, together with other coupons for the free entertainment. Miss Walsh, in charge of registration, will have a corps of experienced young women to handle these matters, while Mr. Kruckstein will have his men on hand to give out the tickets, and all visitors will find members of the reception committee on hand to help and direct them in case of need.

There is a splendid spirit of helpfulness among the Arrangement Committee and their sub-committees, the sole desire being to have every visiting member receive and carry away the feeling of having had an incomparable time, and of love and loyalty to the Association and The Milwaukee Road.

The committee urges that all members expecting to attend the convention get their acceptances in early, in order that complete arrangements may be made far enough in advance to insure the maximum of service and a minimum of inconvenience to our visitors.

J. F. Anderson

ON AUGUST 8th, suddenly, in his office, occurred the death of assistant superintendent, J. F. Anderson, of the Kansas City Division. Mr. Anderson had been in his usual health and his passing was a shock to his many friends on The Milwaukee Road.

Mr. Anderson was a veteran in Milwaukee service, was operator and dispatcher on the Iowa Division, was chief dispatcher of the Iowa (East) Division, at Marion, and later trainmaster with headquarters at Perry. From Perry he went to Kansas City as superintendent of Terminals, and later assistant superintendent of the Kansas City Division.

Mr. Anderson was a man of exceptionally fine personality, and was greatly beloved by his associates of The Milwaukee Road, to whom he was always affectionately known as "Jack" and was

held in high esteem by his superior officers.

He was an able and efficient official, and popular with the patrons of the company with whom he had business contact.

He is survived by his widow and one brother, as well as a large circle of friends who mourn his passing. The sympathy of his friends of The Milwaukee Road is tendered the bereaved family.

August C. Quade

On July 21st, at his home in Dubuque, Iowa, occurred the passing of August C. Quade, veteran locomotive painter foreman. Mr. Quade was 85 years of age and entered the employ of The Milwaukee Road in 1878. At the time of his retirement in 1928 he had had fifty years continuous service with this company. Funeral services and burial took place in Dubuque. He is survived by his widow, three daughters, two sons and seven grandchildren. Also two sisters and three brothers.



WHAT? NO HOSS!—Pretty Pearl Van Horn, Ellensburg (Wash.), 1934 Rodeo Queen, arrived in Chicago, Aug. 17 on the Olympian. Not on the engine, of course, as she is pictured, but there wasn't a quadruped about so she hopped up onto the big F-6 locomotive to pose for a battery of camera men who met her on arrival.

Queen of the Ellensburg Rodeo

VOTED the most popular young lady in Seattle and selected as Queen of the Ellensburg (Wash.) Rodeo, pretty Miss Pearl Van Horn, a 23 year old miss who has never heretofore been outside her native state, arrived in Chicago August 17 on the Milwaukee Road's Olympian to visit A Century of Progress.

After extensive entertainments she returned to reign as Queen of the 3 day colorful pageant in Ellensburg September 1, 2 and 3, where will be heard the symphony of kicking broncos' heels, flying dust, the hoarse shouts of "Let her buck" and the sing-song chant of Indians in tribal dances.

Competing in the contest in which she

won her crown were thirty of the West's most charming girls who combined beauty and attractiveness of the modern world with the nearly extinct ability to bust untamed horses and lasso long-horned steers.

George F. Wilson

SUDDENLY, while at work, on August 20th, occurred the death of George F. Wilson, employed in the office of the comptroller of this company in Union Station, Chicago.

Mr. Wilson was born at Redfield, S. D., and entered the service of The Milwaukee Road in 1916. He enlisted for overseas service in 1918 and remained in France from October, 1918, to June, 1919. On his discharge from the United States Army, he returned to the Accounting Department of this company.

Funeral services and burial at Springfield were conducted under the auspices of the American Legion.

Mr. Wilson is survived by his mother and two sisters, to whom the condolences of his friends of The Milwaukee Road are tendered in their bereavement.

D & I Division—First Dist.

E. S.

SYMPATHY is extended to the family of Mr. Charles Hersey, who passed away at his home in Savanna, July 31, following a heart attack. Mr. Hersey was 67 years of age and has been connected with the Milwaukee Railroad for forty years, working as concrete foreman in the engineering department until 1917, when he transferred to the locomotive department as carpenter in the roundhouse. Surviving are his widow, one son and two daughters.

We also extend sympathy to the family of Sherman Correll, whose death occurred at his home in Savanna, July 28, following several strokes, complicated by pneumonia. Mr. Correll entered the employ of the Milwaukee in June, 1882, was employed at Savanna depot from 1888 until 1918, when he was assigned to the first trick in the dispatcher's office at Savanna, which position he faithfully filled until Feb. 12, 1930, when he retired on pension.

Mr. George Frazier, hostler at Savanna roundhouse, passed away at his home in Savanna, July 27, following a two weeks' illness. Heart trouble was the cause of his death. Mr. Frazier was employed in 1892 as switch tender and in October, 1902, accepted the position as engine hostler, which position he held until the time of his death. Sympathy is extended to Mrs. Frazier.

Sympathy is extended to the following: Switchman Eber Dale account the death of his wife, which occurred in a Freeport hospital, July 21, following the birth of a daughter.

Mr. and Mrs. M. W. Stark account the death of their sister-in-law, whose death occurred July 23 in St. Joseph's Hospital, Elgin.

Mr. and Mrs. F. B. Cole account the death of Mrs. Cole's brother and nephew, which occurred in Fairmont, Minn.

Engineer Harry Brady account the sudden death of his brother, James L. Brady, of Centralia, Mo.

We also extend sincere sympathy to Mrs. G. Abell account the death of Roundhouse Foreman G. Abell, which occurred at Rochester, Minn., Aug. 4. Mr. Abell came to Savanna on June 1 as roundhouse foreman, succeeding Mr. J. R. Slater, and the short time he was with us made many friends among the men on the D. & I. Division.

Mr. D. R. Davis, roundhouse foreman, Coburg, Mo., was promoted to the position of roundhouse foreman at Savanna, which position was made vacant by the death of Mr. Abell.

Milwaukee Employees Pension Association

Notice to Members

Chicago, Ill., July 28, 1934.

To the Members of the Milwaukee Employees Pension Association:

You are probably aware that the last Congress enacted a law known as the "Railroad Retirement Act" which provides for the payment of annuities to railroad employees and also makes it compulsory for each employee to pay an employee contribution in a percentage upon his compensation.

For some time prior and subsequent to the enactment of this law by Congress, a great many members of this association withdrew from membership and the withdrawals are continuing to such an extent that your Board of Directors have come to the conclusion that the majority of the members are unable to continue their support of this association, membership in which is voluntary while the employee contribution under the Railroad Retirement Act is compulsory. You will readily appreciate that this association without the voluntary support of its members, cannot continue, and that the Railroad Retirement Act legislated your association out of existence because of the fact that the great majority of our members are unable to pay contributions and dues to this association and also pay the employee contribution under the Railroad Retirement Act.

Having given careful consideration to this situation, your Board of Directors deem it to be for the best interest of each individual member to discontinue this association as a pension association and liquidate the assets to the best possible advantage as soon as may be, in order that the interests of all members may be protected and that each member share alike, pro rata, in the assets of the association. Therefore, your Board of Directors at a meeting held in the headquarters of the association in Chicago, Ill., July 27, 1934, adopted the following resolution:

"WHEREAS, The Railroad Retirement Act passed by the last Congress, caused a great many of our members to withdraw from this association on the grounds of being unable to pay an employee contribution in a percentage upon their compensation, as provided in said Act, in addition to making payments of contributions and dues to this association, and it appearing that such withdrawals of membership will continue to an extent that this association cannot exist under such conditions, the Board of Directors, after careful consideration of the situation, reached the conclusion that in order to protect the assets of the association in the interest of all members, the association discontinue to function as a Pension Association and go into orderly liquidation, making distribution of the assets to members, pro rata as each member's interest may appear; NOW THEREFORE,

"BE IT RESOLVED, and it is hereby resolved, that the Milwaukee Employees Pension Association, after and subsequent to July 31, 1934, discontinue the object and purpose for which it was established as set forth in Section 3, of ARTICLE I, of its by-laws; that it discontinue the collection of contributions and dues from members; that it discontinue the payment of all pensions to members now carried on its pension roll; that it discontinue refund of contributions to members who may leave the service of the Milwaukee Railroad, or who may withdraw from membership; that holders of 'Refund Certificates' share pro rata in the distribution of the assets; but that

'death benefit claims' be paid currently; provided, however, that the association shall continue under its corporate powers to do whatever its Board of Directors shall deem advisable, convenient, advantageous or necessary, in connection with liquidating and making pro rata distribution of the assets of the association; and

"BE IT FURTHER RESOLVED, that the Executive Committee be, and it is hereby delegated and empowered to have and exercise all the powers necessary and convenient to conduct and carry into effect the purposes, or any of them, of the foregoing resolution."

It is not the intention of your Board of Directors to dispose of all the assets of the association immediately, as that, under present conditions, would mean a heavy loss in investment securities, but to orderly liquidate over a period of time, when and as business conditions improve. It is im-

possible to predict at this time when liquidation can be completed, but it is the intention to liquidate in such manner that the greatest possible returns may be obtained from the investments of your association, and it is hoped that it will be possible, eventually, to reimburse each member for the amount contributed to the Pension Fund.

Since its organization, and due to the loyal support of its members, your Association has accomplished a great undertaking in the way of helping fellow employees by old age pension payments and also assisting those unfortunate members who suffered total and permanent disability. It has demonstrated what can be accomplished by loyal co-operation of a large number of employees in providing some income when, due to age or disability, the pay check ceases, and it is the sincere hope of your Board of Directors that the Railroad Retirement Act may be the instrument of continuing the good work by assuring an even better income for our members at that time in life when the earning capacity is depleted. Your association has not lived in vain. Its accomplishments and good work is a record of which each member may well feel a just pride in having supported a commendable undertaking, having paid out in pensions nearly \$1,000,000 during its existence.

By order of the Board of Directors.

M. J. LARSON,
Secretary-Treasurer.

Miles City, Montana The Convention City of the West

R. K. BURNS

MILES CITY is still called affectionately "The Old Cow Town," harking back to the days when it vied with Dodge City, Kans., as the greatest center of the cattle industry in the west. It gained this prominence in a very few years after its first beginnings in the year 1877, at which time it had been established just across the river from Fort Keogh, which had been built the year before as a base for General Nelson A. Miles' operations against the Sioux. It is in honor of General Miles that the city is named. In 1879 the town was already a thriving business center, according to newspaper accounts of that day, and in the following years with the growth of the cattle industry and the coming of the first railroads the city increased greatly in population. By the fall of 1883 Miles City was a famous center of the cattle industry and cattle were being trailed in from nearby and remote grazing regions for shipment, and others were being brought in to take their places.

As the number of stockmen increased so also did their problems increase, and the result was the formation of the Eastern Montana Stockgrowers' Association in 1883 in Miles City which consolidated in 1885 with the Montana Stockgrowers' Association centered at Helena which had been formed in 1884.

A review of the history of Miles City would not be complete without a remark or two about the floods which every spring transformed this town into a Venice. One of the early residents, Mrs. Geo. W. Myers, writes in the Jubilee edition of the Miles City Star: "In the spring of '81, Main Street was a

wide canal down which we rowed at night in a government boat with lanterns at either end across a swollen Tongue River to the higher ground on the Western side." Even in the memory of the writer, citizens living on the north side of town have hastily decamped with all their removable possessions before the onrush of the waters, caused by ice gorges forming in the mouth of the Tongue River where it empties into the Yellowstone. Those who stayed behind moved into the upper stories of their dwellings, and communicated with their neighbors by means of rowboats.

However, a little thing like a flood now and then hasn't daunted the spirits of the Miles City citizens, and in the past few years effective steps have been taken to insure the town's protection against the swollen rivers in the spring.

By and large Miles City was a pretty law-abiding city from the start. Whether this was due to the earnest quality of its first citizens or the efficiency of its sheriffs, I do not know, but it was



The Bull Team of Old Cow Town Days

probably a combination of both. Those were the days when the saloon was every man's club, and every man wore a gun from necessity, but we find no record of the city ever living in terror of gangs of outlaws, as frequently happened to many other towns of the West. People worked hard, and lived rough, outdoor lives, and no doubt some of them took their amusements in tough, hard ways. Gambling houses, saloons and other places of amusement appear to have done a profitable business, but seem to have been well conducted. But while these adjuncts of frontier life furnished amusement to its citizens, they were, almost coincident with the founding of the city, building schools and churches, and the immediate establishment of schools and churches has always been characteristic of the home-seeking American Pioneer.

With the coming of the Milwaukee Railroad in 1909, Miles City began to take on something of a metropolitan aspect. The establishment of a division point, and the location of the Shops, brought thousands of new people into

town, who quietly took up their lives in the West, assimilating with the old-time residents, and both working together for the improvement of their home. Many beautiful homes are in evidence, the streets are wide and lined with trees, and although in some years lawns and flowers are hard to grow, the abundant water supply of the city, plus the tenacity of the citizens, has overcome this obstacle. In recent years a paving program has been consistently carried forward and the days when wagons on Main street sank over their axles in mud, are no more. The business district is large, because it serves a large territory, and the city has a very efficient Chamber of Commerce, which loses no opportunity to aid in the prosperity of the community. The daily and weekly newspapers have ably assisted in maintaining the prominence of the city, and the present editor of the Miles City Daily Star, Mr. J. D. Scanlan, is Chairman of the State Republican Committee, and served as General Chairman of the Jubilee Committees.

What is true of live stock shipments is also true of all other commodities insofar as proper cars and proper protection is concerned, although not all so complicated as live stock, but we should always bear in mind that our great job is to get the business and then start it right.

Inspection of damaged, short or over shipments is very important, and this should be done as soon as we have knowledge of them, for instance, if an enameled stove is delivered to consignee in apparent good condition, and later we get notice that it is damaged by enamel being broken off, the sooner we get there and examine that stove the better chance we have of determining the responsibility. See if the damaged place was properly protected by crate, if crate was broken at that particular place; if there are any enamel chips in or around the crate; if there are signs of defect in manufacture, etc., all of which has more or less bearing in placing responsibility and agreeing with consignees regarding same.

What is true of this commodity is also true of others. We have had some trouble at our station with cars of coal received with two or more different scale weights on waybills. While there is a reason for some discrepancies account of weather conditions when loaded in open cars, we have had differences in weights that were far beyond that, and it usually places a doubt in the mind of consignee as to whether this coal has been lost or stolen in transit. Coal loaded in box cars should always be sealed, which alone would take care of that doubt, but in open cars it is different, and I have found that getting into car with consignee, measuring it up, and if possible weighing it over wagon scales often avoids claims.

(Continued on page 18)

Claim Prevention

Paper Prepared and Read by Agent A. J. Gorman, of Parkston, S. D., at Meeting of "West End Milwaukee Employees' Traffic Club" Held on July 16, 1934, at Tripp, S. D.

ALTHOUGH nearly every angle known relative to Claim Prevention has been brought to our attention in various ways, such as at Claim Prevention meetings, printed matter, and actual experience, it is, however, important that we continue to study this matter in order to keep fresh in our minds those things we have learned in the past, learn new remedies as they come up, and pass on to new men in the service the knowledge that we have gained.

Causes for claims are numerous, but may be classified into two groups, i.e., carrier's responsibility and shipper's responsibility.

Under the heading of carrier's responsibility we find the chief causes to be rough handling of cars, rough handling of goods, theft and pilferage, defective equipment, changes in temperature, delays, wrecks, fire and water, and errors of employees.

Under the heading of shipper's responsibility, the chief causes for claims are, improper packing, improper marking, improper stowing, and diversion. Usually a claim represents some error or omission by some one that could be avoided.

Claims not only take away money from the hand that feeds us, but create dissatisfaction and loss of business that is far-reaching. Our consignees are not only disappointed when their goods arrive in a damaged condition, but their customers for whom the goods are intended as well.

For instance, if we receive a stove, a refrigerator, or a piece of furniture in damaged condition and we settle with consignee, that does not end there, but

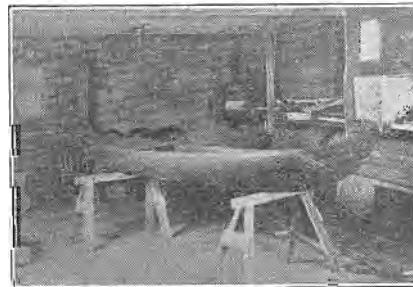
it reaches into the home where it may go for a reduced price account of the damage, where it may be an eye-sore for years to come and is not good advertising for the carrier that caused it.

We are all interested in Claim Prevention, and should strive at all times to not only comply with the many suggestions we have received to avoid claims but use any other good remedy we may know to avoid them.

Co-operation of all employees is necessary from the time shipments are delivered to us until delivery to consignees.

We of the station employes are not only a link in that chain through whose hands traffic passes, but we are an important link in that chain. We must secure the business and see that it gets started on its journey in the right manner as failure to start right often ends in disaster. For instance, if we secure a car of live stock, a clean car with good floors should be furnished, all protruding nails pulled out, properly bedded with sand and watered if hogs loaded in summer, in winter see that good dry hay or straw is placed on top of the sand and plenty of it; see that the car is not overcrowded, and if possible, have windward side papered, and a careful check of the animals loaded, with a good record of defective animals loaded.

If all this is done that car of stock has a mighty good chance to get through without a claim and make some money for our company, but if we neglect one or more of those important preparations, we have there and then laid the foundation for a claim that may not only take away all profits but eat up some of the profits from the cars that were properly prepared.



An Ancient Indian Relic

THIS is a picture of a real Indian birch bark canoe, which is the property of Mr. Jack Fernette, for many years custodian of the company "lockup" at Prairie du Chien. "Lockup" here, of course means the great warehouse on the banks of Old Man River, where damaged freight was held in storage awaiting settlement of claims and the annual auction sale. It has been discontinued, the past few years, and other and more economical methods of handling damaged shipments adopted.

Mr. Fernette at the time of his retirement, was a veteran of more than fifty years service with the company, and this ancient canoe is one of his prized possessions. He bought it nearly seventy years ago, paying two dollars for it, and has since been offered many times that price by collectors. It is a real "museum piece."

ACCIDENT SAFETY FIRST PREVENTION

Safety on the Highways

Paper Presented by Chauffeur Walter Jennings at Store Department Safety Meeting, Tacoma, Wash., August 7, 1934.

"**M**OST of our talks on Safety have been concerned with Safety in the Shops. I have decided to stress Safety on the highways. Having driven the Milwaukee truck for a number of years, I have learned the necessity of Safety First on the public highways as well as in the shops.

Many accidents could be avoided by more careful driving. It is much safer to watch out for children and adult pedestrians than to count on them watching out for you. Especially in the case of children, one never knows when they will take a notion to run in front of a moving car. If you are not alert and should stop one-fifth of a second too late, the child may be dragged twenty feet or more by the car, perhaps resulting in a serious injury or death of the victim.

In regard to observing other cars on the highways, it is well to give yourself plenty of chance to avoid a smash-up in case the other driver should disregard traffic rules.

Where traffic lights are installed, a strict observance of signals on the part of all drivers would insure safe driving.

A good rule for safety on the highways is obedience to traffic laws and courtesy to the pedestrian or to the driver of the other car.

Think What You Are Doing

WHEN a lad I did considerable work under Grandad's supervision and I have often since thought of his constant admonition to me by saying, well—"THINK WHAT YOU ARE DOING." Of course in those reckless kid days I did not realize the full significance of the remark but have many times since applied and realized the benefits of the suggestion by heeding and trying to make a practice of following this very worthy saying which is calculated to overcome the habit of thoughtlessness, carelessness and indifference. I think it should be adopted by railway employees as their Golden Text. To THINK WHAT YOU ARE DOING would surely eliminate a lot of unnecessary errors in our every day work and prove of importance as a safety promoter.

Try it out the next time you start to put car numbers in the financial columns in the cash book or begin some hazardous stunt which your common sense forbids. THINK WHAT YOU ARE DOING should be a companion piece to Amos and Andy's "Check and Double driver of the other car. Then there would be fewer accidents."

Safeguarding Rail Travel

MUCH in the manner the Chinese engage medical men to keep them well rather than to cure their ills the Milwaukee Road is employing a mechanical "doctor" to prevent the possibility of train accidents from defective rails in track.

Known as the Sperry Detector Car the rail diagnostician was on exhibition in the Chicago Union Station, Aug. 17 under the auspices of the Sperry Rail Service and the railroad. It is testing rails on eight divisions.

Equipped with the most recent devices for the purpose of testing rails in track, in accordance with the standard practice of many railroads, the car when in service moves as a complete self-propelled unit and readily detects certain minute flaws, known as "rail cancer" because their insidious growth is akin to the human ailment, and so small that they cannot be found by other method.

By means of a low-voltage electric current, derived from two large generators driven by gasoline engines, a magnetic "field" is set up around each rail. The behavior of this field is recorded by very delicate and sensitive instruments, somewhat akin to radio. When

an irregularity is encountered, an indication is made on a moving record tape and simultaneously a paint gun throws a short spot of paint on the rail at the exact point of defect.

Railroad track men following the detector car on a section car replace the rail. In this way, rails containing flaws which might develop and weaken the rail structure are taken out of service before the flaw has a chance to grow to dangerous proportions.

Rail officials have characterized the car as one of the greatest contributions to safety assurance yet developed. It was invented by the late Elmer A. Sperry, electrical genius whose inventions include the gyro-stabilizer, gyro-compass artificial horizon and the high-intensity arclight. An example of the latter is the Lindbergh Beacon, atop the Palmolive-Peet building in Chicago.

In addition to availing itself of modern safety devices and appliances the Milwaukee Road carries on a constant educational campaign to train its employees in safe practices. In the past 16 years only one passenger was fatally injured in a train accident on the Milwaukee Road, although during that period more than 157 million passengers were carried.

The Iron Ranges

(Continued from page 3)

does in a very efficient manner and to the satisfaction of the ore mining people, and in return for the many services and courtesies which we extend, we have a satisfied customer and an increased tonnage, combined.

The history of the iron ore in this district is not very old, just a trifle over a hundred years. The United States government began a careful survey of the government lands in the northwest territory in 1816. Prior to that, legends

came to the eastern sections of the country from the Indians of such deposits in the upper peninsula, and regarding the presence of hard rock in various parts of the country, and the first white settlers were familiar with these stories. However, it was not until 1844 that a party of United States Government surveyors really discovered the first iron ore in Michigan. In the early part of their work they noticed the variation of their magnetic needle, and finally discovered iron ore near Teal Lake. This discovery, however, did not attract much attention. The Jackson Iron Company of Jackson, Mich., in 1847, after many difficulties, started a forge on Carp River, five miles east of Negaunee, and made the first iron in the Lake Superior region in February, 1848, so you will notice that actual production was under one hundred years ago. Forges were operated spasmodically for a number of years and production was not very great, not exceeding three tons a day.

In the early fifties, the Lake Superior iron ore began to attract attention in Pennsylvania, and in July 1852, six barrels of ore were shipped to New Castle in that state. This was the first shipment of iron ore to eastern ports, shipment of iron ore to eastern ports.



Ride 'Em Cowboy: J. L. Brown "up", May 25th at Miles City. Left to right: N. H. Fuller, C. H. Buford, G. S. Craig, O. P. Kellogg, M. G. Murray, J. L. Brown, W. L. Ennis, E. B. Crane, N. A. Meyer, C. L. Phillip

These shipments were made possible by the opening of the ship canal around the rapids at Sault Ste. Marie in 1855. The story of the construction of this canal under great difficulties, and opposition from Congress, because of the extremely hard nature of the rock through which it penetrates, would fill a volume in itself.

In 1883, the Gogebic Range was opened, and later, the Vermillion Range, but we are not interested in those ranges particularly, because our railroad does not serve them, we serve the Menominee Range largely.

During the shipping season, the area around Crystal Falls and Iron River is a bee hive of industry, train after train laden with ore move day and night from the mining piles and the mining tipples to waters of Lake Michigan at Escanaba and thence down the lakes in large freighters to the blast furnaces of the big iron producing centers of the east.

The iron ore business is an interesting traffic study. It is something that is concentrated in a small area, it has peculiarities of its own in transportation, and its operation is far up in the north woods. So few of us working for this company realize the volume of iron ore handled and how much of a factor in the movement of iron in this country, the Milwaukee Railroad really is.

In the mining district a great many other commodities are used in the process of mining, large volumes of coal, mine props, machinery, etc., to say nothing of the detailed commodities incidental to mining operation that are consumed in this district, and the tons of freight, running into the hundreds of thousands tons, that are handled every year in the production of iron ore upon our railroad.

The story of iron mining upon our railroad is one that would fill a volume

if space would permit, to tell the stories of the iron country, of the men who labored in that country for our company, of the great snows in that district, and the operation at the dock, enormous investments in facilities, engine power, cars, the rugged mine captains and superintendents of that district, and the miners themselves, a hardy, happy go lucky crowd, all joined together to make possible the raw product production of one of the principal and prime industries of the country, namely, iron and steel.

This railroad carries a large volume of the raw material to the boat lines, and therefore, is very much of a factor in the iron and steel industry of the country.

Most of the supervision of the operation of mining transportation is centralized in Channing, Mich., where forces are maintained during the period of navigation, together with train crews for the operation of the many ore trains from the mines to the docks at Escanaba.

But the iron country is not all business and labor. Beautiful lakes around Crystal Falls and Iron River have wonderful summer resorts upon their shores, and the settings of these lakes in the hills are very beautiful. The miners and mining men have time to play golf and they have nice golf links, they are great for fishing, and in the summer months the lakes and streams in this district abound with trout, bass, and northern pike. In the winter months they have deer hunting, skiing, snowshoeing. Summer and winter sports are attractive to the natives as well as the tourists who frequent these places for the pleasures they afford. Cool summer nights on the shores of these beautiful lakes, surrounded by forests of maple and birch, offer a real northern hunter's and fisherman's paradise.

and remove at least one important discrimination against railroad employment.

Recovery of rail traffic is an essential to restoration of railroad vitality and resumption of normal conditions of railroad employment. In fairness to all railroad interests it should not be delayed by retention of an outworn policy that arbitrarily diverts traffic from the railroads to their unregulated rivals, and deprives railroad men of employment and security.

From a railroad traffic standpoint, 1931 was a depression year. Earnings in that year were one-third less than in 1929. It has been estimated though that restoration of earnings to 1931 levels would add approximately \$400,000,000 annually to the wage payments of railroads in Western territory alone, and result in the employment of 85,000 additional men. Through cooperative activities, in their capacities as citizens, to promote public policies in the regulation of railroads that will contribute toward such recovery, railroad employees are but pursuing a course of intelligent self-interest, to say nothing of demanding for the industry with which they are identified opportunity, under the law, to meet all competitors in a fair field, with no favors.

H. C. Youngs Accepts Presidency Indiana Wood Preserving Co.

THE many friends of Mr. Harold C. Youngs who, for the past five years, has been Tie & Timber Agent for this railroad, will be pleased to learn that he has accepted the position of President of the Indiana Wood Preserving Company.

Mr. Youngs' experience as a store department employe, locomotive fireman and engineer, prior to his attaining the position of Tie & Timber Agent, attest to his thoroughness as a railroad man.

As a token of esteem, Mr. Youngs' friends presented him with a set of office furniture to grace the premises from which he will administer the affairs of the company he now heads.



The Anniversary of Twenty-five Years of Service

AT THE left in the above picture is Fireman "Heinie" Stiemann, and next to him Engineer Charles Slightam. This picture was taken upon the arrival of No. 16 this summer at Othello, and marked the completion of twenty-five years of service on the Coast Division. Both of the men went from lines east, Mr. Slightam from the Madison (then the P. D. U. C.) and Wisconsin Valley Divisions, and Mr. Stiemann from the Trans-Missouri Division.

Mr. Slightam's debut on Lines West was with engine No. 2095 and rotary snowplow No. 12, July 4th, 1909. The snowplow was for exhibition at the Alaska-Yukon Exposition at Seattle. Mr. Stiemann also arrived on July 4th, 1909, with engine 209.

The Agricultural and Colonization Department

GREAT LIVESTOCK

FATTENING CENTER Milwaukee Serves One of Best Feeder Areas

SOME have said that it is never safe to predict what will take place in the future, but indications point to southern Minnesota and northern Iowa becoming one of the greatest cattle and lamb feeding sections in the country this coming fall and winter.

There are several reasons why there will be an unusually large number of feeder animals fattened in this area. It has a good corn crop and a fair amount of the necessary forages that must be used to put the proper finish on range animals before they are acceptable to the packers as good to choice, to good killers. That is an advantage over most all other corn belt areas.

County Agents and others say there is no other territory in the country that can compare in size with this one that will have the advantages this Minnesota and Iowa district possesses this year.

That these facts are generally known is indicated by the number of stockmen, commission agents and dealers who are thoroughly canvassing from farm home to farm home, attempting to sell or place on contract both cattle and lambs. One firm of contract lamb and cattle supervisors estimate they will place over 500 carloads of stock in this territory this fall. They already are well on their way to that number.

A member of this firm of livestock contractors said: "The Milwaukee Road is quite largely responsible for the development of lamb and cattle feeding in this territory. Your direct connections with the northwestern range areas and fast freight schedules serve to tie the ranchers and farmer feeders together as no other competing agency can."

NEW CASH CROP TRIALS Washington and Michigan Farmers Experimenting

TO increase the farm income of several districts served by our Road, food crops are being tried that are new to the areas. In the Kittitas Valley, the farmers are co-operating with a canning company and together they are trying out sweet corn.

This is the first season this crop was grown in this irrigated valley in the state of Washington. Prospects are quite promising that the acreage will be increased in the future. The farmers have grown several varieties and the canning company has packed the crop carefully segregating each variety so that consumer demand may be checked.

In Upper Michigan, the branch experimental station has employed a

trained gardener who, this year, has experimented with several varieties of head lettuce and cauliflower. The varieties are each checked for yield, date of maturity, marketability, and cash income. This was the first year of these trials and even though the season was not the best climatically, these two crops show promise of fulfilling a long felt need of the area, namely, a farm crop that could bring to the owners of the farms an income from small acreages sufficiently high to assure them a decent standard of living. In 1935, the best varieties of cauliflower and head lettuce will be placed in the hands of farmers for practical demonstrations and for training purposes. Already farmers are enthusiastic about trying them out and gaining the necessary cultural experiences.

THREE NEW LAND FOLDERS Describe Farms That Are For Sale

FARM bargains are described in three newly issued folders describing properties that are offered for sale in various sections of the territory served by our Road. The folders indicate that one may buy a farm at prices varying from less than five dollars per acre upward. The price asked by the owners of the lands depends largely upon the quality of the soil, improvements and location of the farms with reference to roads, markets, schools, and various other factors.

The three folders briefly describe farms located in Washington-Northern Idaho, Central Montana and Upper Wisconsin-Michigan. Hundreds of descriptions are given. Among them, there should be a farm that would suit the fancy and experience of any one who desires to embrace the privilege of living and farming in the northern part of the United States westerly from the Great Lakes.

One can make a wide choice of farms from a production standpoint. Along the west coast in Washington there are districts which specialize in small fruits, truck crops, poultry, dairy cows, nuts, bulbs, garden and flower seeds. In Central Washington there are several irrigated

A dairy farm scene on Puget Sound where cattle are pastured nearly the year round on luscious natural grasses.

districts including the Kittitas Division of the U. S. Yakima Reclamation Project which produce general farm crops, tree fruits, and early vegetable crops. In Eastern Washington and Northern Idaho, extensive acreages are used for wheat and other grain crops, as well as irrigated sections for fruit and diversified crops. Some of the properties in Montana are extensive livestock ranches equipped to handle thousands of heads of live cattle, sheep or horses as well as large scale wheat and grain farming. Some irrigated districts specialize in seed peas, sugar beets, irrigated or non-irrigated lands and a combination of both are available in large and small units. In the upper part of Wisconsin-Michigan, the descriptions center on farms suitable for growing potatoes or producing dairy products. Of course there are farms suitable for producing all sorts of farm products between these extremes.

Some of the lands in Washington, Idaho and Central Montana are irrigated but most of the farms are in areas where production is by natural rainfall. All the farms described are in areas where farming is a successful business and farmers are capable of providing a standard of living such as Americans are expected to enjoy.

These folders are for distribution. They will be sent to anyone who is interested in making a farm purchase in territories served by The Milwaukee Road.

ADVERTISING FARM OPPORTUNITIES

Millions to Know About Lands in Milwaukee Served Areas

BEGINNING this month, more than a million readers each week will be reminded and informed about farms and farm lands that are offered for sale in several areas served by our Road. Small classified ads will be run in newspapers, farm papers and other periodicals describing the opportunities offered.

The advertisements will be divided among the papers so that they should appeal to the readers. Four types of



ads will be used. In one group of papers, there will be an ad featuring the farms that are for sale in Washington and Northern Idaho. Another group of papers will run ads telling about the farms and ranches that are for sale in Milwaukee-served Central Montana, the Great Falls area and the Sun River Irrigation Project. The third group of papers will contain advertisements featuring farms and cut-over lands that may be purchased in Upper Wisconsin-Michigan. The fourth group of papers having a national or sectional circulation will have advertisements which will be general in its description featuring the foregoing described areas. Anyone interested in owning a farm should become attracted to our Milwaukee-served districts if the ads are read for they will

describe such a wide variety of farming opportunities that there should be one or more that will appeal to any land seeker.

Literature describing each area where there are farm opportunities offered in our advertising campaign has been prepared and will be sent to each inquirer. These folders and booklets contain illustrations and a printed authentic description of the farming practices and opportunities in each district advertised. In addition to this descriptive material, all who answer the ads will get a list of farms and farm lands that can be purchased. These lists of farms offered for sale give a brief description of each place, concluding with the price and terms upon which the purchase may be made.

Book of Fashions 1934

MILWAUKEE Magazine Pattern Service has inaugurated a new and improved service on pattern books. Instead of the heretofore general all-purpose catalog, a new series of specialized pattern books is produced. The first of these, the CO-ED, is a complete 32-page booklet of designs for "collegiates" and "teenettes," and is ready to send out in advance of the school season. This will be followed by another special—"THE SMART MATRON," and this, in turn, will be followed by others of a complete series of specialized pamphlets. The price of each booklet is 10 cents.

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

8281. Slenderizing Frock.

Designed in sizes: 36, 38, 40, 42, 44, 46, 48, 50 and 52. Size 44 requires 2½ yards of 39 inch fabric with 1½ yard contrast. Price 15c.

8295. Ladies' Afternoon Frock.

Designed in sizes: 34, 36, 38, 40, 42 and 44. Size 38 requires 4½ yards of 39 inch fabric with ½ yard contrast. Price 15c.

8293. Misses' and Ladies' Sailor Dress.

Designed in sizes: 14, 16, 18, 20 with bust measures 32, 34, 36, 38 and 40 and 42. Size 18 requires 4½ yards of 39 inch fabric and 9 yards of braid or bias folds, cut 1½ inch wide. Price 15c.

8300. Ladies Fitted Slip.

Designed in sizes: 34, 36, 38, 40, 42, 44, 46, 48 and 50 bust. Size 44 requires 3½ yards of 39 inch fabric, with 2¾ yards of 1½ inch bias facing. Price 15c.

8198. Cotton Frock.

Designed in sizes: 6, 8, 10 and 12 years. Size 10 requires 2 yards of 35 inch material and ½ yard contrasting with 1½ yard of bias binding 1½ inch wide. Price 15c.

8284. Child's Dress and Panties.

Designed in sizes: 1, 2, 3, 4 and 5 years. Size 4 requires 2½ yards of 35 inch fabric for both dress and panties. Two yards of 1½ inch bias binding is required. Price 15c.

8289. Comfortable Frock.

Designed in sizes: 34, 36, 38, 40, 42, 44, 46, 48, 50 and 52. Size 44 requires 5½ yards of 39 inch fabric. Price 15c.

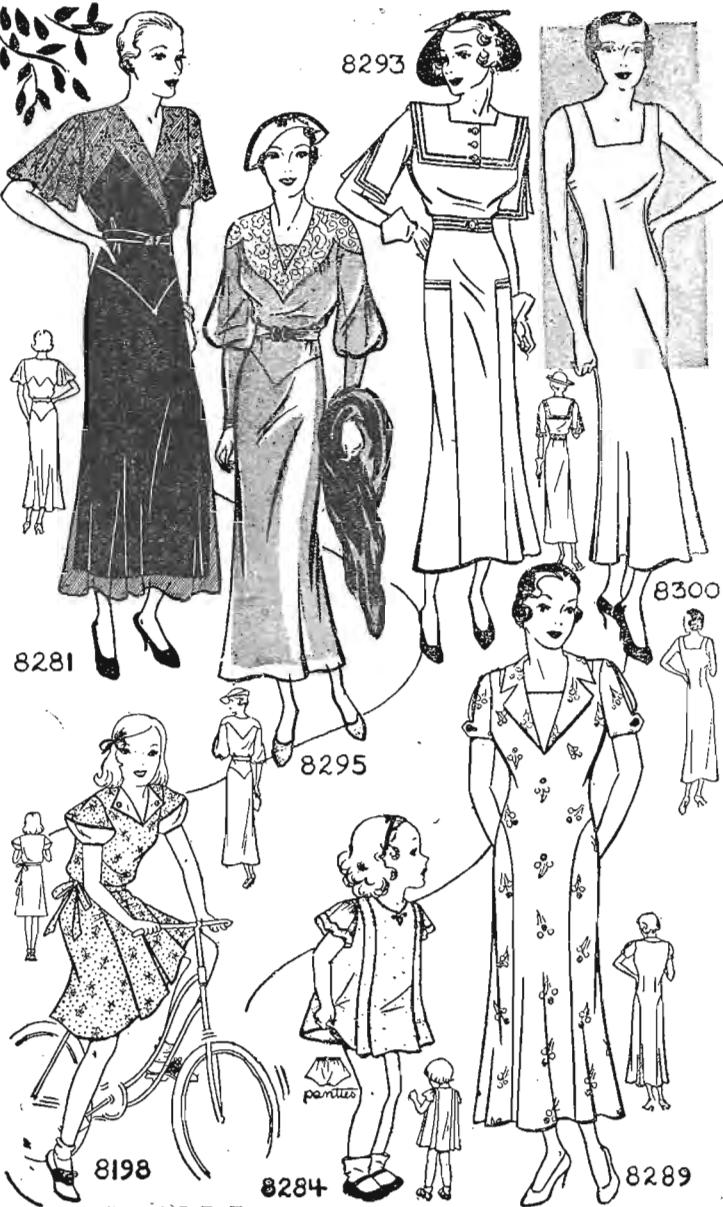
Favorite Recipes

Feather Rolls. One small potato boiled and sieved and added to three-fourths cup of the water in which it was boiled. Dissolve one-half cake compressed yeast in three-fourths cup of warm water and add to the potato water. Two tablespoons sugar, one teaspoon salt and scant half cup of lard. Work the shortening into two cups of flour, add the dry ingredients and add this to the water mixture. Stir vigorously and then add enough flour to make a soft dough. (About four cups of flour all together.) Knead and let rise until very light. Knead down and let rise again until very light. Roll on floured board and cut or pinch off small pieces and shape into rolls. Brush over with melted butter and let rise in baking pan until "light

the skin and roots. Cut in halves lengthwise and reheat in the **Sauce Piquante:** Brown two tablespoons butter, four tablespoons flour and stir until all is well browned. Then add two cups of brown stock and cook three minutes. Add salt to taste, half teaspoon paprika, dash of cayenne, tablespoon vinegar and one cucumber pickle sliced thin. Serve with the sauce and garnish with cucumber pickle and cold cooked beets sliced or cut in fancy shapes.

Cecils with Tomato Sauce. One cup of cold roast beef or rare steak, finely ground. Add salt, pepper and onion juice to taste. One-half teaspoon Worcestershire sauce, two tablespoons bread crumbs, one tablespoon melted butter and the yolk of one egg, slightly beaten. Shape into croquettes, roll in flour, beaten egg and crumbs and fry in deep fat. Drain and serve with tomato sauce.

Casserole of Beef. Cut cold cooked beef into cubes, making about a quart. Put in casserole and add two cups of brown sauce or the beef gravy. Add one-half cup of celery, one-half cup carrots and one onion, all cut in small pieces; one cup cooked tomatoes, teaspoon Worcestershire sauce, one-half teaspoon salt, one one-eighth teaspoon pepper. Cover and bake one-half hour. Then add one cup peas or beans, canned or fresh and one cup potato cubes that have been precooked ten minutes in boiling salted water. Again cover and bake thirty minutes or until potatoes are soft.





SAID TO BE HUMOROUS



A Poet's Delights

I love the laughter of a child,
The freedom of life in the wild—
Perfume from a field of clover,
I also love my eggs turned over.

—Buffalo Evening News.

Plenty Back Seat Driving

Sunday School Teacher: "Why was Solomon the wisest man in the world?"

Sarkis: "Because he had so many wives to advise him."

"I had the right of way when this man ran into me, yet you say I was to blame."

"You certainly were."

"Why?"

"Because his father is mayor, his brother is chief of police, and I'm engaged to his sister."

A man waiting patiently in a post office could not attract the attention of either of the clerks.

"The evening cloak," exclaimed one of the girls, "was a redingote design in gorgeous lame brocade, with fox fur and wide pagoda sleeves."

At this point the long-suffering customer broke in with: "I wonder if you could provide me with a neat purple stamp with a dinky perforated brim, the tout ensemble delicately treated on the reverse side with gum. Something about three cents."

The professor had just finished an evening talk on Sir Walter Scott and his works when a lady said: "Oh, professor, I have so enjoyed your talk. Scott is a great favorite of mine."

"Indeed," said the professor, "what one of his books do you like best?"

"Oh," answered the lady. "I haven't read any of his books, but I am so fond of his Emulsion—I've used a lot of that."

Obeying Orders

"Has your husband taken the medicine I prescribed? A tablet before each meal and a small whiskey after?"

"Mebbe he's a few tablets behind, but he's months ahead wi' th' whiskey!"

Same Boat

"Women don't interest me. I prefer the company of my fellow men."

"Shake. I'm broke, too."

Native English

We were walking along the shaded street of an eastern Pennsylvania village when a girl came to the door of a nearby house and called to a small boy playing on the walk:

"Gusty, Gusty, come and eat yourself once. Ma's on the der table now and pa's half et already!"

Little Boy (calling father on the telephone at office): Hello, who is this?

Father (recognizing son's voice): The smartest man in the world.

Little Boy: Excuse me, I got the wrong number.—Franklin News.

Steward: How would you like your breakfast, sir?

Seasick Passenger: With an anchor on it, if you don't mind.—Items.

The Stamp Collector's Boast

I've traveled wide and I've rambled far,
From the Argentine to Zanzibar.
With Barnacle Bill I've bucked the breeze
Of the Rio Plata and the Seven Seas.

I've roamed the teeming marts of trade.
I've rested 'neath the Kremlin's shade.
I've mushed my trail through Arctic snows
With my husky dogs and Eskimos.

I've knocked about with tropical tramps
In South America's rebel camps.
I've gobbled feasts with cannibal chiefs
Mid waving palms and coral reefs.

I've buddied up with the sons of Mars,
Had a front row seat at all the wars
Of nations great and peoples small.
Floyd Gibbons and I have seen them all.

I've jogged along the aerial lanes
In Zepps, balloons and aeroplanes.
Hopped oceans wide with nary a fear
And directed Piccard through the stratosphere.

I've hobnobbed round with queens and kings.
Sultans and rajahs and other things;
And up the Congo made a trip
In General Balbo's personal ship.

I'm right at home on the icy floes
Where the white bear roams and the sperm whale blows.

I've pitched my camp in jungles deep
Where cobras crawl and tigers creep.

And the girls—Oh boy—I've met them all,
Blondes and duskies, short and tall,
In harem, palace and snow igloo,
From Greenland's shores to Timbuktu.

When travel palls and pep is spent
On far North Cape I hoist my tent,
Loaf a month or so in the Midnight Sun,
And then more travels are begun.

I'm not the Baron; but "I vass dere"
At all big events of the earth and air
And when I've hobbled up the golden ramps
I'll help old Peter assort his stamps.
—R. C. Bingham, in Illinois Central Magazine.

The good-looking but dumb summer boarder was enraptured about farm life.

"Oh, I'd just love to be a farmer," she purred, "and live with the blue sky overhead always."

"That would be all right," the farmer replied, "if the blue sky was the farmer's only overhead."

Office Boy: "Please, sir, I think somebody wants you on the telephone."

Chief: "Now, what is the use of saying you think I am wanted? Am I wanted or not?"

Boy: "Well, sir, somebody rang up and said, 'Is that you, you old idiot?'"

The prize excuse was offered during the trial of a man charged with wifebeating. A neighbor was called as a witness for the prosecution. He described the blows in detail and the wife's helplessness.

In astonishment the judge turned to the witness and asked: "Do you mean the court to understand that you stood by and

saw this man strike the poor woman again and again?"

"Yes, I saw it all."

"And you made no effort to interfere?"

"I couldn't."

"Why not?"

"I was filling my pipe."

They were discussing dogs, and the tales were becoming "pretty tall" when one of the group took the lead.

"Smith," he said, "had a most intelligent retriever. One night Smith's house caught fire. All was instant confusion. Old Smith and wife flew for the children and bundled out with them in quick order. Alas, one of them had been left behind. But up jumped the dog, rushed into the house, and soon reappeared with the missing child. Every one was saved; but Rover dashed through the flames again."

"What did the dog want? No one knew. Presently the noble animal reappeared, scorched and burned, with—what do you think?"

"Give it up," cried the eager listeners.

"With the fire insurance policy, wrapped in a damp towel, gentlemen."—Cappers.

Flapper: "I'd like to see the captain of this ship."

Sailor: "He's forward, miss."

Flapper: "What do I care—this is a pleasure trip, isn't it?"

Another Chance

Professor (in the middle of a joke): "Have I ever told the class this one before?"

Class (in a chorus): "Yes."

Professor (proceeding): "Good! You will probably understand it this time."—Punch Bowl.

No Surface Scratch

Judge: "Well, here you are again, Rastus."

Rastus: "Yassuh, boss, I'se back afore you again, but dis time Ah got a cause."

Judge: "Well, what is it, Rastus?"

Rastus: "Judge, what would you do if someone steal your gal?"

Judge: "I'd cut her company, Rastus."

Rastus: "Dat's jes' what Ah did—and Ah cut him deep."—Annapolis Log.

The teacher was giving the youngsters a mental drill.

"Now, Bobby, tell me which month has twenty-eight days in it."

Bobby had forgotten. After a moment he had the answer:

"They all have."

"Look here, waiter, is this peach or apple pie?"

"Can't you tell from the taste?"

"No, I can't."

"Well, then, what difference does it make?"—Exchange.

Brown was seated in his office when the phone rang. "Hello, is this Mr. Brown?" came the voice over the wire.

"Yes," replied Brown. "Who is this?"

"This is Johnson—Johnson, Johnson and Johnson, lawyers."

"Oh, good morning, good morning, good morning, good morning."—Pathfinder.

THE MILWAUKEE RAILROAD WOMEN'S CLUB

PARTICULAR attention is called to the very creditable reports shown below, on Club activities and membership, particularly the latter. Chapter presidents and membership committees are heartily congratulated on the results of their intensive efforts to bring the membership up and over last year's aggregate.

It will be seen that the voting membership increase is 122 and the increase of contributing members 1,084; the total, 1,206.

Thirty-eight chapters made up the total

increase, fifteen not showing any increase.

Aberdeen, S. D., Chapter is the banner chapter this year, in both voting and contributing membership. Congratulations, Aberdeen. It was also the high chapter last year.

All chapters showing increase in membership are awarded membership prizes by the General Governing Board, and so thirty-eight cash prizes go out this year for having increased their memberships over December 31st, 1933.

Tacoma Chapter

Esther Delaney, Historian

THE annual picnic of the Tacoma Chapter was held at the beautiful home of Mrs. George Pyette at Lake Stellacoom on June 25th. The affair especially honored members of the Milwaukee Pioneers' Club, and all visiting members of other Milwaukee clubs, and women of the Seattle Chapter.

For one of the most delightful affairs of the season, members of the chapter gathered on July 30th at the country home of Mrs. George Freestone of the Lake Stellacoom district.

Fifty of the women, many of them with special guests and drove out for an early luncheon and were greeted by Mrs. Freestone and members of the hostess committee that arranged the affair—Mesdames F. A. Valentine, W. A. Monroe, W. S. Bur-

REPORT OF ACTIVITIES—JANUARY 1ST TO JUNE, 30th, 1934

Relief, Good Cheer and Mutual Benefit Work

Chapter	Amount Expended	Number of calls made	Number of messages sent	Amount cleared on Ways and Means Activities	Balance in treasury on June 30, 1934	Amount Expended	Number of calls made	Number of messages sent	Amount cleared on Ways and Means Activities	Balance in treasury on June 30, 1934
Gen. Gov. Board (Good Cheer)	\$ 10.00	...	...	\$ 227.17	\$ 18,757.05	Malden, Wash.	\$ 1.00	118	\$ 5.36	\$ 50.23
Aberdeen, S. D.	475.28	1,042	136	548.83	463.43	Marion, Ia.	20.37	37	8.47	478.35
Alberton, Mont.	1.81	9	11	48.45	20.40	Marmarth, N. D.	21.39	241	48.95	102.26
Alberton, Library	...	...	...	.50	...	Marmarth Library ....	...	...	5.80	...
Austin, Minn.	185.60	529	50	139.80	76.91	Marquette, Ia.	125.66	84	31.45	113.47
Avery, Ida.	6.30	164	8	44.99	52.79	Mason City, Ia.	293.10	486	26	6.25
Avery Library	...	...	...	1.10	...	Milbank, S. D.	37.73	69	60.00	137.88
Beloit, Wis.	55.04	74	3	36.46	106.46	Miles City, Mont.	92.15	1,226	31	216.24
Bensenville, Ill.	40.61	67	29	40.50	68.92	Milwaukee, Wis.	558.16	82	42	447.16
Bensenville Library	6.20	...	...	12.33	...	Milwaukee Library ....	...	...	254.00	237.79
Black Hills	169.20	196	7	132.10	310.33	Mitchell, S. D.	12.75	25	1.15	...
Butte, Mont.	4.90	194	6	30.25	123.38	Mobridge, S. D.	185.32	994	26	74.78
Cedar Rapids, Ia.	22.90	...	...	...	...	Montevideo, Minn.	92.92	31	110.30	96.23
Channing, Mich.	30.19	329	26	43.53	50.59	Murdo, S. D.	43.96	50	24	45.76
Chgo. Fullerton Ave.	309.12	111	1	940.83	699.80	Othello, Wash.	5.17	125	21	29.92
Clayo. Library	247.07	...	...	260.45	...	Ottumwa, Ia.	89.46	327	64	10.00
Chgo. Union Station	265.82	72	8	202.64	888.52	Perry, Ia.	119.15	90	60	53.07
Chgo. Library	75.60	...	...	77.82	...	Portage, Wis.	40.73	480	16	79.65
Council Bluffs, Ia.	60.83	73	6	28.66	70.63	St. Maries, Ida.	3.00	99	2	252.23
Davenport, Ia.	109.85	89	12	...	71.72	Sanborn, Ia.	106.48	91	...	166.62
Deer Lodge, Mont.	41.00	50	4	...	58.84	Savanna, Ill.	99.25	133	23	130.03
Des Moines, Ia.	30.15	35	6	...	74.97	Seattle, Wash.	67.57	277	33	405.98
Dubuque, Ia.	84.84	168	62	80.56	101.18	Sioux City, Ia.	98.26	238	40	152.34
Green Bay, Wis.	97.41	244	32	79.00	199.52	Sioux Falls, S. D.	119.58	64	12	304.78
Harlowton, Mont.	37.44	41	5	17.13	47.42	Spokane, Wash.	23.00	236	13	159.10
Janesville, Wis.	142.35	848	49	139.45	108.85	Tacoma, Wash.	109.12	142	35	58.60
Kansas City, Mo.	95.77	125	1	102.19	83.28	Terre Haute, Ind.	365.67	341	5	107.41
La Crosse, Wis.	118.87	101	34	28.44	97.75	Three Forks, Mt.	52	8	78.90	159.01
Lewistown, Mont.	12.00	144	15	...	41.99	Tomah, Wis.	200.56	458	42	15.02
Madison, S. D.	45.74	54	11	...	52.09	Twin City	246.24	139	8	285.39
Madison, Wis.	63.43	92	15	58.62	210.43	Wausau, Wis.	181.42	620	9	166.15
					Total		\$ 6,274.49	12,406	1,138	\$ 5,590.43
										\$ 27,953.99

REPORT OF MEMBERSHIP AUGUST 1, 1934, AS COMPARED WITH MEMBERSHIP

Chapter	Voting Membership			Contributing Membership			Total Membership		
	Dec. 31	Aug. 1	Increase	Dec. 31	Aug. 1	Increase	Dec. 31	Aug. 1	Increase
Gen. Gov. Brd.	...	...	...	3	...	..	3	...	..
Aberdeen	396	415	19	435	595	160	831	1,010	179
Alberton	24	29	5	9	63	54	33	92	59
Austin	94	99	5	46	112	66	140	211	71
Avery	30	32	2	29	58	29	59	90	31
Beloit	52	59	7	74	88	14	126	147	21
Bensenville	40	38	..	43	25	..	83	63	..
Black Hills	52	47	..	69	75	6	121	122	1
Butte	21	47	26	13	192	179	34	239	205
Cedar Rapids	12	..	..	51	..	..	63	Discontinued	..
Channing	35	37	2	45	51	6	80	88	8
Chicago Fullerton Ave.	268	350	82	447	621	174	715	971	256
Chicago Union Station	241	195	..	487	539	52	728	734	6
Council Bluffs	42	22	..	64	45	..	106	67	..
Davenport	33	32	..	65	55	..	98	87	..
Deer Lodge	33	13	..	11	6	..	44	19	..
Des Moines	37	38	1	43	47	4	80	85	5
Dubuque	70	58	..	84	81	..	154	139	..
Green Bay	105	109	4	283	341	58	388	450	62
Harlowton	36	47	11	21	12	..	57	59	2
Janesville	87	92	5	54	76	22	141	168	27
Kansas City	51	52	1	59	60	1	110	112	2
La Crosse	82	92	10	69	120	51	151	212	61
Lewistown	27	39	12	16	53	37	43	92	49
Madison, S. D.	45	25	..	51	16	..	96	41	..
Madison, Wis.	98	99	1	92	102	10	190	201	11

Malden, Wash.	..	51	New Chapter	..	26	..	... 77	..
Marion, Ia.	82	84	2	54	54	..	136 138	2
Marmarth	16	18	2	19	20	1	35 38	3
Marquette	34	74	40	46	67	21	80 141	61
Mason City	140	123	..	157	200	43	297 323	26
Milbank	37	30	..	37	51	14	74 81	7
Miles City	150	195	45	206	182	..	356 377	21
Milwaukee	201	125	..	50	40	..	251 165	..
Mitchell	26	38	12	91	147	56	117 185	68
Mobridge	126	100	..	177	204	27	303 304	1
Montevideo	51	45	..	72	41	..	123 86	..
Murdo	21	5	..	47	6	..	68 11	..
Othello	..	40	New Chapter	..	55	..	... 95	..
Ottumwa	59	66	7	58	65	7	117 131	14
Perry	115	150	35	67	190	123	182 340	158
Portage	125	159	34	213	214	1	338 373	35
St. Maries	23	26	3	10	13	3	33 39	6
Sanborn	69	36	..	75	57	..	144 93	..
Savanna	54	29	..	89	84	..	143 53	..
Seattle	74	84	10	117	163	46	191 247	56
Sioux City	116	119	3	234	252	18	350 371	21
Sioux Falls	50	51	1	116	116	..	166 167	1
Spokane	66	57	..	63	40	..	129 97	..
Tacoma	131	102	..	292	323	31	423 425	2
Terre Haute	72	76	4	384	381	..	456 457	1
Three Forks	52	23	..	45	11	..	97 34	..
Tomah	106	138	32	108	170	62	214 308	94
Twin City	98	115	17	466	456	..	564 571	7
Wausau	138	140	2	118	157	39	256 297	41
Total	4,243	4,365	..	6,074	7,158	..	10,317 11,523	..

roughs, H. E. Hatch, Harry Micklethwaite, H. A. Love, F. A. Kemp, Paul Wilson, George Loomis, Russell Wilson and Carl E. Hoffman.

Five long tables, each with different colored cloth and service, were placed on the lawn beneath shade trees for the luncheon, and each was decorated with blossoms from the Freestone gardens.

Following luncheon there was an informal business meeting, the president, Mrs. W. A. Monroe, presiding. She introduced in happy fashion the out-of-town guests, who included Miss Enid Shouse of South Dakota, who is visiting her cousin, Mrs. J. Spencer Eccles; Mrs. B. L. Russell of Spokane, guest of Mrs. Carl A. Lundell, and Mrs. Wilson of Utah, the guest of Mrs. Niel B. Lupton.

Following the meeting the women enjoyed an informal afternoon, finding much pleasure in seeing the Freestone grounds and the gardens for which Mrs. Freestone has won an enviable reputation among flower growers. They also visited the lovely next-door gardens of the F. A. Valentine home.

An invitation was read from the Seattle group asking the Tacoma members to attend a luncheon to be given in their honor August 16th, and Mrs. Harry Micklethwaite invited the Tacoma chapter to have a picnic at her summer home on Five-Mile Lake August 27th.

LaCrosse Chapter

LA CROSSE CHAPTER celebrated its tenth anniversary on July 18th, with a picnic, at which there was a large attendance. Miss Etta Lindskog, secretary-general, of Chicago, and eighty members of Tomah Chapter were special guests.

The Tomah ladies arrived in a special coach and automobiles met the train on arrival to transport the guests to Myrick Park.

A 12:30 dinner was served. Mrs. Frances Wood, president, welcomed the members and guests and responses were made by Miss Lindskog and Mrs. William Hovey, president of Tomah Chapter. Corsage bouquets were presented to Miss Lindskog with a "memory poem" and to Mrs. Hovey with a "friendship poem." A tribute was paid to Mrs. H. E. Byram, president-general, and flowers were also presented to Mrs. Wood.

Guessing contests and games furnished the afternoon entertainment, the guests leaving on the afternoon train while members of LaCrosse Chapter returned to the park where they were joined in the evening by the men members of their families for a picnic supper.

Wausau Chapter

WAUSAU CHAPTER was entertained by its Minocqua members at the Gordon Hotel in Minocqua on June 18th. A large attendance enjoyed the beautiful day, there being, beside many from Wausau, a good representation of members from Merrill, Tomahawk and Wisconsin Rapids. Guests of honor were Mrs. Carpenter Kendall first vice-president-general and Miss Etta Lindskog, secretary-general. A special coach was provided for the club members, and upon arrival at Minocqua a brief business meeting was held in the coach, after which all adjourned to the Gordon Hotel for luncheon on the wide veranda of the hotel.

Cards were enjoyed by some of the members while others enjoyed a three-hour boat ride on the lakes surrounding Minocqua.

Sioux City Chapter

Mrs. John Carney, Historian

THE division picnic that was held at Riverside Park July 15th was a credit to our chairman, Mrs. E. Murphy, and her committee, Mesdames E. Class and E. Matthison. Through the efforts of Mrs. A. Class an afternoon of sports was very much enjoyed by all, the winner of each game receiving a nice gift. Some three hundred attending. The club furnished coffee and ice cream.

Mrs. S. Philpot, our membership chairman, assisted by our president, Mrs. R. Doud, has added a large number to our membership.

Our president, Mrs. R. Doud, called her chairman and co-chairmen together to arrange for club rooms and other important matters for our fall and winter work.

We greatly regret the moving of Engineer John McGrane and family to Madison, S. D. Mrs. McGrane is our house furnishing chairman.

The club appreciates the efficient work of our welfare chairman, Mrs. E. Cuzzens.

Milwaukee Road Museum

MATERIAL of all kinds connected with the early days of this railroad and its predecessor companies is being collected for the purpose of placing the articles on exhibition when enough have been assembled.

All employees who have in their possession or can obtain photographs of first trains, stations, ferry boats, etc.,

or early time cards, tariffs, train orders and miscellaneous material connected with some part of the railroad, dating back to the construction of that section of the line or within a few years after it was built, are invited to write to F. H. Johnson, Executive Assistant, Room 840, Union Station, Chicago, stating what material they have to offer, giving date of use if known and any other particulars available.

Articles should not be sent in until advice is received stating they are considered suitable for the proposed museum. Any items accepted will be labeled to show the name and address of the donor.

Claim Prevention

(Continued from page 11)

When I look back over 40 years of service with this company and see the fine manner all employes are treated now as compared with 40 years ago, and the fine officials we have with us now, I cannot see any reason for us all not being grateful and thankful to be a member of that great MILWAUKEE family, and do our utmost, not only in Claim Prevention, but in every other way we can to promote its interests.

In conclusion, allow me to repeat again—we are all interested in Claim Prevention, and should put forth every effort to overcome them.

The Optimists' Philosophy

What should we expect from the many New Deals

Be we rated as wasteful or thrifty?
No more than just this: 'Twill be heavenly bliss
If our luck will but break fifty-fifty.

As for those who are greedy and grab all they can,

We can never bring them to their senses.

Let's furnish a grave to every such knave
And bill him for funeral expenses.

—J. S. M.

SPECIAL COMMENDATION

General Passenger Agent W. B. Dixon commends the following named employees for having interested themselves in securing passenger business for our line, and thanks them for their interest and assistance:

John Pender	General Yard Master, D. R. I. & N. W. R. R.	Davenport
Gertrude Deeny	Cashier, Freight Office	Mason City
G. H. Halsey	Traveling Auditor	Marion
Emily Parks	Bill Clerk, Mr. F. M. McPherson's Office	Chicago
C. B. Davis	Operator	Tripp, S. D.
N. J. Gorman	Dispatcher	Sioux City
E. E. Godwin	Brakeman, Iowa Division	Council Bluffs
S. W. Brown	Switchman	Minneapolis
Miss Donahue	Telephone Operator, Local Freight Agent's Office	St. Paul
Ann Ruther	Clerk	Lewistown
B. H. Perlick	Purchasing Department	Chicago
Wesley Nehf	General Freight Department	Chicago
Walter Stephens	Clerk, Baggage Room	Butte
Margaret Hickey	Stenographer, Superintendent's Office	Butte
R. P. Jorgensen	Stenographer, Superintendent's Office	Butte
Mabel Price	Stenographer, DF&PA's Office	Butte
Allen L. Lindow	Grandson, Chas. Lapham, Asst. Engineer	Milwaukee
L. F. Anderson	Chief Clerk, Division Storekeeper	Chicago
Edmund H. Brick	Care Asst. Engineer of Maintenance of Way	Chicago
Charles Tythcott	Engineer	Sioux City
A. Marlow	Cook, Dining Car Department	Tacoma
J. B. Wallis	Traveling Auditor	Perry, Ia.
Harry Mills	Sleeping Car Conductor	Tacoma
J. F. Kane	T. F. & P. A.	Des Moines
John Pletz	Foreman, Cortland Street Station	Chicago
Emil Landry	Conductor	Green Bay
C. Browning	Clerk	Green Bay
Mr. Ballard	Chief Clerk	Green Bay
Matt Ulwelling	Car Inspector	Austin, Minn.
Carrie Bradberry	Stenographer, Superintendent's Office	Mason City
Geo. J. Griesenauer	Division Engineer's Office	Chicago
Gladys Heck	Daughter, H. C. Heck, Agent	Andies, Ill.
F. S. Robinson	City Freight Agent	Chicago
Robt. Montgomery	Fireman	Mitchell, S. D.
H. Bronson	Engineer, K. C. Division	Coburg, Mo.
Geo. Layton	Captain of Police	Savanna, Ill.
E. Wolff	Sergeant, Police Department	Chicago
L. E. Wilcox	Engineer, Wis. Valley Division	Wausau
C. M. Belknap, Jr.	Train Baggage Man	Sioux City
John Millia	Engineer	Green Bay
G. Gunderson	Engineer	Green Bay
Wm. Juhnke	Asst. Supt., SS&DC. Dept.	Chicago
Erig Kinder	Care Roundhouse	Aberdeen, S. D.
Dorothy Gruber	Central Typing Bureau, Fullerton Avenue	Chicago
Elmer Tewe	Crossing Flagman	E. Moline
E. S. Ralph	Operator, Terminals	Chicago
Bob White	T. P. Casey's Office	Chicago
C. J. Van Degna	Freight Auditor's Office	Chicago
Joseph Spende	Messenger, care Mr. C. R. Dummier, Agent	Milwaukee
C. P. Devereaux	Agent	Stiles Junction, Wis.
Wm. McLean	Warehouse Foreman	Green Bay
Ramsey Vien	Switchman	Green Bay
Richard Hinckley	Switchman	Austin, Minn.
Mrs. Jessie Diltz	Care A. A. Westerberg	Snohomish, Wash.
Roy B. Craig	Conductor	Tacoma
Al Pentecost	General Shop Foreman	Tacoma
W. E. Hale	Assistant Lumber Agent	Tacoma
Wm. Allemann	Yard Clerk	Tacoma
F. J. Walsh	Lumber Inspector	Tacoma
J. A. Wright	Traveling Engineer	Tacoma
W. E. Campbell	Supervisor, Car Department	Tacoma
W. L. Hubbard	General Foreman Substation	Tacoma
J. C. Hancock, M. D.	Company Doctor	Dubuque
Miss Carrie Bradberry	Care Superintendent	Mason City
Henry Vobian	Engineer	Madison, Wis.
Charles Negley	Clerk	Tacoma
J. Humphrey	Conductor	Tacoma Yard

C. P. Devereaux, agent Stiles Junction, induced a party of four intending to use a competing line, to change and take The Milwaukee from Stiles Junction to Chicago and return.

O. Koujourian, box packer at Galewood Yard No. 2, obtained a customer for The

Milwaukee by inducing a neighbor moving to California to ship his household goods over The Milwaukee to Kansas City. This party had at first intended shipping via competing line. Mr. Koujourian also contemplates soliciting another party moving to California, for our line.

Rocky Mountain Division Northern Montana

Max

GEORGE S. CRAIG, who held the position of traveling freight and passenger agent, headquarters Great Falls, Mont., died suddenly at his home in that city Sunday, July 22, of heart trouble.

Funeral services were held July 25th and the remains were shipped to Missoula for burial. The Masonic Lodge was in charge of the interment.

Mr. Craig, who was only 36 years of age, began his railroad career with the Milwaukee Road at Missoula, Mont., April 14th, 1917. He began as a clerk and worked through the various positions in the freight office there, was transferred to Bozeman as assistant agent in 1920. He went to Butte in 1924 as chief clerk to the division freight and passenger agent and received his appointment to the position he held at the time of his death May 1st, 1926.

He was married and is survived by his wife, a son three years old, his mother and four brothers. Mr. Craig was a member of Harmony Lodge No. 49, A. F. & A. M. at Missoula.

The many friends on the Rocky Mountain extend their sincere sympathy to Mrs. Craig and family.

The Milwaukee Road handled a big delegation of Elks, including the famous Elks' band of Lewiston in a special Pullman on August 15th to Miles City, where they attended the state convention. Several Milwaukee employees are members of the band.

Highwood station was the highlight on the Northern Montana during the month of July, 156 carloads of wheat moving from that point. The wheat loading on this district is about a month early. It was found necessary to run two extra trains daily to take care of the wheat rush.

The many friends of Hilliard W. Jackson, formerly warehouse foreman at the Lewistown freight house, were pained to learn of his death at Yucaipa, Calif., the early part of August.

Mr. Jackson left Lewistown several years ago to make his home in California. While employed with the Milwaukee he was considered one of the best warehouse foremen in the territory. He leaves to mourn his death his wife and four grown daughters who were with him at the time of his demise. Mr. Jackson was a member of Lewistown Lodge A. F. & A. M. Burial was in charge of that organization at Redlands, Calif.

Roadmaster Charles Strong was the unfortunate victim of a bad accident at Roy Spur, Mont., which resulted in a broken leg. While reailing a car a rail broke, which flew out, catching Mr. Strong. The accident occurred some three miles east of Great Falls. Mr. Strong reset his own leg and placed the splints before medical aid was available. He was taken to the Deaconess Hospital at Great Falls.

H. C. Brisbane has been appointed traveling freight and passenger agent, vice George S. Craig, deceased. "Briz" is succeeded as chief clerk to the division freight passenger agent by Harold D. Collingwood, transferred from Seattle, where he was formerly employed in the office of the general freight agent.

"Vic" O'Dell, one of the popular conductors vacationed in Glacier National Park. He was accompanied by his wife and two small children.

ON THE STEEL TRAIL

THE DIVISION NEWS-GATHERERS

Guy E. Sampson.....	Train Director, Bensenville	E. Stevens.....	Care of Superintendent, Savanna, Ill.
A. M. Dreyer.....	Fullerton Avenue, Chicago	Leda Mars.....	Care of Local Agent, Minneapolis, Minn.
John T. Raymond.....	Dispatcher, Marion, Iowa	N. A. Hiddleston.....	Care of Mechanical Dept., Minneapolis, Minn.
Ruby M. Eckman.....	Care of Assistant Supt., Perry, Iowa	V. J. Williams.....	Care of Superintendent, Austin, Minn.
E. L. Sacks.....	Care of Trainmaster, Dubuque, Iowa	Lillian Atkinson.....	Care of Superintendent, Wausau, Wis.
C. M. Gohmann.....	Care of Superintendent, Ottumwa, Iowa	Wm. Lagan.....	Care of Superintendent, Sioux City, Iowa
Sybill 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, Mobridge, S. D.
Eileen Story.....	Care of Superintendent, La Crosse, Wis.	Nora B. Decco.....	Telegrapher, Three Forks, Mont.
Mrs. Edna Bintliff.....	Care of Trainmaster, Mitchell, S. D.	A. M. Maxelner.....	Agent, Lewiston, Mont.
W. J. Kane.....	Care of Superintendent, Aberdeen, S. D.	R. R. Thiele.....	Spokane, Wash.
E. C. Adams.....	Care of Superintendent, Mason City, Iowa	Gertrude Alden.....	Care Superintendent Coast Division, Tacoma, Wash.

Iowa (Middle and West) Division

Ruby Eckman

ROBERT SMITH, one of the veteran hostlers, is back on the job at Perry after having been off duty for several months. Bob and his wife have been back in the New England States taking care of a sick relative.

A little grandson of Conductor Fred Bolender and wife died the fore part of August at the family home in Fort Dodge and was brought to Perry for burial.

Conductor J. B. Bryant's family were called to Kankakee, Ill., the fore part of August on account of the death of a sister of Mrs. Bryant's mother.

Yard Clerk Marlow Stotts had a pleasant vacation the fore part of August when he and his family went to Ada, Ohio, to attend a reunion of Mrs. Stotts' family. All of the children and grandchildren were present for the gathering.

The news of the death of two former Perry officials was learned with regret on the Iowa Division. The passing of G. M. Abell, roundhouse foreman at Savanna, occurred in Rochester, Minn., and Mr. Anderson's death occurred at his office in Kansas City.

Engineer W. T. Murphy and wife have been having some interesting letters from their son, Lieutenant William Murphy, U. S. N. Lieutenant Murphy is at Rangoon, Burma, in India, inspecting teakwood trees. The teakwood is for the United States Government to be used in shipbuilding work.

Assistant Yardmaster E. E. Banyard and wife had a nice vacation trip with W. L. Schmitz and wife of Montevideo. W. L. S. was formerly on the Iowa division and he and "Bob" got to be pretty good friends so the families have spent several vacations together.

Engineer Frank Stapleton's daughter was quite seriously sick at her home in Fort Wayne, Ind., in August and Mrs. Stapleton went there to be with her.

Engineer F. L. Hanner received word of the birth of a grandson at Wenatchee, Wash., August 8th. The baby's mother was Theo Young, daughter of Engineer D. L. Young, who passed away a couple months ago. The baby is the first in the family.

Pat O'Brien of Cincinnati, Ohio, an ex-railroad man and an ex-service man, sitting in the depot at Perry recently while on tour of the country, saw the poster advertising the record run made recently between Chicago and Milwaukee and put his thoughts into verse which he handed to the freight office force. The poem is entitled "The Record Run" and reads:

The Milwaukee has won the record

Of anything run by steam;
The engine crew consisted of two hoggers,
They made a very nice team.
Will Dempsey is a veteran in the game,
Been there thirty-five years,
And when he reached Milwaukee
Said the wild ride gave him no fears.
Warren Kirby, another hogger,

Volunteered to feed the iron horse coal;
Got a kick out of looking out the window
And watching the black smoke roll.
Down the line old 29 rambled
And she traveled, too, believe me!
At the highest speed; the old needle pointed
At one hundred and three.
Now, Dempsey, keep them rolling,

You have set a very nice pace;
Even though I am pushed off on a siding
I want to see others win the race.

General Yardmaster James Kanealy of Perry yard is a grandpa again, a son having been born to Mr. and Mrs. James Edward Kanealy. The lad was named James Edward III.

Second District

H. H. J.

A GENT C. J. Zehr, Boone, and Mrs. Zehr were recently called to Chicago owing to the very serious illness of their daughter-in-law. Mrs. Zehr (the daughter-in-law) did not recover. She was the "Lullaby Lady" on the Monday evening Carnation Milk radio program.

Agent A. E. Brown, Milford, was overcome by the terrific spell of heat we had and has been reported in rather a serious condition.

An important event occurred in the Vonnie White household a month or so ago which seems to have escaped us 'til now, to-wit, the birth of a daughter, which young lady, according to her father, is coming along nicely, thank you.

Harry Calhoun was recently appointed agent, Lytton, which station, we understand, he held some years ago.

An interesting time was reported at the operating-traffic meeting held at Perry early in August. There were a number present from surrounding points and many important subjects were discussed.

The relief agents have been fairly busy lately, V. C. McGee relieving agents, Panora and Milford; R. V. Dawson relieving at Fostoria and Boone, and P. L. Calhoun at Linden and Milford, while the new relief agent, R. O. Hill, was recently at Waukeee. W. J. Black from the First District also supplied, being at Farlin for a while.

Wisconsin Valley Division

Lillian

MRS. ALPHEUS VAN NORMAN and children, Susan, Carol and John, of Santa Barbara, Calif., who have been spending several months visiting with relatives in Wausau, paid us a short visit at the office and we were very glad to see them. Mrs. Van Norman was formerly employed in the office of the freighthouse and this has been her first visit back to Wausau in five years.

Miss Margaret O'Brien, also a former employee in the freight office, visited with friends in Wausau for a few days and paid us a visit. Margaret is now employed in the accounting department at Fullerton Ave., Chicago, Ill.

The death of Albert I. Lathrop, passen-

ger and ticket agent at Wausau, occurred at 10 o'clock Wednesday evening, July 18th, at his home after an illness since April 22 when he suffered a paralytic stroke. Mr. Lathrop was born May 30, 1881, in the town of Cicero. At the age of 21 he entered a telegraphy school and after the completion of his course entered the employ of The Milwaukee Railroad. He served as agent and telegraph operator at several stations, including Star Lake, Minocqua and Tomahawk, and on October 15, 1915, came to Wausau as freight and passenger agent, which position he held up to the time of his illness. Mr. Lathrop is survived by his wife, mother, two sisters and two brothers, also a sister-in-law, to whom the employees of the Valley Division extend deepest sympathy. The body was placed in the repository at the Petersen Funeral Home for the present where funeral services were held Saturday, July 21st.

The death of Norman McEwen, age 24 years, occurred at 11:30 p. m. on Wednesday, July 18th, at the Memorial Hospital after an illness of one week. The deceased was born February 14, 1910, in Wausau and lived here until the time of his death. For the past seven years he was employed in the freight depot. He was married to Violet Hammers Oct. 10, 1931, who survives, together with his parents, Mr. and Mrs. Wm. McEwen, two brothers and one sister. Funeral services were held on Monday, July 23rd. The division employees extend their sympathy.

Card of Thanks

We wish to express our appreciation and gratitude to our many friends for kindness shown and sympathy extended during our recent bereavement in the death of our mother, Mrs. P. B. Godard, who passed away at 9 p. m. Saturday, July 21st, 1934.

B. P. Godard,

Mrs. Lillian G. Atkinson.

Mr. J. E. Whaley, who was acting agent at Wausau station during the illness of A. I. Lathrop, has been permanently assigned to that position and expects to move his family to Wausau. We hope they will find Wausau a pleasant place to make their home.

West End T. M. Division

R. K. B.

THE maintenance program on the division this year is progressing nicely, and on completion of work on the South Branch, Mike Ott's gang moved to Miles City August 6th, and are working eastward from here.

As soon as the first of the month was over and Time Revisor Joe Peschl had checked and gotten in all of his time slips, he hopped into his Chevy and took a little trip through the park to rest up a bit. Among the other bits of cheer he brought back with him was a new pipe, which burns and smells very nicely, and is no relation to the miniature volcano formerly in his possession, which he used on dark nights to asphyxiate mosquitoes and prowling reptiles, and which used to

shriveled the leaves of all the trees within a hundred yard radius of where it was burning.

Conductor Bing Smith came to the conclusion one day that he had put up with his hay fever just about long enough. Where he got the idea, I don't know, but he learned somewhere that people with mustaches don't have hay fever. So now Bing is sprouting a mustache. The progress of his cure is being watched with interest by other sufferers, and after the experiment is over, and if it works, the folks around here will likely be a very be-whiskered lot.

Dunc Ritchie has been back among us again for the past month working on the file clerk job.

Agent W. E. Davies of Roundup is just about due to leave on his vacation, which he advises he will spend visiting his children in Indiana and Ohio, and he will also attend a reunion of old soldier friends in Pittsburgh, Pa., about August 22nd.

C. A. Nummerdor has been busy the past month relieving the various dispatchers during their vacation periods.

The Honorable H. E. Riccius, Mayor of Miles City and Division Master Mechanic, at this writing has just left for a short vacation, which will include a trip through Yellowstone Park.

It may be a mistake to couple Harry Riccius and Shorty Rodgers in the same breath, but it is interesting to note that no sooner had Harry decided to leave town than Shorty decided it was a good time to visit Miles City. The Elks State Convention was held in Miles City August 16th, 17th and 18th, and Shorty as a Past Exalted Ruler attended. The news, of course, leaked out, and the City Band spent all week pressing their pants, shining their shoes and tuning up their tubas, zithers and oboes preparatory to meeting No. 16 the morning that Shorty arrived from Roundup. The news also leaked out that the Mayor, before he left town, gave the Chief of Police explicit instructions to clap Shorty in jail immediately upon arrival and keep him there as a dangerous character.

Division Engineer W. E. Ring has just returned from his vacation which he spent visiting relatives and friends around Morris, Minn., the old home town.

Some News From Twenty Years Ago
Claim Adjuster J. T. Sleavin kindly loaned me his July 1914 issue of the Milwaukee Magazine, and while looking it over one day, I ran across a few items which will probably be of interest to the persons concerned, who may have forgotten them after the passage of twenty years.

We read that Mr. P. H. Nee was one of the committeemen who attended the Safety First Meeting held at Montevideo May 28, 1914, for the H & D Division.

A little farther on in the magazine there is an item about the recent creation of the Idaho Division. The first office staff included J. T. Sleavin as chief clerk and Thomas Hughes as timekeeper.

Under the Musselshell Division Notes there is an item about conductor Boots Kittinger laying off on account of a bruised finger. About that time engineer Al Boltz was moving his family to Melstone, and brakeman H. Pratt was also moving to Melstone, presumably from Miles City.

In those days Mr. R. W. Anderson was Master Mechanic on the old Musselshell, and the column tells about an inspection trip to Melstone.

The line-up of the dispatching force on the Musselshell in 1914 included P. G. Kearney as fourth trick dispatcher. And somebody by the name of A. F. "Snaile" as operator. I wonder if "Snaile" wasn't intended for "Maile." If it was—"Maile" is still on the old job, and can cuss out the editor again for misspelling his name twenty years ago. In this connection I might add that if there is anybody less like a "Snaile" it is "Maile." You ought to hear him sometime on the bug.

T. E. Corbett and A. C. Kohlhase, who have moved around Lines West considerably since then, were at that time first and



How Jack gets all the dirt—every time



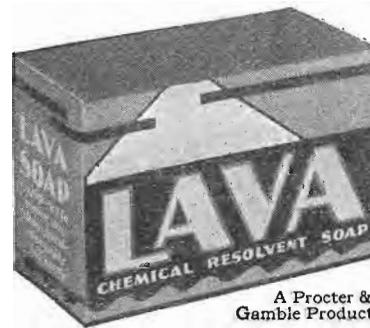
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Put Lava Soap to work on a pair of greasy, grimy hands and you'll find that Lava gets all the dirt in less than a minute.

Here's how Lava works. Its thick, heavy lather gets the surface dirt. Its fine, powdery pumice gets even the worst ground-in dirt. Soothing oils and glycerine in Lava protect the skin, help heal little nicks and scratches.

And Lava helps prevent hand in-

fections. Against the germs that cause tetanus, meningitis and other deadly diseases, Lava is even more effective than carbolic acid. Lava works well in any water—hot or cold, hard or soft. Get Lava today.



Takes the dirt . . . Protects the skin

second trick dispatchers, respectively, at Miles City.

Mr. E. B. Cornwell, who is now chief dispatcher at Miles City, will probably get a kick out of this one quoted verbatim from the Rocky Mountain Division items—"Mr. E. B. Cornwell, for a number of years trainmaster of the R. M. Division, has resigned from the service to devote his attention to his fine ranch at Ryegate."

Mr. O. B. Tripp, then and now agent at Hettinger, N. D., was a contributor to the July, 1914, issue with a short article on accurate waybillings.

Another item reads as follows: "Among the inestimable benefits of the recent rains in South Dakota are the filling of the reservoir's at Hettinger, Morristown and Walker." (I wonder if by some process of mumbo-jumbo we could get the past to do its stuff all over again. The reservoirs at Hettinger, Morristown and Walker need another rain.)

(If anybody else has any of these old issues and doesn't mind lending them, would appreciate having the chance to look them over. I suppose all we "Columnists" do our share of grumbling about nobody sending in any news, but maybe if we can't find out what you're doing now, we can at least tell about the days when you were running around with derby hats, peg-

topped trousers and celluloid collars, and taking the future Missus to one of the first movies.)

Northern District—Car Dept.

O. M. S.

G CDS F. J. SWANSON is vacationing in Chicago with his family.

Chief Clerk W. G. Johnson returned from vacation looking very brown and fit.

Assistant Foreman Ben Borgeson enjoyed vacation at one of Minnesota's ten thousand lakes, also Wrecking Foreman A. Tweder and family. Assistant Foreman J. C. Weatherell and family traveled to Salida, Colo., to visit relatives.

Lead Air Brake Man P. Garvey and wife were recently called to Sault Ste. Marie, Mich., by illness of Mrs. Garvey's mother.

Minneapolis Light Repair notes: Ole Stenseth and wife visited relatives at Wabasha. Charles Cline attended World's Fair a few days. Mrs. Geo. Gruidl visited at her sister's home in Bismarck, N. D. Mrs. Wm. Lachelt of Glenwood, Minn., visited her brother, Wm. Raetz, at Minneapolis.

Donald and Gerry, sons of S. Hollingsworth, are visiting at grandparents' home in Beloit, Wis.

Mesdames Sainsbury and Washburn solicited members to the Milwaukee Wom-

en's Club from car department at South Minneapolis.

Miss Ella Siegler is visiting at her sister's home in Chicago and seeing the Fair.

Tal Hughes and family enjoyed cool vacation at Duluth.

Inspectors G. Kampf, F. H. Campbell and W. F. Garvey were brief callers at South Minneapolis shops.

Carman C. Sherva has returned to work on light repair track after month's illness.

I. & D. Items

E. C. A.

THE I. & D. Division was honored by a visit of General Manager O. N. Harstad, Assistant General Manager N. A. Ryan and Mr. Howland S. Davis and son of New York City on July 17th, who stopped at Mason City en route Des Moines and Sioux City on an inspection trip. They were accompanied by division officers while going over this division.

Miss Ruby Potter, chief clerk, division master mechanic's office, Mason City, returned to her duties Monday, July 16th.

Mr. E. W. Webb, district claim adjuster, Des Moines, was a Mason City visitor July 18th.

Supt. and Mrs. W. F. Ingraham and son Sydney left Mason City July 21st on an

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Interest paid on savings deposits.
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or
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folks
whis

extended visit and vacation trip in Illinois. Mr. O. Larson, car foreman, Mason City, is back on the job following a few days' vacation.

From all appearances some of the boys around Mason City have been doing a little automobile trading. We note Carter Thoma driving a new V-8 as well as Tony Pajari riding around in a Plymouth. Nevertheless, Carl Donovan says "Betsy Ann" is good for another ten thousand.

Miss Grace Moran, stenographer, DF&PA office, Mason City, returned to work latter part of July following a vacation trip to New York and Boston.

The I. & D. Division extends sympathy to Conductor W. A. Malthouse, Mason City, and family in their recent bereavement of Mrs. Malthouse who passed away July 27th.

Conductor W. R. Anderson, Spencer, is back on the job and says he is feeling fine after his recent illness.

Yardmaster F. H. Dickhoff, Mason City, has recently purchased a "special" leader and fly, presumably for no other reason than some fancy casting. However, according to the last bulletin, "the story is the thing."

Train Dispatcher M. C. Corbett, Mason City, left the first of August for his regular vacation. Mr. Carl A. Anderson, Mitchell, S. D., is acting as relief train dispatcher.

Mr. J. M. Oxley, train rules examiner, Minneapolis, called on division officers at Mason City on August 1st.

Mr. S. B. McCauley, captain of police, Sioux City, Ia., visited Mason City offices August 3rd.

Mrs. E. E. Bruns, wife of conductor, Mason City, submitted to major operation at Mason City August 4th.

For Sale: One Winchester automatic 10-gauge. A-1 condition. Price reasonable. See Roadmaster A. W. Bahr, Mason City, Ia., for particulars.

Conductor Guy Davis, Mason City, made a personal appearance at the yard office August 11th after having been confined to his home for some time past.

Madison Division

W. J. FAGG who has been on the sick list for some time is making calls among his friends. Glad to see you around again, Bill.

Brakeman Wood issued a forecast a while back but we now understand it is a girl. Congratulations.

Jim Coleman has returned from a 30-day visit in California and George Dunn and Mrs. Dunn have returned from a trip through Yellowstone.

The important issue of the day is the pension and if you have signed your pension card and when you were born. Boys, dig out the old family Bible and check up on your birth.

Ed Dousman has been off the job for some time on account of sickness. Is it possible that the reaction of the Shrine Convention has just taken effect? Hurry back, Ed, we need you.

DOCTOR'S ADVICE TO SMOKERS IS OLD STORY TO RAILROAD MEN

Railroad men, large numbers of whom have been for many years loyal Edgeworth fans, will find their tobacco judgment confirmed by Dr. C. B. Cahusac of San Pedro, California. Dr. Cahusac has been a pipe smoker for 50 years—an Edgeworth smoker for the past ten.

Here is his letter:

1212 West 1st St.,
San Pedro, Calif.
Memorial Day, 1933

Messrs. Larus & Bro. Co.,
Richmond, Virginia

Gentlemen:

Some years ago you very kindly sent me a free package of "Edgeworth."

It was a revelation to me, as I didn't know that such a splendid tobacco could be produced.

I am nearly 75 years of age and have smoked for over 50 of them—mostly a pipe. But like all Britshers, I want the best tobacco—commensurate with my purse!!—that I can buy. Your product so charmed me the first time I tried it, that I was almost afraid to buy a package, in case it was not equal to the "sample." Well, when I say that I have stuck to Edgeworth for nearly ten years, I think that is sufficient answer to the above.

I feel afraid sometimes to speak too highly of your product—in case men may think it is simply "ballyhoo," so I say "Just TRY it."

Yours gratefully,
Dr. C. B. Cahusac

THE Egyptians and the Greeks had a word for it, but there just doesn't seem to be a word to start the "Pan" a-sizzling, so one must reach for the old handy summer anchor—"vacations." Everybody has been away for their rest or jaunt—mostly jaunt—except Roy. Since dem thar Government cattle keep stampeding into the stock yards Roy has had to postpone that little auto jaunt through the north woods of Wisconsin. It's hay, hay, not hey, hey. Selah!

A Wednesday morn, Roy on the 'phone:



Robert Arthur and Ruth Anne, grandchildren of Roadmaster E. E. Cush



Railroad men are loyal to Edgeworth

Just say "Edgeworth" to the dealer the next time you buy tobacco. It is a blend of only the tenderest leaves of the Burley plant—known to tobacconists as "the mildest pipe tobacco that grows." There is a 15¢ pocket package and many other sizes up to the pound humidor tin. Some sizes are put up in vacuum tins. In these air-tight tins the flavor remains the same regardless of weather or climate. Edgeworth is made and guaranteed by Larus & Bro. Co., Tobacconists since 1877, Richmond, Virginia.



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UNION MADE, **Lee** OVERALLS
Union-Alls-Shirts-Pants-Play Suits

AFTER many washings you'll find Lee Jelt Denim overalls still firm, strong, full-bodied as ever. Their body is WOVEN—not starched—in—1716 extra feet of yarn in every pair. You can't wash that out—takes months longer to wear it out. You'll like their better tailoring, too. So wear Lees. The few more cents they cost will come back many times in extra wear and comfort.

FREE Write today for your sample of Jelt Denim and the name of your nearest Lee dealer.

"That's nothing, I didn't have my shoes off from 5 a. m. day before yesterday (Monday) to 10 p. m. last night (Tuesday)." Well, stock strikes will occur.

Mr. Ennis and the employes of the refrigerator service and claim prevention department extend their most sincere sympathy to their co-worker, Mr. Arthur De Garmo, freight service inspector of Seattle, Wash., on the loss of his 17-year-old son, Donald.

If ye would be considered a MAN, beer you must be able to imbibe. "What kind of men are they?" asked Milly, when Ray spoke of a dinner to be given and no beer.

On the subject of beverages: In a little drought-stricken town of France cider was preferred to water to quench a fire. Well, the cider was known to put out anyone or anything. Voila!

The force of personality, or there are supposed to be two alike throughout the world—we have Tony, raising a square little mustache, now being called Hitler; Big Shot Don being called Trotsky; John, the milkman, a pictorial replica of Dillinger, and, of course, as expounded previously, Rose, a second-to-none Clara Bow, emulator of the disturbing charm "It." Ray doesn't look like the Grand Duke Nicholas (nickel-less) but he claims to be pennyless.

Really, to be able to grasp from the air and put in print Mr. Wheeler's effervescent laugh would make radio look to its laurels.

Rose and Yates over the 'phone July 24th: "Oh, I'm just meltin', yes, just meltin' away." Why don't you invite the office force over to your new icehouse, stingy!

To prove that it was meltin' hot, one must "come up and see" Mr. Buchanan's vacation coat of tan; he surely did acquire a very nice one. Speaking of coats—ask Mary how to keep cool with a heavy coat on. Even though she did not convince Mr. Dougherty, her theory is very correct in the hottest Far East where they wear those flowing burnoses and do many salaams. Were you there, Mary?

THIRD LITTLE SHOW. Time: Saturday, 1 p. m. Curtain: Hoke saddled to the hilt with all the outdoor paraphernalia. Enter Dougherty: What's it this weekend, Hoke, hunting or fishing? Hoke. Hunting! Dougherty: Guess I'll have to get out and hunt up a few inspectors. Stage Manager Tony: Say, Roy, you must use modern phraseology! "I'm on my way gunning a few inspectors." Weber: Cut the drama and put on a little comedy—Ray, how'd you like to take in a little hand-laundry this afternoon? Ray (disgusted): I'm through for today; no dirty cracks or sox for me! Moral of the play: Marriage isn't so bad after all; hubby sends wife to the country and does the washing on Saturday afternoon.

Time was when the favorite piece of literature was reading the bank book. Last payday the trend of discussion was salting it away. Ray: "Yeah, pile it up and look at it!" Tony: "Sure, don't even have to worry about it, for Dillinger don't live here any more!"

A bathing suit is a garment with no hooks but plenty of eyes on it.

Ad finem, when the brain begins to yawn!

Twin City Terminals

Leda Mars

MISS MARGARET McNAMARA, formerly of the accounting department, now residing in New York City, called on friends at the depot. We understand Margaret now is a reformed Democrat.

We have one fisherman who does not lose that "big one." Mr. Hammer brought in a nice 14-pound lake trout at Bear Skin Lake.

When a man bites a dog that is news, but when Bill Carey eats rabbit, that is Milwaukee news.

The Milwaukee Division of the Railway Business Women's Association's newly elected officers for the year 1934-35 are Ruth Jackson, traffic department, chairman; Cecelia Murphy, traffic department, vice chairman; Florence McCauley, local freight, secretary-treasurer; Georgia Perry, accounting department, publicity and sunshine chairman. We hope the Milwaukee girls will co-operate with the new officers 100 per cent.

On August 9th there was a "noon-hour" birthday party in the women's clubrooms in honor of Elizabeth Hessburg, Fred Johnson and Al Warham being guests. Glad to hear you are still having birthdays, Elizabeth.

Art Lundberg played in the Shriners' golf tournament, and not being eligible for a prize at golf, he had to turn to a poker game in order to be a winner and bring home the bacon.

On June 23 Miss Elizabeth O'Brien completed 25 years' service in the telegraph department of the Milwaukee R. R. She

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began her duties at the switchboard on June 23, 1909. She has seen many changes take place in the depot and other departments during the last 25 years. Elizabeth is still climbing the stairs to take her position at the board and we all hope to be able to hear her voice announcing "Milwaukee" for many years to come.

On Wednesday evening, July 18th, employees in the Twin City terminals gave a party in honor of John F. Kenaufick in recognition of his activities and work in connection with the National Pension Association. There were over 100 employees in attendance. Buffet supper was served, which was followed by musical program and dancing. Mr. J. J. Burns, who acted as master of ceremonies, presented a very beautiful traveling bag, brief case and toilet case to Mr. Kenaufick on this occasion. Mr. Kenaufick responded with one of his enthusiastic speeches, reviewing the history of the National Pension movement. At 11:30 p. m. to the accompaniment of the orchestra playing "Auld Lang Syne," Mr. Kenaufick's friends paid a fine testimonial tribute to him, after which the party adjourned. All who attended report having had a very fine time.

Mr. R. J. (Globe-trotter) Roberts has taken his family to Breezy Point for his annual vacation. The social season at Breezy is at its height at the present time and we are certain Mr. Roberts will have a delightful time.

Over in the depot they are saying that the daily eight-ball pool game has broken up. George and Ted have a great deal to say, but we have it from reliable sources that Frank and Jim tired of the easy money and are looking for a little tougher and more nearly equal competition.

West I. & D. Division

Edna Bintliff

Mrs. C. L. KELLER and wife were Mitchell visitors recently on their way home from a vacation spent in Colorado.

Mr. Keller reports that the gardens and crops look fine out in that irrigated section of the world.

With the CCC trains, Government cattle shipments and other business the West I. & D. has been a busy place for the past month or so.

Eric Limblad, our lineman at Mitchell, hopes that we get rain but not wind. If any more telephone poles blow down he is going to blow up and no mistake.

Clarence Olson of Interior was in Mitchell between trains, en route home after spending some time in Chicago for hospitalization. Members of the Mitchell Women's Club entertained him during his layover in Mitchell.

Mrs. Fred Schirmer spent a short time visiting her mother at Yankton recently.

Storekeeper J. G. West was in Rapid City recently caring for the grain door situation.

We appreciate Charlie Winter's interest in the pension club, as we are all more or less interested in it. However, when he puts up notices such as this we are inclined to think that he may be a bit overenthusiastic. We refer to his recent notice which read: "Let's shave a large attendance!" Now, we ask you, supposing we do not really need a shave, could we come anyway?

Florence Paullin tells us that it is a fact that the 1934 World's Fair is "bigger and better." She spent a few days this month doing the city and the fair and reports a most enjoyable time.

Louis Iliff says that his very young son Jimmie is coming along fine and will soon be running the family.

S. L. Core was a between-trains visitor recently. He and his family have also been at the Fair and say that one ought not to miss it.

Robert Metcalf is working as special water inspector at Mitchell, S. D., during the summer months. He is making an analysis of water used in various engines on the West I. & D. Division.

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Insurance on Personal Effects and Baggage, on any conveyance on Land, Sea, or Air. Or in any Building anywhere in the world.

Minimum premium 25c
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CHICAGO

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To Readers of THE MILWAUKEE MAGAZINE:

Will you please fill out the following questionnaire, cut out the page, and send it to THE MILWAUKEE MAGAZINE as soon as you conveniently can?

We are compiling this information to assist us in interesting national advertisers in using space in our publication. By filling out the questionnaire you will thus be helping us to give you a more interesting and effective magazine. Your assistance will be greatly appreciated.

You need not sign your name to the questionnaire.

THANK YOU!

THE MILWAUKEE MAGAZINE,
252 Union Station, Chicago, Illinois.

QUESTIONNAIRE

- Have you a radio?..... What make?..... Have you an automobile?..... What make?.....
Are you married?..... How many children have you?.....
Do you own your home?..... Do you hunt?..... Fish?.....
Among the following articles, please check those which you buy regularly or are interested in purchasing:
Electric Refrigerators?..... Electrical or Mechanical household devices?.....
Ready-built garages or buildings?..... Oil burners?.....
Stoves or furnaces?..... Overalls?..... Shirts?..... Footwear?.....
Smoking Tobacco?..... Cigarettes?..... Safety Razors?.....
Shaving Cream?..... Soaps, or Cleansers?..... Watches?.....
Cameras and Films?..... Books?..... Standard Home remedies?.....
Do you take The Milwaukee Magazine home?..... Do your womenfolk read it?.....
If a regular reader of any other magazines please mention a couple

Why Different Consistencies?

Application of NO-OX-ID is made by brushing, dipping or spraying. This requires various consistencies. The temperature of the metal coated varies from over 100° F. to below 0° F. A smooth spread at a high temperature might be like tar in cold weather. On some surfaces, a soft undrying coating is desirable, while store keepers on the other hand like a dry surface that will not soil bins.

Thus, while the chemical ingredients have been constant, we have found it advisable to make a range of consistencies in the base material of NO-OX-ID that will stand the full range of temperature from the outside of a firebox to service with Admiral Byrd's Antarctic Expeditions, and from a coating that can be wiped off easily with a piece of waste to the "NO-OX-ID Fillers" which are so resistant that paint can be applied over them.

Whatever your rust problem, let us submit data and recommendations to help you solve it.

Dearborn Chemical Company

310 South Michigan Ave., CHICAGO
205 E. 42nd Street, NEW YORK

NO-OX-ID
IRON-OX-RUST
The Original Rust Preventive

Iowa (East) Division

John T. Raymond

THE writer had the privilege of renewing an old acquaintance at Kansas City in the person of locomotive engineer J. T. Sweeney who is still in the service and who used to correspond for the Milwaukee Employes Magazine, writing some fine poetry occasionally. We drove around parts of Kansas City sight seeing and visited the new Nelson Art Gallery where there are many art treasures. Mrs. Hall, a daughter of Mr. Sweeney, who had spent three months in Europe visiting some of the famous art galleries there, guided us through the numerous exhibits.

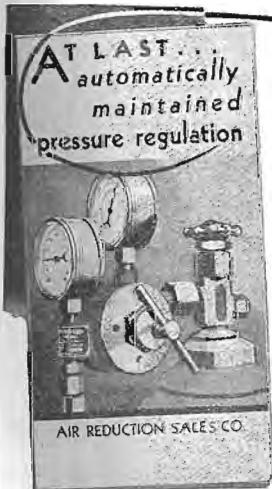
Joseph C. Boyle of Marion attended the Anderson funeral at Kansas City August 10th.

The writer, representing Marion friends, attended the funeral services of Assistant Superintendent J. F. Anderson at Kansas City Friday, August 10th. The Newcomer Chapel where the services were held was filled with friends. The large number of beautiful floral pieces testified eloquently to the high esteem the deceased was held in the hearts of many that knew him. The address was made by Dr. Brooks, a Presbyterian minister, who was a friend and near neighbor of the deceased. In his remarks he emphasized Mr. Anderson's love of home and his loyalty and devotion to the interest of the Milwaukee Railroad for the past forty-eight years. He visited Mr. Anderson's office at Kansas City shortly after his decease and gathered some fine tributes as to his personality and characteristics from former associates, mentioning some of these in his very appropriate address.

A card from Mervin, son of O. R. Taylor, dated Hot Springs, Ark., says he and his father have been there since April 17th and that Mr. Taylor is improving very slowly. We hope for a more substantial and speedier recovery than is looked for at present.

Another big advance in oxyacetylene welding

with the . . .
New Airco-D B-
TWO STAGE REDUCTION
OXYGEN and
ACETYLENE
REGULATORS



THIS FOLDER explains how these Regulators automatically compensate for drop in pressure in the gas cylinders—how they hold a set pressure without fluctuation from start to finish of cylinder discharge—how they save time and money and assure better welding by eliminating interruptions to welding operations.

It also describes the many other important NEW features of design that end the troubles common to ordinary regulators, provide new operating convenience and minimize and simplify maintenance.

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AIR REDUCTION SALES CO.

McCORMICK BUILDING, CHICAGO

CHICAGO

MILWAUKEE

MINNEAPOLIS

SEATTLE

DON'T JUDGE

A MAN

BY THE CLOTHES

HE WEARS

WHEN ACTING

AS CARETAKER FOR

LIVE STOCK

* * * * *

COURTEOUS

TREATMENT

OF SUCH MEN

AT ALL TIMES

WILL CREATE

GOOD WILL

AND KEEP

OUR PATRONS

SATISFIED

* * * * *

CLEAN, WELL-BEDDED

STOCK CARS—

ON-TIME SERVICE

WILL PREVENT

LIVE STOCK CLAIMS

Aug. 11th Mr. and Mrs. F. J. Hardenbrook of Marion went to Spirit Lake on a vacation.

Aug. 2nd Mrs. Gerald Gordon and daughter, Muriel, went to Chicago to meet Lawrence Gordon who was returning from a trip to Europe.

Mr. and Mrs. Harry Munson and her children of Ottumwa were guests of her parents at Marion early in August.

Mrs. Herman Georges and her sons, Robert and Richard, and daughter, Patricia, of Savanna visited her parents at Marion the latter part of July. Robert remained for a longer visit.

Mr. and Mrs. J. L. Franz of Chicago attended the funeral services of Mrs. B. F. Mentzer Sunday, July 29th at Marion.

Engineer Leonard Taylor of Marion was overcome by the intense heat about the middle of July while at work on a switch engine at Cedar Rapids and was confined to his home at Marion for several weeks afterward recovering from the effects.

Mr. and Mrs. Lester R. Boettcher of Marion were away on a two weeks' vacation the fore part of August, visiting in Rome Lake, Wis., and Milwaukee.

Ed. Ainley and Fred Ross of Marion early in August spent several days fishing in Minnesota and making a brief trip to southern Canada.

Engineer George Lines while working on the Cedar Rapids-Marion transfer was overcome by the heat Tuesday, July 31st, and was taken to hospital at Cedar Rapids where he recovered sufficiently after a few days to be brought to his home at Marion to further convalesce.

Agent J. B. Howe of Oneida was away on a vacation early in August. F. E. Sorg relieving.

Agent H. L. Steen of Delmar was off duty several days early in August. Ernie Clausen relieving.

The speeches, entertainment and fellowship prepared by the Milwaukee Veteran Employees' association, committee of the annual banquet, are worth going a long way to enjoy. The next one at the Sherman Hotel, Chicago, Sept. 20th and 21st. We know of a number who intend to be present. "We will be seein' you."

Mr. and Mrs. L. J. Hewitt of Marion were at Spirit Lake, Iowa, July 18th and spent a few days there.

Mr. and Mrs. Fred Newlin of Marion returned home the latter part of August after a week's stay in Minneapolis, Madison, Wis., and Chicago.

Mr. and Mrs. O. Fohey of Marion were away on a two weeks' vacation early in August. R. F. Tyler looked after Mr. Fohey's territory in signal department on Iowa division.

Mrs. E. A. Thompson of Marion passed away at her home August 3rd. Burial at

Marion Sunday, August 5th. She was the mother of Sherman Thompson and Isaac Burgess, Milwaukee employees to whom our sympathy is extended.

Mr. and Mrs. George F. Hennessy of Cedar Rapids were away on a vacation the latter part of July spending part of the time at Milwaukee and Sturgeon Bay and on a boat trip on the Great Lakes. George says the fishing was fine.

Mr. and Mrs. George Schrimper and their son, Richard, went East the latter part of July and spent part of the time visiting Mrs. Schrimper's sister at Rockford, then a few days at the Century of Progress, Chicago.

E. E. Boch of Sumner, Washington, passed away the latter part of July. Mr. Boch used to be employed in the B&B department many years ago.

William H. Ball, who was a train dispatcher at Marion forty years ago, died at Milwaukee Sunday, July 29th, and funeral was held at Brodhead, Wis., Aug. 30th.

Notes from the Spokane Local Freight Office and from the Coast Division, East

R. R. T.

IT IS with deep regret that we chronicle a number of deaths in Milwaukee family circles of this vicinity during the last few weeks.

Mrs. Berg, wife of Engineer John Berg, died in July after a long illness. The funeral was held here at Spokane. Mrs. Berg is survived by her husband and a son and daughter, all of this city. We join the many friends of the family in expressing our sincere sympathy.

Mrs. Ruedi of Spirit Lake, wife of Engineer George Ruedi, died on July 27th after having been an invalid for more than fifteen years. The funeral took place at Spirit Lake. Mrs. Ruedi is survived by her husband and a daughter, to whom our cordial sympathy is extended together with that of the many friends of the deceased.

On August 3rd Mr. J. J. Murphy of Spokane died at Sacred Heart Hospital, Spokane, after an illness of several weeks following operations for prostate gland trouble and the removal of several large gallstones. He had reached the age of 66 and is survived by his wife and three daughters, all of Spokane. Mr. Murphy came to the coast extension from the Superior Division and at first was conductor on the former Idaho Division. Later he was promoted to be trainmaster at Malden and to be superintendent of the former Missoula Division at Deer Lodge. After holding the latter position for a number of years he resigned and resumed his rights



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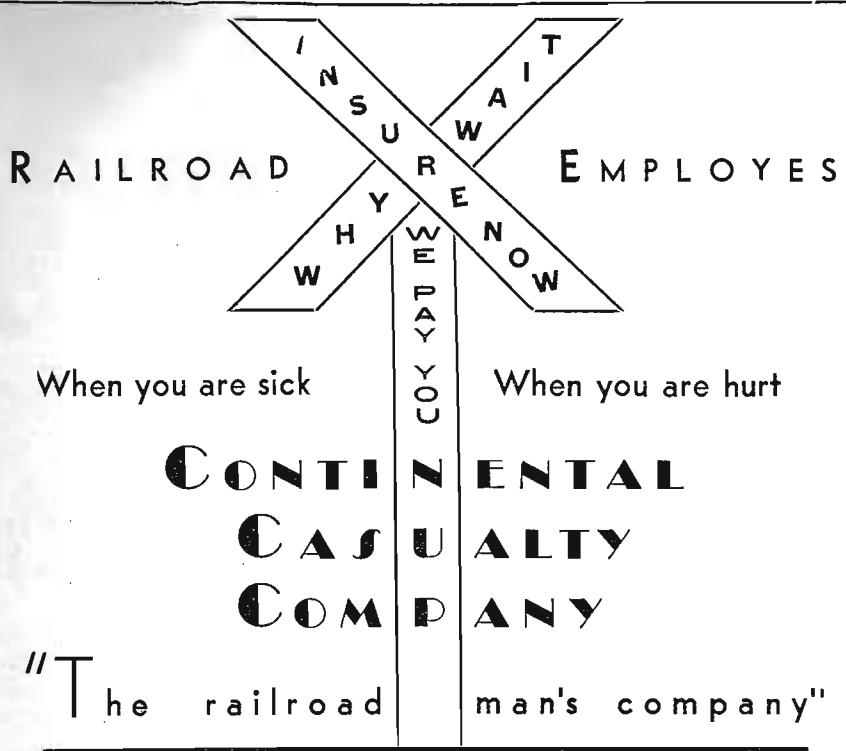
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as a conductor and had been on the Spokane-Coeur d'Alene run ever since. The funeral and interment took place on August 6th. The active pallbearers were Messrs. Wm. Cummings, Jack Downey, Wm. O'Brien, Wm. Schulz, Tim Lenihan, Michael Shaughnessy. The honorary pallbearers were Messrs. McAuley, Chas. Donovan, Phil O'Neil, Wm. Emerson, Ray Falck, P. L. Hays—all old associates in railroading. Mr. Murphy was one of the most widely known and most highly respected railroad men in the Northwest and hosts of friends mourn his departure as that of a high-minded, fair and generous gentleman whose memory will long be cherished by those who knew him.

We offer our belated congratulations to Mr. and Mrs. W. C. McCaughey on the birth of a baby son on June 9th. Our good friend Mac, car inspector at East Spokane, had kept the happy event quite secret from his railroad associates, but it became known nevertheless, and it is not too late yet for Mac to pass around the cigars.

We welcome to Milwaukee circles at Spokane Mr. M. C. Cox, a new inspector for the Trans-Continental Freight Bureau, lately transferred here from duty in various Puget Sound cities. The T. C. F. B. on this occasion quite lived up to its practice of assigning its handsomest inspectors to duty at Spokane.

Our good-natured friend Henry McGinnis, car inspector at Spokane, and Mrs. McGinnis are at this writing on a brief vacation trip to Glacier National Park. Mr. McGinnis is probably the champion crossword puzzle expert of the Northwest, holding a record of solving one of average length in six minutes, while our good friend Bill Walgren, operator at Cle Elum, comes next with a seven-minute record.

Engineer J. Dulik returned the latter part of July from a visit to the Fair at Chicago and to his old home at Green Bay, Wis., being very glad to get back to the cooler Inland Empire from the sweltering Middle West.

Mr. George Steidel of the Spokane switching force was a recent week-end visitor to Seattle and Tacoma. Mrs. Steidel is unfortunately still too ill to travel although she was strong enough recently for a brief visit to relatives at Malden.

Increased business recently made it necessary to put on a third trick telegraph

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Milwaukee, Wisconsin

operator at Malden, at least temporarily. Mr. F. G. Socwell drew the temporary assignment.

Engineer Clark of the Elk River line is at this writing home in Spokane for a brief vacation. Engineer Jimmie Marre is working in his place.

Fireman Charlie Roush of Nos. 291 and 292 out of Spirit Lake was called away hurriedly by the serious illness of his daughter, Mrs. Madeline Adams, living in Arizona. We offer our best wishes for her early recovery. Mr. Roush's place in the meanwhile is being filled by Fireman Lee Crowe.

Mr. Pat Murnane, third trick operator at Othello, is off for a few days' fishing at this writing, being relieved by Operator J. C. Maddox. Here's hoping we may get a good fish story from Brother Murnane.

Night Roundhouse Foreman Sam James of Spokane is away on his vacation on his ranch near Olympia. We understand he is putting in a private fish hatchery there for propagating trout; all the ponds are already completed.

Mrs. James, wife of Joe James, foreman of the second trick switch engine at Spokane, was away on a brief visit to her sister at Wenatchee. During her absence Joe and the boys had an opportunity to refresh their knowledge of housework, at which they are all quite expert.

Tom Forrester, roundhouse laborer at Spokane, is off duty for a week or more past due to illness. Fred Turner is relieving in his place. We hope that Mr. Forrester may be well and on the job again long before this is printed.

Operator Fred Beal of the Spokane Telegraph Office is on a brief vacation at this writing.

Roundhouse Foreman E. F. Waterstrat of Othello is on a vacation at this writing but we have not heard as yet where he intended to spend it. We hope to learn more about all these vacations.

Among those who have been off for a trip or two lately are Engineer Wm. M. Schulz, due partly to attendance at Mr. Murphy's funeral (Engineer Maxwell relieving him), and Engineer W. T. Emerson, due to the same cause (Engineer Clarence Morton working in his place).

Fireman Bill Graham, who has quite a local reputation as a fisherman, recently caught a four-pound bass at Williams Lake inside of which he found a Waltham watch running in perfect time so that it passed the watch inspector's post-mortem. Bill is now out after one of those big Mackinaw trout, hoping to find a grandfather clock in it. This truthful tale is respectfully referred to our piscatorial experts, Messrs. Harry Hill, Bill Snure and John Stilz, for investigation and report. We regret to report, by the way, that on a recent fishing trip Mr. Hill, car clerk, and Mr. Lloyd Modeland, foreman of the first trick switch engine, did not do so well, letting their companion and guide, Mr. Ted Novotny, first trick switch tender at the Union Depot, West End, carry off all the honors, or most of them anyway. Ted is such an accomplished fisherman—no, we meant to say teller of fish stories—that we might be

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pardoned for doubting this a little, but if the others confirm it, it must be so.

Mr. Jack Campbell, second trick switch tender at the Spokane Union Depot, East End, is a grass widower for a few weeks. Mrs. Campbell and the children, Dick and Lucile, having left for a trip of several weeks to visit relatives in Corvallis, Ore., Castle Rock and Seattle.

S. C. D. Office on the Air"

A. T. B.

MR. F. P. BROCK recently met with an accident and is still at home due to breaking several small bones in his foot. We hope he will have a speedy recovery and will be none the worse from this accident.

On one of the bright sunny days recently, Walter Stark packed a basket of lunch and took Carr Jaeger (or did Carl take Walter?). Anyway, they went to Chicago to the World's Fair. When Walter left the grounds at night he had a heavier load to carry home as he had all the free catalogues and advertising matter he could lay his hands on. Getting reading matter for this winter, Walter?

Some one wants to know if Mrs. Hammann is a bareback rider when she wears her sun back dress. Edith, please say.

Don't know if Martin is considering joining the fire department or not or what the attraction is, but he has been attending the dances, etc., of one of the volunteer fire departments near the city quite regularly.

Vacation news flashes: Bernice planned to "do" Chicago on her vacation but understand Chicago weather did her. Too hot to leave the house. Herman drove to his home town in Indiana and had no trouble keeping warm. "Dick" spent one week (and considerable money) at the World's Fair with a sister from the west and one week in South Dakota. Miss Schultz went to Niagara Falls and down to Ohio and enjoyed every minute of the time she was gone. Mr. E. H. Poenisch is spending his vacation this year by going out to his summer home on one of the nearby lakes each week end. Haven't heard whether there are any fish in this lake, but a rest is a rest anywhere.

Birthday greeting this period to Herman Klatte, Martin Biller and C. R. Gilman. "Happy birthday to you" by the whole staff.

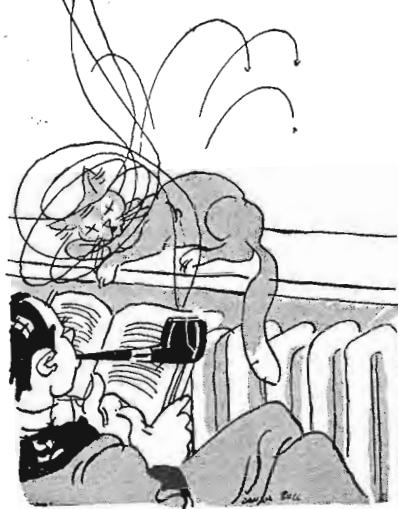
Hope you will be with us again next period, the same time and station. It is now time to sign off by Jack Bremser's watch.

Kansas City Division

K. M. G.

THE news of the sudden death of assistant superintendent J. F. Anderson, Coburg, came as a great shock to his many friends on the division. For some time he had been located in Ottumwa as a train dispatcher and also as chief dispatcher, later served on other divisions at various points as trainmaster and assistant superintendent before being transferred to Kansas City. His funeral services were

EVEN THE FLEAS FLED!



THE fleas have gone to another cat. The poor cat has gone to a flealess heaven where smelly pipes and devilish tobaccos are not admitted.

Here's a recipe for keeping kittens and your companions purring: Scrape the debris out of your briar, run a cleaner through it, get rid of tobacco too strong and odorous for this fragile world—and replace it with mild, fragrant, considerate Sir Walter Raleigh. It's a gentle blend of the choicest Kentucky Burley leaf. It's well-aged, burns slowly, emits a mild and delightful aroma. Thus you and your pets will live happily together. Sir Walter Raleigh (strange as it may seem) costs only 15¢ a tin, wrapped fresh in heavy gold foil to keep it fresh.

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held at 10 a. m., Friday, August 10th and burial in Monticello Cemetery. He is survived by Mrs. Anderson and one brother, who have the sympathy of all in their loss.

Mr. Erland of the car department, accompanied by his wife, departed on Aug. 3rd for Denver, Colo., where they were joined by their daughter, Mrs. Walters, and her husband, the four spending a vacation of ten days in the mountains of Colorado.

Conductor Claude Legg has recovered from a recent illness and returned to his home after being confined for several weeks in the St. Joseph Hospital. We hope he will soon be able to resume his duties.

Recently learned that the daughter of Agent Cliff Carnes, Parnell, Iowa, who was graduated from the Roosevelt High School in Des Moines this summer, was awarded first scholarship for highest average in her graduating class, which numbered 248. She was also awarded the Dutcher silver cup, which is given annually to the student most active in scholastics and other kindred functions. Her activities comprised: President of Girls' Club, Chairman of Pep Committee, Secretary of Student Council, Home Room Secretary, Delegate to Missouri Valley Federation Hi. Y.; member of the following social committees: Kitab-en-Nadi, Art Club, Class Day Committee, National Honor Society, Judiciary, Stamp Committee, Theodian Literary Society and Intramurals Committee. The Dutcher silver cup was presented to Miss Carnes by Mayor Lewis of Des Moines.

Mildred Kisinger of Chicago spent weekend of July 28 with her parents in Ottumwa, returning from a week's visit with her sister, Mrs. Hugh B. Evans, Tulsa, Okla.

Mrs. F. O. Orvis is reported recovering nicely from an appendicitis operation which she underwent in the St. Joseph Hospital on July 21. She is now recuperating in her home.

Ed. N. Dornside, stenographer to chief dispatcher and trainmaster, has received official notice of his appointment as an instructor in First Aid; he may now conduct American Red Cross First Aid courses.

Chief Clerk J. W. Sowder, wife and daughter, Norma, are spending ten days in Duluth, Minn., departed from Ottumwa on August 8 in search of a cooler climate and a place to enjoy a real vacation.

Conductor W. W. Birkett recently purchased a Ford V8.

On August 5 occurred the death of Mrs. F. A. Allen of Linby, in St. Joseph Hospital, Ottumwa, where she had been a patient. She was believed to be recovering and her death was unexpected. She is survived by her husband, who is operator at Linby, one daughter and one son. Funeral services were held in Sigourney at 2 p. m. on Tuesday. Burial in the cemetery at Ollie.

Dan Haseltine, formerly an employee in the store department, has accepted a position as secretary to Congressman Lloyd Thurston of Osceola.

R. H. Washburn, yardmaster, West Yard, was on a vacation during July; also, Traveling Engineer E. J. Kervin, with Mrs. Kervin and two children visited in Chicago with relatives.

Word has been received of the birth of a daughter on Aug. 3 to Mr. and Mrs. L. O. Vaughn of San Leandro, Calif. Mrs. Vaughn is a sister of Dispatcher J. V. Tuomey.

The New Hub of the I. & D.

Wm. Lagan

CONDUCTOR JOHN REAGAN and Mrs. Reagan returned recently from a short vacation spent in Chicago. John reports seeing some big league ball games and the fair, and says they had a fine trip.

Traveling Engineer "Sandy" Roland spent a few days in Sioux Falls recently. Sandy says he feels much improved since his recent illness.

The Sioux Valley Milwaukee Agents Traffic Club met at Dell Rapids, S. D.,

July 26th. There was a fine attendance and Agent Ed Doering arranged a very nice lunch at the Dells Hotel. One of the features was a sightseeing trip around the Dells and it was very much appreciated by all who made the trip. The next club meeting will be held at Rock Valley, Ia., and C. W. Jacobs has arranged a kitten ball game between the railroaders and the truckers.

Section Foreman John Seiner of Colton, S. D., has drawn the section at Parkston, S. D. Herb Anderson, who says he got three years' track experience in three weeks with Whalen's tie gang, is now the foreman at Colton. Do your stuff, Herb.

Agent Roy Goodell of Hudson, S. D., is reported to have joined the married ranks. While we haven't any particulars, we want to take this opportunity to wish him and his bride a long and happy married life.

The passenger station at Sioux Falls has recently been given a thorough cleaning and it certainly presents a much improved appearance to the many passengers who are using our line this summer.

Operator Nance, of Charter Oak, and Agent Simpa of Mapleton have returned to work after a short vacation.

The Women's Club of Sioux Falls held its annual picnic at McKennon Park with Mrs. C. M. Belknap in charge. There were so many contests for young and old that it would be hard to tell about them all. Needless to say every one who attended had a wonderful time and a delicious dinner was served by the Club. Mr. and Mrs. F. R. Doud of Sioux City were visitors at the event.

Agent M. Grenvold of Ethan, S. D., and wife visited friends in Sioux Falls, S. D., Sunday, August 5th. Mr. Grenvold reports a nice World's Fair business out of his station and also a fair stock movement.

H. Miller, Section Foreman at Mitchell, spent Sunday, August 12th with his parents in Sioux City.

Mrs. Thomas Cavanaugh has returned from a trip to the Black Hills and reports a very nice time.

Milwaukee Shops Base Ball

THE Milwaukee Road Shop Nine engaged the "White Sox," of the Polish Twilight League and to use the expression of the local press: "wallowed the White Sox in calcimine, to a score of 3 to 0."

The following is from the local sports reporter:

The Milwaukee road shop team, which is managed by Charlie Zimmerman, pounced on Al Nowak at the outset of the battle and kept up the merry-mauling until the final chapter. All in all the "choo-choo" boys aggregated a total of 16 hits. While his mates were pasting the apple to all parts of the premises, H. Wallock, star hurler of the Road squad was well nigh invincible.

Charlie Zimmerman's boys had things pretty much their own way throughout the



William Humphrey, son of H. F. B. & B. clerk, Butte, Mont.

contest, they fielded superbly and found little difficulty in fathoming the twists of Nowak, as is evidenced by the fact that each and everyone of the "rail" boys got one or more hits.

The line-up of the Freight Shop Team is:

Catchers—Erv Knopf and Andy Chmela.
Pitchers—Harry Popek and Steve Chmela.

Infielders—Stanley Warner, s. s.; Syl Steiner, 2nd b.; Lawrence Heaney, 3rd b.; Nick Hill and Emil Zunker, 1st b.

Outfielders—Ed. Krueger, l. f.; Geo. Gargen, r. f.; Sig. Gralowicz, c. f.

Utility—Joe Zych, Lawrence Jank, Andy Chmela and Frank Czernewski.

Manager—Charles Zimmerman.

Iowa and SM

V. J. W.

THE many friends of Mrs. Charles Hans, widow of the late Charles Hans, veteran machinist will be sorry to learn of her death July 26th.

Sympathy is also extended to Engineer August Damm and Conductor George Damm in the loss of their wife and mother who passed away August 5th.

Section Foreman Tom Thompson of Lyle is spending a few weeks' vacation in northern Minnesota.

Section Foreman John Overkill of Wamamingo is vacationing in North Dakota.

We are indeed sorry to hear that Agent W. E. Riordan of Fountain is very ill and at the hospital in Rochester.

Conductor Henry Heslip is the proud papa of a baby girl, born August 10th.

Yard Clerk Oscar Tuffee has bid in his old job at Albert Lea, which puts Dick Hogan on the midnight caller job, Larry Severson on the first trick yard clerk assignment and Howard Rafferty on the afternoon job.

Operator L. R. Crawford has bid in second trick at Owatonna.

M. G. McGinn has been appointed agent at Dundas.

Agent W. H. Campbell of Wells is taking a week off.

Agent L. V. Olson of Grand Meadow is taking a two months' leave. Operator Harry Wilson is relieving him.

Operators Harry Mordaunt and Frank Bloom of Mankato are back to work after a week off.

Operator Sherman Rowe of Northfield and Agent N. C. Putnam of Lyle are planning vacations to the north woods.

C. A. Curley, veteran agent at Pipestone, is back to work after a two months' illness.

Dispatcher E. W. Rudloff returned to work the 10th after a three weeks' vacation.

Agent H. R. Laugen of Jackson was off a week taking in the Fair and driving home a new car.

Agent F. E. Hartwig of Winfred returned home the 14th from a trip to the Fair.

Mrs. D. Z. Robinson and son of Long Beach are visiting friends in Austin.

Yard Clerk Rafferty reports that Engineer Harry Tuffee has taken up his summer residence near Todd Park. Must be in or out on route 4.

Switchmen Gus Laufle, Walter Camborn, Bennett Rice and Charles Hogan journeyed over to Rochester the 8th to get a look at President Roosevelt.

Chief Carpenter Bill Trichler and Pump Engineer Steve Kloekner went the boys one better and not only went over to Wisconsin to see the President off but furnished the seven fish for the multitude.

Engineers managers have been passing up a good bet for some years past in having Dwight ("Tang") Kneeskern numbered among the interested spectators. Press reports inform us that in a recent league game "Tang" stepped up in the closing innings and smacked out a mighty home run to put his "dry cleaners" in the lead.

Sympathy is extended to Conductors William and George Placek in the loss of their father who passed away at his home in Austin August 12th.

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

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

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FOR SALE — Lineman's 4 H.P. Fairmont Inspection Car, in good condition, Magneto operated, endless belt, improved engine mounting and belt tightener, ball bearing crank shaft and axle bearings. Four man or 600 lb. capacity, is water cooled with condenser, aluminum jacket. Will sell reasonable. E. C. Trimbo, Agt., Miloma, Minn.

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 — Double office desk, in first class condition, of solid oak throughout, with a quarter sawed top. Will sell reasonable. R. H. Tegen, Agent, Albany, Wisconsin.

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GAS STATION — 6 pumps, living quarters, garage, refreshment stand, good gas station, on two main highways. Bargain, \$3,000 cash. Ind. W. D. Sunter, 323 So. Austin Blvd., Oak Park, Ill.

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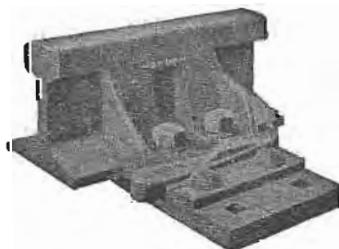
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