

The MILWAUKEE MAGAZINE

CHICAGO
MILWAUKEE
ST. PAUL
AND
PACIFIC

AUGUST, 1935



"The Home of the Gods" — Mount Olympus

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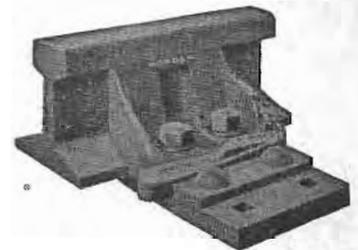
Western Office

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Standard on the

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(The Locomotive Water Conditioner)
SLUDGE REMOVERS
BLOW-OFF COCKS
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When Vancouver Came to Puget Sound

His Discoveries and the Places He Named

CAPTAIN GEORGE VANCOUVER, whose visits in the late eighteenth century to the north Pacific Ocean and the shores of North America has undoubtedly left the most lasting impression of any of those early explorers who cruised about those waters and touched land in various places from California and Oregon north to the Puget Sound and the Straits that lead in from the ocean. The most lasting, probably because he penetrated farther into the inland sea and because he discovered and named so many of the prominent islands, bays, inlets, mountains, etc. The late Professor Edmond S. Meany in writing of Vancouver in his interesting work, "Vancouver's Discovery of Puget Sound," says:

"George Vancouver is one of those characters whose lives are crowded with achievements, the record of which receives passing approval at the time, but the fame of which assumes enormous proportions in the years that follow death. His was a brief life, and yet his two-score years rounded out one of the most honorable and useful careers in the annals of the sea."

Many explorations and many explorers preceded Vancouver to the north Pacific, coming from Spain, from England and from the "new nation on the Atlantic Coast of America"—the United States. They mostly went there in the interest of the fur, the cedar timber and the fishing industries, and from about 1774 to 1811, the region around Nootka Sound on Vancouver Island was the center of their trading, from which they made explorations north and south, and during those years "Nootka was filled with the romance of the sea, of the Spanish conquistador, of the explorer and the British and American traders in furs." History also records that two hundred years before them old Sir Francis Drake sailed along the shores of what he named New Albion, and he claimed to have reached as far north as 48 degrees north latitude.

In 1741 there was Bering for the Russians, discovering Alaska and great Mount St. Elias; and between Nootka and Bering's locale, there was Juan Perez pioneering for Spain; and then the distinguished and honorable Bodega y Quadra.

The first of the British explorers to visit Nootka was Captain John Cook, who was in quest of the fabled "Northwest Passage," for the discovery of which the British crown had offered a reward of twenty thousand pounds. He discovered and named Cape Flattery, and on March 22, 1778, made this entry in his journal: "It is in this very latitude where we now were that geographers have placed the pretended Strait of Juan de Fuca. But we saw

nothing like it; nor is there the least probability that ever any such thing ever existed." And even at the very moment he was writing that entry down, he was at the very entrance of the Straits.

On this voyage with Cook was George Vancouver, a very youthful midshipman of his crew, getting his first sight of the land where he was destined to achieve his fame, and where his name is perpetuated both in the United States and British Columbia.

John Meares appears to have been a close follower of Nootka. He had been a lieutenant in the British Navy which he had quit to follow the adventurous life and collect furs. He arrived at Nootka in 1788 and figured prominently in the history of that place for a few years. He sailed as far south at Willapa Harbor, which he named Shoalwater Bay. He also bestowed its name on Tatoosh Island, in honor of an Indian chief, Tatooch, with whom he had trade dealings. He also claimed to have discovered "a beautiful white mountain" that he declared fit to be the home of the gods, so he called it Mount Olympus. This mountain is probably the one which the Spanish explorers had named Santa Rosalia. Meares sailed into the entrance of Juan de Fuca Straits and recognized it probably as the waterway of which Cook ten years previously had denied the existence.

There were other explorers and traders, of course, sailing the North Pacific as the fame of the fur trade went abroad. Among these were the American, Captain Robert Gray, the first to "carry the stars and stripes around the globe." Captain Gray met Vancouver in the spring of 1792, and told the Englishman, among other interest-



ing discoveries of his, about a river he had found in latitude 46° 10', but could not enter because of the breakers. This was the Columbia's mouth. And later, approaching the river again, he found a wonderful harbor, which he named Bulfinch's Harbor, but which name

was later changed to Gray's Harbor, which it bears to this day.

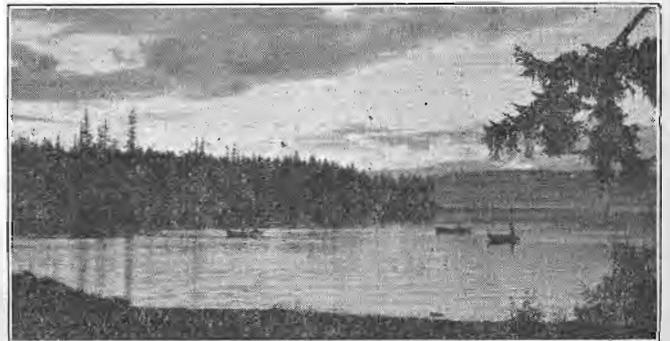
Of the Spanish explorers into that region, Don Juan de la Bodega y Quadra was the greatest of them all. He is represented as a thoroughly honorable gentleman, of courage and ability, which qualities were brilliantly displayed in fulfilling the terms of the so-called "Nootka Convention entered into between Great Britain and Spain concerning the northwest possessions. Vancouver met Quadra at Nootka in 1792 and so great was his admiration for the Spanish grandee that when he came to name the island on which Nootka is situated he insisted that it be called "Quadra and Vancouver's Island." This partnership, says Professor Meany, "endured for half a century, but now the name of Quadra has almost disappeared."

George Vancouver, according to records at his birthplace in England, must have begun his career as a sailor at the tender age of thirteen years, and we find him as able seaman under Captain Cook when scarcely more than that age. He sailed with Cook to the Sandwich Islands and returned to London after Cook's murder at the hands of the natives of those islands.

In 1780 Vancouver was selected to go as second in command of an expedition into the southern Pacific; but this plan was interrupted by Meares' memorial to Parliament stating that the English flag had been violated, English territory seized and English ships made prizes and their crews prisoners by the Spaniards at Nootka. Vancouver was chosen to head the expedition into the North Pacific in conformity with the terms of the Nootka Convention.

Vancouver chose his route to North American shores by way of Cape of Good Hope, Australia, New Zealand and the Sandwich Islands. On March 6, 1792, he left the islands for the coast of North America and the following month sighted the shores of "New Albion." Proceeding along the coast toward the north, he finally approached the entrance of the "supposed" Straits of Juan de Fuca.

Juan de Fuca Strait was little more than a myth to the early explorers who knew more or less about the fantastic tale of a Greek explorer of many years past by the name of Juan de Fuca, who claimed to have been a number



The Woods and Waters of Puget Sound

of years in the Spanish service and being sent by the Viceroy of Mexico to find the fabled "Straits of Anian"; that he ascended the coast to latitude of 47 degrees and there discovered an inlet which he entered and sailed "therein more than twenty days." Considering that he had fulfilled his mission he sailed away again. Years of research have, however, failed to produce any actual evidence of the Greek explorer ever having made such a voyage, and while Vancouver, who probably made the real discovery, continued the name of de Fuca on his map of this waterway, he says that "a tacit acknowledgment of his (de Fuca's) discoveries may possibly on my part be inferred; this, however, I must positively deny because there has not been seen one leading feature to substantiate his tradition."

In April, 1792, Vancouver rounded Cape Flattery and entered the "Straits," cruising the southern shores, charting and naming as he went. A long, low, sandy spit was observed projecting from the craggy shores, behind which was seen what promised to be a sheltered bay where they anchored and he gave the place the name of "New Dungeness from its great resemblance to Dungeness in the British channel." From this point Vancouver also sighted "a very conspicuous, craggy mountain, towering above the clouds and covered with snow. This he took to be the previously named Mt. Olympus. Also a lofty snow covered mountain was sighted on the "inland shore" by Lieutenant Baker, and in compliment to this officer Mount Baker was so named. Proceeding Port Discovery and Protection Island were mapped. Of the weather and the scenery Vancouver wrote: "The delightful serenity of the weather greatly aided the beautiful scenery that was now presented; the surface of the sea was perfectly smooth and the country before us exhibited everything that bounteous nature could be expected to draw into one point of view." Another inlet occupied their attention and exploration, Port Towns(h)end was named "in honor of the noble Marquis of that name." Marrowstone Point received its name because of "a rich species of marrow stone" found there.

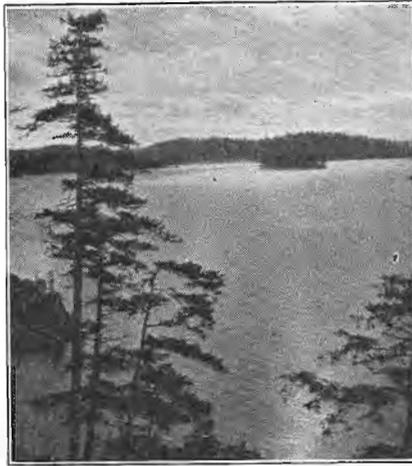
He writes quite at length at various times of the beauty of the "eastern snowy range" and on discovery of a very high, round snowy mountain at its southern end, he named for his "friend Rear Admiral Peter Rainier."

At another anchorage, some of the crew discovered some oak trees in the surrounding density of pine growth, so the place obtained the name of Oak Cove. Foulweather Bluff next received its name, the reason therefore probably being sufficiently obvious.

An inlet opening toward the southwest intrigued the voyagers and the character of the country with its "eminences and valleys" seemed to indicate that this water avenue continued for some distance, they proceeded, meet-

ing with friendly Indians and finding many villages. At the end of this particular exploration the inlet was charted as Hood's Channel.

In the various exploratory cruises sent out by Captain Vancouver into the countless bays and inlets that lead away from the main channel, two men of his company figure prominently—Lieutenant Puget and Mr. Whidbey, who seem throughout this voyage to have borne much of the responsibilities of discovery.



Chuckanut Bay, Bellingham

Port Orchard was seen and named and as they ventured farther and farther to southward into the silences of the forests and the stilly lapping waters, their interest and admiration grew with the beauty of the surrounding country with its snow ranges and towering sentinels. An interesting episode chronicled in Vancouver's diaries was their consultation with the Indians in regard to the extent of the waterways they were exploring. The Indians indicated by opening their arms in a northwest direction that the inlet that way was wide and extensive and "we should be led a long way by pursuing that route . . . and by bending their arms or spreading out their hands and pointing to the space between the forefinger and thumb, or in the curve of the arm, that we should soon find our progress stopped in the direction which led towards Mount Rainier."

A very extensive and fertile island was named for a Captain Vashon of the British navy.

After a very thorough examination of the coast of the inlet and "to commemorate Mr. Puget's exertions, the south extremity of it I named Puget's Sound."

(Continued on page 11)

"Hi's" for The Hiawatha

The Speedliner Continues on Its Way of Popularity and Success

City Folks Find Thrills in Seeing the Train Go By. Crowds Gather Nightly to Watch Hiawatha

ALL Milwaukee Road folk rejoice in the phenomenal records of the new trains. The interest of the public continues unabated, as witness any day or evening the crowds which gather at highway crossings to see the golden splendor of the HIAWATHA train flash by. All along the way, the people gather alongside the tracks or perch atop their cars and await eagerly the low-tone of the air whistle which heralds the approach of the HIAWATHA.

Virginia Gardner of the Chicago Tribune staff joined the throng one evening at a highway crossing in the Chicago sector and came back to write the following story which appeared in the Sunday, July 14, issue of that paper:

About 7:30 o'clock every evening in the neighborhood of the Milwaukee road tracks and Dempster street, in Morton Grove, automobiles are driven up and parked. Couples and families, for the most part, their occupants sit staring to the northward, climb out and stretch their limbs, or look about for their neighbors or acquaintances and fellow enthusiasts. From that time on until 8:10 o'clock the crowds increase.

"Waiting for the train to come in?" say early arrivals casually, one to another.

At approximately 8:12 o'clock the Hiawatha, crack flier of the Milwaukee road, which travels the 410 miles between Chicago and Minneapolis in 7 hours, including five station stops, careens down the track and flashes past.

Touchy About Schedule

To the faithful who come nightly to watch the Hiawatha's fleet passing, "approximately 8:12" will not be a satisfactory way of timing it. A reporter who joined the watchers last night found this a touchy subject in the desultory discussions carried on before 8 o'clock.

"She gets in at 8:12 on the dot," Edward Grosnick, 3045 Cornelia avenue, said contentedly, pushing back his straw hat and glancing toward the west, where rose and lavender clouds apparently told him something about how long after sunset it was. "It will be about 25 minutes yet. I've watched her every night this week."

A woman with straw colored hair and a sun tan overheard him.

"Pardon me," she said indignantly. Her name is Mrs. Pearl Edwards, 2103 Florence avenue, Evanston. "I've been here six times, and it's 9 minutes after on the dot."

Just Like Old Days

"It reminds me of my younger days, in Marinette, Wis.," a gray haired woman, Mrs. Christine Arons, of 824 Gafield place, Evanston, said. "We used to go down to the depot to watch the train come in every day."

By 8 o'clock more than 150 cars and about 400 persons were waiting for the train. They were ranged along Railroad avenue for a mile from Dempster street to Oakton street, as well as along Dempster and Oakton and Lincoln avenue.

"It's coming!" shouted Mrs. E. L. Bloom, 9012 Ewing avenue, Niles Center, to her 7 year old daughter, Dorothy Jane.

But that was a false alarm. It was only an ordinary train.

Fathers boosted little girls and boys onto automobile tops. Others stood in sweet clover near the tracks and held children shoulder high. A few venturesome persons went up to the tracks and bent over, apparently a little self-conscious, and felt the rails. A vibration allows the knowing to tell when the train is approaching.

Men with an eye to business thrust handbills in the assembled automobiles, advertising nearby taverns or roadhouses. The one Morton Grove policeman on the dangerous crossing worked feverishly. Then there were many cries of "Here it comes!" and the crowd was quiet and still, craning necks.

The high, insistent tooting of the train was heard, its one searching light and its single giant figure "2" bore down upon the waiting crowd, and it thundered by. Necks craned, except for those of persons too dazed to think. The alert caught a glimpse of the train's beaver tail vanishing in the distance.

Danger from Suction

A Tribune photographer, standing on the northbound tracks over a trestle a few feet from the Hiawatha tracks, felt the suction so intensely that in order not to be pulled toward the train as it passed, he hung on to the railing with his free hand.

"There is no thrill like it," declared Miss Lee Hanisch, her brown eyes shining, who with her mother, Mrs. Minnie Hanisch of 2031 Ealmoral avenue, comes to see the train "every night I can get the car."

"It isn't any more thrilling than it was to watch my father's train come in when I was a little girl," said her mother. "He was a mail clerk. But it is just as thrilling, at that."

"The only trouble is that you can't see enough of it," commented Mrs. Franklin Hemingway, 542 Sheridan road.

The remarkable record of the two Hiawatha trains, east and west bound, to date of July 15th is something "to write home about" as the saying goes. The trains run to full capacity in both directions, daily, while over the week-ends and holidays, second sections have had to be operated.

The grand total May 29 to July 15 27,509, including East and West bound.

A "Hiawathagram" under date of July 8th, from the General Passenger Department tells the story:

On Saturday, June 29th, the HIAWATHA established a new high record for one day when 500 revenue passengers were carried northbound and 408 south bound—total 908.

"If any other new high speed train has ever carried a single day's business of this magnitude, we are unable to find out anything about it.

During the month of June the HIAWATHA carried northbound and south-bound combined—a total of 16,564 passengers, an average of 552 per day.

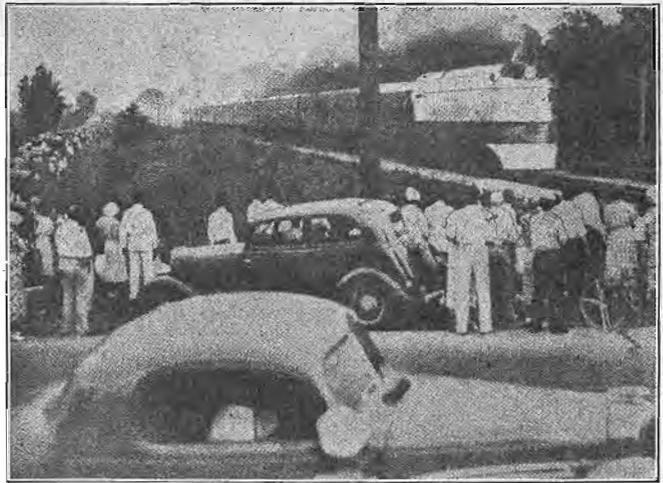
The figures quoted include both through and intermediate travel, and cover revenue business only; also are accurate, having been furnished by Ticket Auditor Kruckstein.

The figures show that this train is gaining in popularity from week to week, and with the fine cooperation of all concerned, we are confident that the HIAWATHA will continue to be the outstanding leader of the high-speeders.

THE HIAWATHA HAS BEEN ON TIME EVERY DAY IN BOTH DIRECTIONS."

From June 3rd to June 12th, inclusive, questionnaire cards were distributed to HIAWATHA passengers, asking them to indicate how they would have traveled had they not used this train. With the following interesting developments: Automobile, 352, 20.1%; bus, 116, 6.6%; plane, 89, 5.0%. Other day train, 755, 43.1%. Overnight train, 437, 25.2%.

The questionnaire cards also gave passengers opportunity to offer com-



Waiting for the Hiawatha

ments upon the service. About 800 of these were received, among which were the following, taken more or less at random:

A real travel treat. * * * The last word in railroading, a great train, a fine crew, wonderful service.—Good Luck. * * * Delightful, restful interior, quiet, perfect service. * * * The air-conditioning is okay, which means 95 per cent to me. * * * This ride is smooth, accommodations fine, excellent time of day to see beautiful scenery. * * * The acme of comfort experienced in forty years of almost constant travel. * * * The Milwaukee can justly be proud of such a marvelous train—congratulations! * * * Ideal way to travel—no bus for me. * * * Wonderful train. This is class of transportation public wants. * * * A real contribution to transportation. Wish I was going farther. * * * Perfect train—a masterpiece. * * * After a seven-teen-hour automobile trip, this seems very swell. * * * I always get car sick, but not on the Hiawatha. * * * Most pleasant ride. Splendid meals and prices that satisfy even a Scotchman. * * * Sure crazy about this train—lovely. * * * Travel in luxury—arrive immaculate. Maximum speed, minimum expense. Imagination realized. * * * This train is a honey. * * * The Hiawatha is a triumph in train car comfort and service. * * * I felt prosperous riding on the Hiawatha. * * * I am delighted to be a passenger on the Hiawatha. * * * For safety, beauty, comfort and courtesy, no comparison. * * * Fine atmosphere—comfortable, quiet, fast. * * * It's eleganter than eleganter. * * * Words fail me. Traveling at last is a pleasure—thanks to the Hiawatha. * * * The smartest and easiest riding train I ever used in my twenty years on the road. * * * We picked this train for our honeymoon. * * * This train has "it." Diner splendid. * * * The birth of a new century of progress in railway transportation. * * * Am going fifty miles out of my way to ride on this train. * * * The success seems inevitable. * * * Have ridden most of the other railroad speedsters. The Hiawatha most comfortable to ride, roomier, most enjoyable. * * * Your day coach better than usual Pullman. * * * All the thrill of flying minus the altitude. * * * Lovely to look at, marvelous to ride. * * * Parlor car atmosphere in coaches for the first time. * * * Have traveled in Europe and extensively in America, but this takes the prize. * * * Splendid train and food. * * * Enjoyed cocktail lounge and meals. * * * Enjoyed dining car service. * * * Meals surpass those of other railroads. * * * I'll always ride the Hiawatha. Pleasantest trip I've ever had. * * * I shall be proud to tell my friends about this trip. * * * I have been from coast to coast and such a fine train I have never seen. * * * Elegant, I like its comfort and smooth riding and most of all its cleanliness. * * * I shall recommend it to my friends. * * * Very fine train with a most courteous

crew. * * * Finest on wheels. Most comfortable train I have ever ridden. Wonderful train and a swell ride—thanks to the Milwaukee Road. * * * I am surprised and delighted with the magnificence of this train. * * * More comfortable and cheaper than driving. * * * Finest train on the continent. * * * Will do my traveling on the Hiawatha from now on. * * * Have just come from New York. In all my travels, this is the best train. * * * This is the most pleasant train ride I have experienced in twenty-nine years. * * * Train service superb—typically C. M. St. P. & P. * * * I have traveled on the other streamliners, but the Hiawatha is the best yet. * * * Beats them all. * * * I think every possible traveler's wants have been anticipated. * * * The public should be proud to ride on this wonderful train. Congratulations! * * * Milwaukee Road service and courtesy unbeatable. * * * Appreciate the quietness and smoothness of the coach. * * * Finest day train in U. S. A. Off-the-tray service is good feature. Way ahead of your competitors. * * * Traveled many trains, but none better. * * * Finest train I have been on from coast to coast. * * * The 100 per cent perfect train. * * * Surprised at the ease in riding and wonderful appointments in coach. * * * This is the fastest train I have ridden on. The riding is smooth. This is written with train traveling at tremendous speed. * * * The Hiawatha is the fastest and smoothest riding train I have ever been on.

When the Railroad Comes

By Irene Welch Grissom

A crude and ugly prairie town
Reflects the light of summer's sun.
An idle wind drifts slowly down
The dusty street, where children run
And shout, and play their joyous games.
No beauty greets day's searching gleam;
On Main Street rise square wooden frames;
The business block; there stands a team
All wet with sweat, of shaggy limb.
Their sunburned master wears a smile,
For this bare town means much to him.
It cuts the haul, by many a mile,
Of splendid crops from fertile lands,
And brings world markets to his door.
Where small and low the depot stands,
His eyes see beauty that is more
Sublime to him than marble halls.
That long freight train just pulling in,
Fills him with joy; he loudly calls
Gay words to greet the crew, they grin,
And make response he dimly hears
Thru clanging bell and grinding wheels.
The sounds are music to his ears;
And standing there contentment steals
To every chamber of his mind.
For that bleak town, unpainted, new,
He sees a future fair unwind.
He casts his vision, keen and true,
Down years to come, and sees paved street
And noble trees, great gray stone blocks,
And stately homes loom in the heat.
A kingdom's door the steel unlocks!

Isle Royale, Mich., a National Park

Would Make Good Railroad Business Feeder

SEVERAL representatives of Great Lakes district railway lines were interested participants in a meeting at Escanaba, Michigan, this season,—called for the purpose of furthering the project for a great national park on Isle Royale, Michigan's magic island far out in the blue waters of Lake Superior.



A Cove on Isle Royal



Along the Shore

which no axe has struck down and no fire has devastated. There is danger that logging operations will be begun

soon by private owners. Proponents of the park plan fear that the beauty of the island will be seriously marred by these operations, and that the fire risks will be greatly increased. There is no doubt that if a national park can be confirmed here, and if the island terrain can be preserved, in all of its virgin charm, by the national park service, many thousands of Americans will visit the island annually, and a goodly percentage of them will come by railway.

"This is a project in which the north central railways can consistently interest themselves. It means the first national park in the entire Northwest, and an additional wonderful outing place which will have great pulling power for the tourist trade. The sponsors of the park movement, I am sure, have the hearty commendation of the northern railway lines in this undertaking which means so much to the entire central west."

Pilgrims En Route to New Homes and Fortunes

FERA Special Train Convoy Furnishes Risible Account

The meeting was sponsored by the Upper Peninsula Development bureau of Marquette and the Wolverine Conservation association of Escanaba, assisted by numerous local Chambers of Commerce and Conservation and Sportsmen's clubs.

Among the speakers at the meeting was General Agent, Passenger Department, of this railroad, at Milwaukee. Mr. Prien said in part:

"I think every railroad man here will agree that the consummation of a national park on Isle Royale will be beneficial to the passenger business of every railway reaching the northern Great Lakes country. We quoted special rates last year from Chicago, Milwaukee, and other points to Houghton and Hancock in the Upper Peninsula of Michigan, which are the points on the Michigan mainland that are nearest to Isle Royale.

"Heretofore well over one-half of Isle Royale's summer business has reached the island by Duluth. It is reasonable to suppose that railways with Duluth terminals will enjoy a very satisfactory increase in business bound for Isle Royale, when the park materializes.

"Isle Royale lies in the western part of Lake Superior about fifty miles from the Michigan mainland, and not far from Duluth and Grand Marais, Minnesota. Geographically, it is really a part of Canada, as it lies less than twenty miles from the Canadian mainland. However, no less a personage than Benjamin Franklin saw to it that Isle Royale was ceded by Great Britain to the United States in the Treaty of Paris in 1783.

"Practically every part of the island, which is extraordinarily wild and beautiful, is covered with virgin forests

ALTHOUGH his transportation calls for standard sleeping car accommodations a recent trip from St. Paul to Seattle in a day coach didn't dull the genial humor of Ollie R. Anderson, traveling passenger agent for the Milwaukee Road with headquarters in St. Paul.

Filed on arrival in Seattle of the FERA special train that carried "pilgrims" enroute to new homes and fortunes in Alaska his convoy report indicated that the train consisted of 18 cars—11 coaches, 2 diners, 5 baggage cars—with 353 passengers on board.

Members of 93 families, residents of Wisconsin, Michigan and Minnesota, all on relief rolls, made up the party. For many it was their first train ride and most experienced for the first time the delightful pleasure of eating in a dining car. All on-board reported a fine trip over the Milwaukee Road, according to Mr. Anderson, including the 14 dogs that were taken along and who barked their thanks for choice scraps from the dining car kitchens.

The largest family consisted of a happy young couple of 40, the age at which "life begins" according to a popular writer, accompanied by 11 children.

For another young couple the trip was by way of a belated honeymoon. The bride confided to the convoy that they had planned a trip when they were married but instead invested their savings in a washing machine. They were accompanied by five youngsters, all under the age of six.

Candy bars and ice cream cones were consumed, day and night, in generous quantities. No personal injuries occurred enroute and sickness was confined to measles which did not reach epidemic proportions, probably because

of isolation and frequent doses of castor oil administered victims by the FERA representative and the traveling passenger agent.

The report records the splendid arrangements for icing, watering and cleaning the trains at terminals and smooth handling enroute and on time performance. Special mention is made of excellent cooperation received from the dining car department and the efficient and considerate treatment the party received from Dining Car Stewards Gray and Campbell. Although gratuities were not proffered the dining car waiters by the uninitiated patrons there was no let-down in the Milwaukee Road's high standard of service and the waiters indicated gratefulness for their sole recognition which consisted of a hearty hand clasp from every member of the party at the conclusion of the last meal.

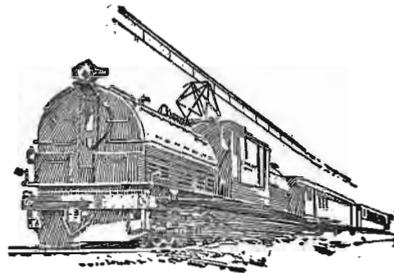
Newspaper reporters and cartoonists made the trip and filed along the way copy that made frequent and kindly reference to the intelligent service rendered the passengers by Mr. Anderson, including his stopping the train during the night to replace a broken nursing bottle for one of his juvenile charges. Most of the newspaper representatives continued into Alaska with the party.

Here is a travelogue framed by one of the juvenile "pilgrims" descriptive of the scenic beauties of the "Olympian Trail," and also of the reactions of young Joe Hynek formerly of Faithorn, Mich., age 12 years, who put down his impressions in realistic style:

"We are climbing the mountains, and boy is it ever fun. You should see the beautiful scenes along the railway

(Continued on Page 15)

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



Patronage and Service

We have all experienced the incentive to patronize certain business establishments for reasons difficult to describe, but in analyzing this seemingly natural desire to so bestow our patronage, it is realized that our action is influenced by efforts on the part of the management to extend to its patrons the utmost courtesy and a satisfactory service.

Patrons of transportation companies are governed by a similar influence and employes can by prompt, efficient and courteous service cultivate in patrons the same friendly attitude toward our railroad.

A handwritten signature in cursive script that reads "J. D. Finick". The signature is written in black ink and is positioned above the title "Vice-President".

Vice-President

(Contributed by Mr. J. P. Fahey, Agent, Minneapolis, Minn.)





THE MILWAUKEE MAGAZINE

UNION STATION BUILDING, CHICAGO

Vol. XXIII

AUGUST, 1935

No. 5



Published monthly, devoted to the interests of and for free distribution among the employees of the Chicago, Milwaukee, St. Paul & Pacific Railroad.

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Single Copies, 10 Cents Each—Outside Circulation, \$1 Per Year

U. S. Postage on This Magazine Is Three Cents

EARL J. HYETT Assistant to the Freight Traffic Manager

MR. HYETT entered the service of the Milwaukee Road in Seattle in 1912. He was transferred to the Freight Traffic Department in Chicago in 1921 and since 1925 has been in the office of Vice President H. E. Pierpont. In his new position, to which he was appointed July 1st, he has supervision in the traffic department of matters pertaining to complaints before the Interstate Commerce Commission and State Commissions (except Montana, Idaho and Washington), and such other duties as may be assigned to him.



Earl J. Hyett

A. A. WILSON General Agent at Chicago

ENTERING railroad service as a telegraph operator at Milwaukee (Wis.), Mr. Wilson has been in the employ of the Milwaukee Road for 40 years. He has represented the railroad as Local Agent, Division and General Agent and as Assistant General Freight Agent at many places on the system including Cedar Rapids, Davenport, Des Moines, Minneapolis and Seattle. For the past seven years he has been General Agent at Denver. July 1st he was appointed General Agent at Chicago to succeed Mr. T. P. Casey who after many years of faithful service resigned to engage in business for himself at Buffalo (N. Y.).



A. A. Wilson

JOSEPH A. FARMAR Chairman Trans-Continental Freight Bureau

TERMINATING his service with the organization in which he has spent his entire business career but continu-

ing active relations with the department of which he was a member for nearly 30 years is the experience of Joseph A. Farmar who on July 1st became chairman of The Trans-Continental Freight Bureau.

Entering the employ of the Freight Traffic Department of the Milwaukee Road in Chicago in 1906 as an office boy Mr. Farmar held various clerical positions until 1920 when he was promoted to Chief of Traffic Bureau. Later he served the railroad as Assistant Freight Traffic Manager, which position he held at the time of the election as chairman.

The Trans-Continental Freight Bureau was organized in 1897 by the Western railroads for the economical publication and distribution of joint tariffs and convenience in the interchange of information between railroads and between railroads and shippers with respect to the subject of rates, rules, regulations and practices and for the purpose of



Joseph A. Farmar

close co-operation with the Interstate Commerce Commission.

Mr. Farmar, who is 44, is the youngest man ever elected to the chairmanship of a Freight Bureau. His headquarters are in the Chicago Union Station.

WM. A. MURPHY General Agent at Denver

WILLIAM A. MURPHY, since 1925, chief clerk to T. W. Proctor, Assistant Traffic Manager in Chicago, was appointed General Agent at Denver on July 1st to succeed Mr. A. A. Wilson. Mr. Murphy is one of the youngest members of the Veteran Employees Association having entered the service of the Milwaukee Road in the Freight Department in Chicago in 1908. His ability as a singer and his willingness to donate his services for the entertainment of his friends will long be remembered by his former associates in the Chicago General Office.



Wm. A. Murphy

Where Is Our Foresight

UNDER the above caption, the following editorial from a Green Bay, Wisconsin, newspaper is reprinted. The Magazine is indebted to Superior Division Engineer John Whitney for the article.

Mr. Whitney's comment is to the point. He says: "I came across the enclosed editorial in our home paper and wonder if you would be interested in using it for an example of what might happen to any community—before it is too late."

We are indebted to the Grain and Feed Review, a Minneapolis publication devoted to agricultural interests, for a specific example concerning the railroads, their vital necessity to a community and the alarming results that follow their abandonment.

We know that hindsight is much clearer than foresight and that foresight is not always accurate. But the blunders we are making in regard to our transportation companies do not even require an eye that can see into the future, but merely one that can see what is directly in front of our noses.

Nearly three years ago the Omaha railroad asked permission of the Inter-

state Commerce Commission to abandon 50 miles of line running from Sioux City, Iowa, to Wynot, Nebraska, simply because the losses upon that particular stretch were mounting high without any apparent method of reducing them. The cautious Commission granted a stay of one year and warned the people in the territory tributary to the line that they might govern themselves accordingly. But the truckers assured the townspeople and the farmers that the bulk of the transportation service was already in their hands and they could capably handle what little remained. The people, failing to respond to the notice of the Commission, practically gave the coup de grace to the railroad line and at the end of the year it was abandoned.

Now, in the words of the Grain and Feed Trade Review, observe what transpired:

"First of all, the grain rate by rail to Sioux City and the East was 3 cents per hundred from the farthest point on the line. Now the rate is 10 cents a bushel to Sioux City. Coal was laid down in the furthest town for 20 cents a ton, while the present truckers are offering coal to close-in points at \$2 a ton. Farm values have depreciated from 50 to 75 per cent. Some farmers are 50 miles from a railroad. Homes in the towns erected at a cost of \$4,000 are begging

for buyers at levels as low as \$500 and there are no buyers. Lastly, the Omaha road paid \$28,000 each year in taxes and this sum has been shifted over to the remaining taxpayers."

This situation is going to be repeated a great many times unless the people shake their heads until the mental apparatus inside goes to work. With the railroads in the dust the communities vitally affected must become desolate or accustom themselves to frontier prices made necessary by unregulated and unrestrained transportation costs.

It would appear wise to forearm ourselves because of these forewarnings. Why should the nation stand by like a doddering giant and continue to permit our great Samsons of transportation to be shorn of the strength that is essential?

Upon what possible or reasonable basis in logic or history do we permit transportation companies to proceed great distances with cumbersome engines and long trailers upon roads that were con-

structed for urban and not interurban travel? Why, if it be the public wish that our costly highways be congested with freight traffic, sometimes carried 500, 1,000, even up to 3,000 miles, should this condition persist without adequate regulation comparable to the restrictions placed upon railroads?

We think we can answer these questions.

A great share of the blame is directly traceable to the lack of grit and courage and backbone in the men we elect to make our laws. Too often are they men content to let the stream of life take any sort of a channel so long as they are undisturbed in their positions.

Public life today in America is noticeable by its lack of willingness to face difficult and intricate problems with the purpose of doing justice between conflicting interests.

There is that 50-mile stretch from Sioux City to Wynot where railroads are fully appreciated—but, alas, too late.

A Retrospect

By E. MURRAY

IN THIS day and age when the whole world is alive with expressions of admiration for the pioneers in the various sciences, it would be amiss, I think, on the part of those of us who are looking on to let today pass without a word recalling the noble contributions of one of those pioneers in the science of engineering, Mr. Charles Frederick Loweth. I hesitate to make this attempt because of my inability to give that glow, which should pass on as an inspiration to the generations that follow, that will brighten the intellects and lend impulse to the effort of such generations, which the significance demands. Yet, I am forced to make the attempt because of my having had that close association with him on certain construction which made it necessary for him to look into, look over, revisit and decide as to how the various difficulties arising had better be handled. To me these difficulties looked serious at times but after each visit the spirit of confidence which he inspired brought a new realization to me of what cool co-operation can accomplish and how a task which looks difficult can pass out without leaving the impression that it had ever made an entry. Again, I hesitate to mention some of these items of construction because, in the world of engineering, they will appear little, but it becomes necessary to give basis for my remarks. I will mention, first, the three crossings of the wide and swift Yellowstone River, that to understand must be seen in its various resortings—flood, drift and most dangerous of all the ice gorge, before an attempt at design is thought of. After this is completed and construction ventured upon, (I use the word venture because of my recollections of misgivings of success which obsessed me at times), 'tis then that the presence of a cool personality and balanced judgment can leave its impress on the one carrying the field responsibility which wipes out such obsessions as "venture" and "defeat". This with, fieldings such as the crossing of the Little Missouri,

the Mussellshell, 26 of them down Sixteen Mile Canyon, the Gallatin, steel trestles, some 200 feet high and build-ings on the Coast extension of the Milwaukee R. R.—may well serve as an introduction to the mightier works of engineering which our late leader carried to completion. Three crossings of the Missouri, six of the Hellgate, five of the Missoula, the St. Joe and the Chatcolet, Pedee and Tekoa viaducts before reaching the winding Columbia, then four crossings of the Yakima, nine of the Cedar River and three of the Black River and closing near the Coast with that of the Puyallup, not forgetting the difficult subway and overhead construction through the many city terminals, may well invite the observation of all. The first Missouri, to glimpse its height and depth before topographical conditions require that swing in direction that gives a full side view of the whole. Magnificent, they will say. Who built that structure? The world has forgotten, someone will say, but let us hope that the name and growth of the little town, on the left bank of the great river, will serve as a continued reminder and remembrance of this great structure—Mo-bridge. Thus the frequent abbreviation of the Missouri's name has been made use of in naming this town and linking it with the noble structure that spans it. Two other crossings of this stream, at Lombard and Great Falls, both in Montana, will recall the work of this modest figure in engineering. But the big Missouri cannot lay claim to a very much nobler association with this man, than can its parent the broad Mississippi. This great stream heard the voice of deliberation and conquest, as its difficulties were pored over by this same engineer in the crossing at Davenport where the bridge, known as the Crescent, can be viewed from the Southwest Limited train, and bring forth the enquiry: "Who built that bridge?" That same man C. F. Loweth, and let us, you and I,—and the rest of us pause in our rush to say: "His

name deserves to be remembered and rementioned as an incentive to that cool deliberative guidance that was so characteristic of him and so necessary today." So also the highway bridge at Winona that can be seen from the Pioneer Limited and the now famous Hiawatha trains, as also the redesigning of other bridges across this great river that the development of heavier power made necessary from day to day.

I might go on in descriptive praise of this man by mentioning other engineering triumphs that he has to his credit, but these I know it will not be necessary to mention when connection with this great railroad system, of which he was Chief Engineer, is known. Consequently we may dwell for a moment on the necessities that brought him into contact with architectural effort, such as the great Union Station in Chicago, where his judgment, combined with that of other members of his profession, reflects a magnificence in completion that is not surpassed in any part of the world.

IN MEMORIAM

for

C. F. LOWETH

The Spanning of Life! Well, it's dear to us all—
Looking backward and onward—
dreading the call!
Beginning the thought that frames the idea
And ending with duties from which to be free
When the Span has been swung—designedly true
To the purpose of life as ever in view
By our chieftain who swung—well many a span
But none so minutely as his concept of man
And his mission of duty, here and elsewhere,
Summed up in the verdict of honestly fair
To his comrades in effort—never severe,—
The masterly concept—combining good cheer.
We stood by his finals in thought and design
And wish him God Speed 'cross the oceans of time.



Corinne, Hillis and Glorian, daughters of Section Foreman H. W. Tilger, Marengo, Wash.

ACCIDENT SAFETY FIRST PREVENTION

Coupling and Uncoupling Cars for Locomotives

(Paper presented at the A.A.R. Safety Section, Regional Safety Meeting held at Chicago, May 9, 1935 by Conductor Harry G. Smith, D. & I. Division.)

JUST what prompts employes to enter between moving cars to couple or uncouple them is the secret behind this class of injuries. With twenty-three years experience as a trainman and three years as a safety inspector I have tried to fathom this secret.

The first reason is that an employe prides himself on making couplings and does not like to be criticized or bandied by other employes when he does miss a coupling, the second reason is he enters between cars with no thought of the work he is doing or his personal safety, the third reason is the loss of time consumed in making coupling over after failure to make it on the first try.

Common sense prompted by the safety programs carried on by the railroads are to a great extent overcoming these causes and with enforcement of a few rules this class of injuries will not occur.

In coupling cars, one rule which would cover this operation is, if for any reason adjustment is necessary to draw-bar, knuckle pin or locking block prior to making coupling or when coupling does not make, the engine or cars must be separated not less than twenty feet, and make certain that cars and engines are at a complete standstill, before going in to make adjustments.

Uncoupling cars has not been responsible for as many injuries as coupling cars, but in this operation there are several self imposed hazards which cannot be covered by one rule, they can be covered by a few rules and instructions. The most common of these hazards are after failure of pinlifter to uncouple cars, employe tries to get pin on other draw bar either by crossing over or going in between while cars are still in motion. It should be understood that in case of failure of pinlifter to operate on one side, cars, should be brought to a stop before crossing over to operate pinlifter on other side. Another hazard is pulling pins running along side of cars instead of getting on cars, in this operation he loses his balance whether he makes a dive to operate pinlifter or if he runs along side of cars holding pin up, in either case he is liable to fall. In uncoupling moving cars he should be required to be on car. Employes uncoupling moving cars should not be required to transmit signals to engineer except in cases of emergency as he has one hand on grab-iron and one on pinlifter and if he lets go of pinlifter to give signal he watches pin to see that it stays up and is liable

to hit switch stand with his hand or be scraped off by some obstruction that he would fail to see.

Another practice that may result in an injury while uncoupling moving cars is to have pin puller riding on live cut or cut that engine is attached to as everytime brake is set on engine to stop cars it results in a severe jerk to car pin puller is riding on and he must guard against this by holding on with a firm grip. Of course, when there are a few cars to switch this does not seem a hazard, but take for an example any employe switching around three or four hundred cars a day at the end of the day this jerking and strain wears him out and his grip is not so firm as it should be and he can be jerked off of car. Engine should be headed so that employe pulling pin could ride dead cut and employe giving signals should be on same side of cars.

Couplers on cars failing to operate properly are responsible for a considerable loss of time and this could be corrected by carmen giving this part of equipment inspections more frequently and renewing parts that are worn or broken. Couplers failing to function properly are considered as a government safety appliance defect and should be treated as such.

In conclusion let me say that if you ever have had to take out a knuckle and straighten out a locking block that has become worn or broken and then replace knuckle, you will realize that this operation in itself requires very careful work to keep from dropping knuckle or pin on your feet.

Safety First

Edwin H. Fuller Storekeeper
Milwaukee Shops

ACCIDENTS are never deliberate. Often they are caused because people do not deliberate on possible dangers.

Of course a reasonable length of time must be consumed in deliberation of how to handle material but it need not be a long drawn-out affair between the workmen as to the procedure of handling the object in question. Reasonable precautions will avoid and prevent accidents.

It is better to prevent accidents than to just avoid them.

For example, begin with the small things, such as gears, screws, nails and similar articles strewn on the floors, dropped there during the course of the day's work. Floors should be kept clean at all times, not only after the day's work is done but also during the course of the day. Such things, though small, can do an enormous amount of damage to the personal safety of each and

every individual workman or tradesman. Serious spinal injuries can result from falls due to this everpresent menace.

Oil, grease and other slippery substances should be immediately wiped up to prevent falls.

Don't kid yourself by leaving safety measures to the other fellow. Get a good education in safety first. It's free—it's valuable—be safety conscious.



An Envious Record

LOUIS YANKOFF, Track Inspector, is one of the mainstays in safety work in the Track Department of Chicago Terminals. He has an enviable record and due to his constant watchfulness, contributes in no small degree to the performance of the department as a whole.

He entered the Track Department service of the Milwaukee Road, December 1910, was made Extra Gang Foreman at Western Avenue in April, 1916, and Track Inspector in September, 1931, in which capacity he has acted to date.

His duties cover inspection of all main tracks from Western Avenue to Bensenville, including connection between Bensenville Yard and the Northwestern Line, commonly known as the Bensenville-Techy Cutoff. The round trip is made each day of the week on motor car, rain or shine, and in addition to making such minor repairs or adjustments as he and helper can handle, he notifies General Foremen of matters requiring their attention, giving them information as to material needed, thereby avoiding duplication of inspection and time.

His loyalty and faithfulness deserve commendation and in the interests of safety, we hope that his record will continue as it now stands.

One's family prays that one is kept free from accidents. It's up to that particular one to keep those prayers coming true. Pure, simple common sense used in every day life in the prevention of accidents is the answer to those prayers.

Personal health is also a contributor to accident prevention. Avoid sickness; that in turn avoids accidents. A person in ill health, slightly or seriously ill, must be doubly cautious while going about his duties, at work or at home. Because, a slight deviation of the mind from the work at hand is one of the main factors contributing to an injury. Keep the mind on the subject—not on something foreign to the work.

Another common failure, one which is very seldom thought about, is the value of clean hands while eating. Certain types of poisoning result from dirt and grime on the hands, getting in the food while eating. Keep the hands clean.

Many, and all kinds of different types of safety devices are put on machines. They are there for a reason—for accident prevention. Make use of them. If for any reason they are removed from a machine, always make sure that they are replaced before starting a machine.

Alexander Graham Bell once wrote—"When one door closes, another opens; but we often look so long and regretfully before the closed door that we do not see the one which has opened for us. Defeat is nothing but education; it is the first step toward something better."

One door has closed, so why not keep it closed? Let's not be defeated this year as we were last. We want education but that can only be had by being mentally awake. Alert at all times.

The door is open—let's walk through it—not look backward to what we did or could have done. Make it a reality, a common, daily occurrence or habit if you wish, by showing the way by leading all others in the Safety First movement. Prevent and avoid accidents.

Peculiar Dead Man

By Si Stoddard, Anaconda, Mont.

DURING the time the Milwaukee was pushing its coast extension across Eastern Montana the construction engines were fitted with inspirators, to enable the lifting of water from sloughs and creeks along the right of way. Very few water tanks had been erected at the time. The result was that the locomotive tanks were subjected to frequent cleanings.

On one occasion a hogger, who traveled under the sobriquet of "Casey" Jones, chanced to look into the manhole of the tank on his locomotive and noticed what he took to be the body of a man. He felt certain it was that when he gave the bloated object a poke with a clinker hook. On arrival at the nearest telegraph station he notified the superintendent at Miles City of his discovery. He was ordered to put his train into the nearest siding and proceed to Miles City "caboose hop."

Considering the condition of his engine and the recently laid track, Casey negotiated the distance in record time. Upon his arrival at the terminal he was met by the division superintendent, master mechanic, county sheriff, coroner and every other dignitary that was able to be there. All were intent on learning the identity of the dead man.

But their anxiety and curiosity were unnecessary. The "dead man" turned out to be a sack of bran that apparently had fallen through the manhole while being transferred to some construction camp along the line.

When Vancouver Came to Puget Sound

(Continued from Page 4)

Cruising again to the north, Restoration Point was named. Admiralty Inlet as named by Vancouver is that part of "Puget Sound" that extends from Port Townsend to Tacoma, but the name of Puget Sound has supplanted it in common use.

The Gulf of Georgia received its name in honor of "his present Majesty"; Possession Sound because of the gesture of taking possession of the contiguous country for Great Britain. A large island interposing itself in their progress was called Whidbey's Island. Behind a cluster of islands from which a number of channels lead into it, the explorer found an extensive bay affording good and secure anchorage, with high and rocky shores opposite one entrance and north and south of these "some of those beautiful verdant lawns were again presented to view." This favored spot received the name of Bellingham's Bay.



Wedded Fifty Years

ON SUNDAY, July 14th, Mr. and Mrs. William M. Harvey celebrated their golden wedding at their home in Elgin, Ill. A dinner was given at the Fox Hotel, and a reunion at the family home.

Mr. and Mrs. Harvey were married in Peru, Ill., and have three children, two daughters and one son, and seven grandchildren; all of whom gathered from distant points for the reunion.

Mr. Harvey entered the employ of The Milwaukee Road as chief clerk to the district master mechanic at Milwaukee, and transferred in 1907 to Chicago as chief traveling accountant. He now occupies the position of special accountant in the office of vice-president, W. W. K. Sparrow, Union Station, Chicago.

Vancouver's voyage took the expedition farther north where they explored and named Queen Charlotte's Sound, Broughton's Archipelago and finally sailing around the great island which at first had been considered a part of the mainland, the name of Quadra and Vancouver's Island was bestowed by this gallant Englishman in honor of the Spanish gentleman whom he respected and honored.

Made in Old Wisconsin

AN interesting fact is disclosed by a way of the Chicago Journal of Commerce. It is that ninety per cent of America's cheesecloth used in the manufacture of cheese, is woven on an old loom in the attic of a two-story building in Monroe, Wisconsin.

"The factory, which has grown to such proportions that it now employs five persons and has detail outlets in six states, was first established in 1929 in the basement of a garage, by Joe Donny. Coming to the United States in 1927, Donny found work in a cheese factory near Monroe and noticed that most of the equipment was made in foreign countries, and heard the owners complain of the high prices they had to pay for it, so he decided to start a factory of his own to make the cheesecloth.

After four years of difficulties, Donny wrote to his brother, Melchior, a graduate of the College of Turaine, Italy, and at the time, manager of a European hotel, to come over to Monroe and help him. Before coming, the brother studied the art of weaving cheesecloth. The business picked up to the extent that about a year ago a second loom was purchased. Last summer the brothers had more orders than they could fill with their available equipment, chiefly, it is said, because their products cost less to the cheese manufacturers than the foreign article and were superior in quality.

Another Old-Timer

By John Reinehr, Tomah, Wis.

THERE is now residing at 1500 East Kane Place, Milwaukee, Wis., Mr. Andrew Flood, who after 60 years of service, retired in 1924.

Mr. Flood was born in the west of Ireland, County of Galway, in 1837, came to the United States in 1849 and entered the service of the C. M. & St. P. railroad in 1864 at New Lisbon, Wis., as blacksmith helper. He worked on the repairs of iron rails, assisting in welding patches to the surface of worn rails. The shop was moved to Watertown, Wis., about 1870, Mr. Flood going with it, taking the position of stationary engineer at this plant and continuing in the capacity until 1887, when the whole plant at Watertown was destroyed by fire.

A part of the Watertown plant was in the same year moved to Humboldt avenue, Milwaukee, where he continued to serve as stationary engineer until 1907 when this plant was moved to Tomah, Wis., where he continued in the service, working in the lamp shop until 1924 when he retired after 60 years of continuous service.

He is now, at the age of 98 years, living with his daughter, Mrs. Hogan, at the address given above. He is not an invalid and his mind permits him to enter an aggressive argument on subjects now current or in the long ago past.

The Agricultural and Colonization Department

NEW DEMAND FOR FEEDER STOCK

Farmers Study Best Methods of Conducting Livestock Fattening Business

THE generally good crop prospects throughout all our territory, combined with increased livestock prices, has stimulated interest in feeding cattle, lambs and pigs. Orders for feeder pigs cannot be filled. Farmers and feeders are watching closely market trends and supplies before placing orders for cattle and lambs.

Probably, because of experiences the past few years, many corn belt farmers are calling for assistance. They have arranged meetings and are inviting men who have had experience to address them on a wide variety of problems, all dealing with purchasing, financing, feeding, equipment, and marketing cattle and lambs.

At these meetings they are particularly interested in discussing with each other their personal experiences. The use of new feed combinations, new types of equipment, methods of financing and marketing have brought out much interesting comment and help to unify or standardize the best practices in each community.

This exchange of experiences has done much to stimulate better feeding practices and to fix the demand for feeders on a sound basis of types that fill an available market or packer outlet.

There are several areas served by our Road where feeders believe that these meetings will help materially to stabilize the business of feeding both lambs and cattle so that buyers of fattened animals will be able to definitely depend upon supplies for specific trade purposes to the financial benefit of all interested parties.

Besides the feeders, bankers, government credit agencies, the Animal Husbandry Departments of the Agricultural Colleges, various livestock sales agencies, packers, and our Road have co-operated and will co-operate further in conducting these meetings.

SMALL TOWN BUSINESS MEN

Like Livestock Pick-up Service

"THIS livestock pick-up service your Road has put in has done a lot for us small town business men." That statement was made by a group of merchants and a local banker in a northwestern Illinois village only a few days ago.

The spokesman for the group continued, "We have already noticed the difference

on stock shipping days, and the banker says, deposits are growing and that he has opened up some new farmer accounts."

The friendly way these business men spoke and the several suggestions offered made one feel that they sincerely wanted the pick-up experiment to succeed and would do their part.

MALTING BARLEY GROWER, A SPECIALIST

National Contest to Pick Out the Best

THE production of good malting barley is still the chief concern of many farmers, the maltsters and brewers. They all appreciate that the prospect of a big crop in the best barley growing states is likely to result in much carelessness which will ruin many a field of barley that might otherwise have sold for malting and brought the grower a fair premium when it was sold.

To help prevent this possible carelessness, and to further point out what barley maltsters and brewers can well use and will pay premiums for, the Master Brewers Association of America is conducting a malting barley contest which will result in selecting the best malting barley grower in each of the states of Wisconsin, Minnesota, Michigan, Illinois, North Dakota, South Dakota and Iowa. From the seven state champions, a national barley growing champion will be selected. Some of the points that will be specially emphasized in the contest are the very ones that have been brought to hundreds of farmers in Milwaukee territory during the past two years at meetings co-operatively arranged and conducted by our Road, the State Extension services, the Northwest Crop Improvement Association, U. S. Department of Agriculture and the barley trade.

Malting barley, to meet the demand of the trade, must be mellow, free from disease, good color, have few skinned broken or frayed kernels, uniform in size, low in moisture, indicate a high germination, and be of an acceptable variety. These requirements mean that not all farmers can grow good malting

barley and neither can it be grown in all grain growing sections of the country. The growing of good malting barley is becoming more and more the job of a specialist located on good farm lands in the proper climatic areas.

GOOD CROP OF SEED PEAS New Areas Produce Splendid Quality

SEED peas to supply acreages sown for canning factories are usually more or less a hazardous crop. They, of course, must be produced where conditions are favorable because the buyer requires seed that will grow and produce strong, healthy plants.

The seed grower has many problems to face during the growing season. Insects and disease are two that are hardest to combat. If they can be minimized, chances are the grower will have a good crop of choice quality seed.

Two of the newer irrigation districts served by The Milwaukee Road are fast becoming important producing areas of canning factory seed peas. These are the Kittitas Valley in Washington and the Sun River Project in Montana.

Reports of growers and seedsmen indicate that these two irrigation districts will this year harvest crops of seed peas which will be the largest in their history. Furthermore, it is generally believed that the crop will be the best in yield and quality the areas have produced.

NEW DAKOTA LAND LIST Describes Many Farm Bargains

CROP conditions have improved so much in the Dakotas this year that there are now many men with farm experience who are looking to those two states with the idea of purchasing a farm home.

To meet the demand for detailed information about farm opportunities in the Dakotas, and to briefly describe some of the farm bargains offered, this department is issuing a new land list folder. It contains about 300 descriptions of farms offered for sale in all sections of the two states served by our Road.

The farms and ranches described vary in size from 40 acres up to a thousand or more. They are improved, partially improved, and in a few cases unbroken prairie lands. Some of the farms have the very best of buildings, equipped with running water and electric lights. They are priced from a very few dollars to \$100.00 per acre, depending upon improvements and location.



A Farm on the Yellowstone Trail Near Milbank, S. D.



SAID TO BE HUMOROUS



Temporary Improvement

Down in Alabama a Negro went into a meat market, gazed long and tenderly at a chicken, and then purchased a ham. The next day he came shuffling back into the market with the ham under his arm.

"Look here, Boss," he exclaimed. "This here ham am spoilt."

"Why, it couldn't be," replied the surprised butcher. "It was cured in the best way."

"Well, Boss, if this here ham has been cured, it sure done had a powerful relapse."

Curiosity

The church service was proceeding successfully when a woman in the gallery got so interested that she leaned out too far and fell over the railing. Her dress caught in a chandelier, and she was suspended in mid-air. The minister noticed her undignified position and thundered at the congregation:

"Any person who turns around will be struck stone blind."

A man, whose curiosity was getting the better of him, turned to his companion and said: "I'm going to risk one eye."

Retribution

Gates, the village grocer, was making an inspection of his shop.

"Hallo," he said happily, "I see you've sold those six bad eggs. Who bought them?"

"Mr. Brown," replied his assistant. "And you've got rid of those stale buns and cakes," he said. "Who bought them?"

"Mrs. Brown," replied his assistant. Suddenly Gates clutched at the counter and began breathing heavily.

"Good gracious, sir!" exclaimed the other. "What's wrong?"

"I've just remembered that my wife and I are having supper with the Browns tonight," sputtered the grocer.

Forgetfulness

Whether forgetfulness is of importance or not depends on the circumstances—and the one affected.

The night before the wedding Jock was talking over the arrangements with his best man—Sandy.

"Aye, ye'll be giving us a send off?" he asked.

"Aye, certainly," replied the other. "With rice and confetti and white ribbons?" asked Jock.

"Och, aye, of course, man," answered Sandy.

For some minutes there was silence, and then Jock spoke:

"And might ye be throwing any old shoes, too?" was his question.

"Well, I dunno," answered Sandy, "but if you want us to, then we will."

"Why, man, of course I want ye to. But, lad, dinna forget I wear tens and Maggie wears sixes."

* * *

Wireless, we are told, will soon be used to exterminate germs. The difficulty at present is to induce the wretched little things to listen.—Punch (London).

* * *

Downstairs—"Didn't you hear me pounding on the ceiling?"

Upstairs—"Oh, that's all right. We were making a lot of noise ourselves."

You've Got to Dig

Discovered by a Roving Reporter on the desk of Agricultural Commissioner Ralph W. Reynolds this bit of homely verse not only provides for the hungry hen but furnishes food for thought for rail-workers in these trying times.

Said the little young red rooster,
"Gosh all hemlock, things are tough.
Seems like worms are getting scarcer
And I cannot get enough."

"What's become of all the fat ones
Is a mystery to me.
There were thousands through the wet spell
But not now. Where can they be?"

But the old black hen who heard him
Didn't grumble and complain.
She had gone through lots of dry spells,
She had lived through floods and rain.

She just flew up on the grindstone
As she gave her claws a whet,
And she said, "I've never seen a
Time there weren't some worms to get."

Then she picked herself a new spot,
Where the earth was hard and firm.
The red rooster jeered, "New ground?
That's no place to look for worms."

The old black hen spread her feet,
As she dug both fast and free.
"I must hunt the worms," she muttered,
"They don't seem to come to me."

The young rooster vainly spent his
Day, through habit, in by-ways,
Where the fat round worms had passed in
Squads back in the rainy days.

Nightfall found him tired and hungry,
Then he growled in accents rough,
"I'm hungry as a fowl can be,
Conditions certainly are tough."

He hurried then to the old black hen,
And said, "It's worse for you,
For not only are you hungry,
But you must be tired, too."

"I rested while I watched for worms,
So I'm feeling pretty pert,
But how are you, without worms, too,
And after all that work?"

The old black hen hopped to her perch
And dropped her eyes in sleep,
And murmured in a drowsy tone,
"Young man, hear this and weep:

"I'm full of worms, and happy, for
I've dined both long and well.
The worms are there, as always,
But you've got to dig like h—ll."

Honest

Come In And Inspect Our New Stock of Silk Dresses Which Are Now Selling at \$7.95. Remember They Are the Usual \$5.00 Values.—Frederick (Md.) Citizen.

Has It Come to This?

GOOD THINGS TO EAT: Walnut dining room and bedroom set, refrigerator, sewing machine, victrola. Tel. 2-7583.—Springfield (Mass.) Republican.

Neighbor—"Where is your brother, Freddie?"

Freddie—"He's in the house playing a duet. I finished first."

Another good way to be hated is to think a person means it when he asks for frank criticism.

Now that they are getting gold and silver out of sea water we may expect somebody to get blood out of a turnip.

Honest Advertiser

Strawberries for canning, jamming or drinking, whichever you prefer. Prices same as always—all we can get. M. A. Gerber.—Ohio Paper.

It is called "pin money" because the man of the house gets stuck.

Forgotten men: Al Smith, the taxpayer, the other senator from Louisiana.

He Knew!

"What makes you think there's a woman in the moon?"

"No man would stay up there that long alone, and be out every night."—Purple Parrot.

As a Woman Sees It

Clara: "A month ago I was just crazy about George. But now I don't care a thing for him."

Anna: "Yes, isn't it strange how changeable men are?"

Epitaph on a Henpecked Squire

As Father Adam first was fool'd,
A case that's still too common,
Here lies a man a woman ruled—
The devil ruled the woman.
—Robert Burns.

The Freight Solicitor Offers Up a Prayer

WITH all humility and reverence a well-known freight solicitor offers to his fellow-craftsmen the following prayer:

"Oh Lord, look with forgiving way, we beseech Thee, on the shipper who lies to us about the fast service our competitors give him; strengthen the memory of those shippers who are forever going to try out our service or bear us in mind on the next shipment. Lord, soften the heart of the shipper who, as soon as we appear, becomes exceedingly busy like a hen with one chick and keeps us standing around until our feet warp, and then gives us a short haul and wants a hundred-pound shipment rushed. Surround with Thy powers, Oh Lord, the superintendent, the chief dispatcher and the train crews, so that our trial shipment will not go astray, causing the shipper to cuss evermore. Cause us to look with charitable eye on our competitors—they know not whereof they speak. Help us with our expense accounts which cannot be made to cover a multitude of sins. Soften the hearts of our employers so they may look tenderly upon our iniquities. Oh Lord, we beseech Thee to cause our wives to have mercy on us and patience to await the coming of our pay check before spending too much thereof. When we have made our last trip, and all the consolidations have been realized, we ask humbly we may not be sent below, for verily we have suffered much here upon earth. Amen.

Favorite Salads for Hot Weather

Jellied Pineapple and Carrot Salad. Dissolve one package lemon gelatin in one cup of boiling water. Add one cup pineapple juice, one tablespoon vinegar and salt to taste. Chill until it begins to thicken, then add one cup of drained, crushed pineapple and one cup of grated, raw carrot. Turn into large mold or individual molds and place in refrigerator until ready to serve. Unmold on crisp lettuce, and serve with French dressing.

Vegetable Salad. Tomatoes, sliced or diced, cooked string beans, cooked peas, cucumbers, pared. Mix lightly, and serve with French dressing or mayonnaise on head lettuce.

Tomato-Cheese Salad. One cup canned tomato soup, heated to boiling. Remove from fire and add three packages cream cheese, and beat until thoroughly blended. Soak two tablespoons granulated gelatin in one-half cup cold water. Add to the tomato mixture. Cool slightly and add one cup chopped celery, one-fourth cup chopped green pepper, one tablespoon minced onion, dash of cayenne, salt and black pepper. Mold and serve on lettuce, with mayonnaise.

Substitutions

In housekeeping, how many times do we find that some special ingredient we are needing in the cooking or the baking is missing from the pantry shelf. For instance, perhaps we want bitter chocolate and there is none, but there is cocoa. Therefore we may substitute the cocoa with all the desired result by using about one-third of a cup of cocoa for each one oz. square of the cooking chocolate.

Two tablespoons of flour may be used for each tablespoon of cornstarch that your recipe calls for.

One-half teaspoon of cream tartar with one-fourth teaspoon baking soda equals one teaspoon baking powder.

Whipped evaporated milk may be used in place of whipped cream for gelatin or frozen desserts. Good Housekeeping gives one-half teaspoon granulated gelatin soaked in two teaspoons cold water for five minutes. Scald one cup evaporated milk, add the gelatin and stir until dissolved. Chill and whip until stiff.

Evaporated milk has many uses, too, when fresh milk is lacking. One-half cup evaporated milk added to one-half cup water is the proportion and equals one cup fresh milk.

Sour milk may be used in baking, instead of sweet milk, by adding one-half teaspoon baking soda and omitting two teaspoons baking powder. If the recipe calls for more baking powder to a cup of milk, the baking powder may be used after the omission of the two teaspoons.

One-half teaspoon cornstarch or one tablespoon flour is a substitute for each egg called for, for thickening.

THE PATTERNS

Book of Fashions 1935

First, the CO-ED. Second, THE SMART MATRON. Now, THE YOUNGER SET.

The price of THE YOUNGER SET, the same as all others in the series, 10c.

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

8514. Becoming House Frock.

Designed in Sizes: 14, 16, 18, 20; 32, 34, 36, 38, 40 and 42. Size 16 requires 4¼ yards of 35 inch material with ¾ yard contrasting. Price 15c.

8257. Cool Frock.

Designed in Sizes: 14, 16, 18, 20, with bust measures 32, 34, 36, 38 and 40 and 42. Size 18 requires 4 yards of 35 inch fabric with ¾ yard contrasting and tie requires a piece 9 inches wide by 48 inches long cut bias. Price 15c.

8512. Cool Tennis Frock.

Designed in Sizes: 11, 13, 15, 17 and 19;

29, 31, 33, 35 and 37 bust. Size 13 requires 3¾ yards of 35 inch material. Price 15c.

8525. Sun Suit and Hat.

Designed in Sizes: 1, 2, 3, 4 and 5 years. Size 2 requires 1¼ yard of 35 inch material with ¾ yard of 1½ inch bias binding. Price 15c.

8523. Matron's Street Frock.

Designed in Sizes: 36, 38, 40, 42, 44, 46, 48 and 50. Size 44 requires 5½ yards of 39 inch material with ¾ yard contrasting. Price 15c.

8513. Chic and Smart.

Designed in Sizes: 12, 14, 16, 18 and 20; 30, 32, 34, 36 and 38. Size 16 requires 4¾ yards of 39 inch material with ½ yard contrasting. Without cape size 16 requires 3½ yards of 39 inch material. Price 15c.

8278. Misses and Ladies Frock.

Designed in Sizes: 14, 16, 18, 20, with bust measures 32, 34, 36, 38, 40 and 42. Size 18 requires 4¼ yards of 39 inch fabric. Price 15c.

Appointments

Effective July 1st:

Arthur Daniels appointed assistant superintendent track maintenance.

W. F. McDonald appointed division engineer, LaCrosse-River Division, with office at LaCrosse, Wis.

R. A. Whiteford appointed division engi-

neer of the Kansas City Division, with office at Ottumwa, Iowa.

D. C. Rhynsbarger appointed division engineer of the Rocky Mountain Division, with office at Butte, Mont.

E. W. Bolmgren appointed division engineer, Twin City Terminals and I. & S. M. Division, vice Arthur Daniels, promoted.

Effective July 15th:

L. F. Donald appointed superintendent of the LaCrosse-River Division, with headquarters at LaCrosse, vice H. F. Gibson, transferred.

H. F. Gibson appointed superintendent Dubuque-Illinois Division, vice L. F. Donald, transferred.

How to Start a Drug Store

After you have secured your location on Main street—any city or town in the United States will do, but it must be on Main street—proceed as follows:

Woman: "Can I get these shoes half-sold here?"

Druggist: "Sorry, madam, this is a drug store. We handle only shoe polish, over-shoes, baby shoes and such."

Her Favorite

Druggist: "Yes, miss; you'll find that most ladies like this lipstick."

Young Lady: "You couldn't—er—tell me the kind men like, could you?"



Golf

SUNDAY, June 23, saw one of the greatest Golf Tournaments on record, not excepting the United States Open, British Open or any others. This tournament was held at Waterford Woods Country Club, Waterford, Wisconsin for Milwaukee Railroad employes and their friends, and was promoted and managed by those genial hosts and hostesses, Mr. and Mrs. H. C. Johnson and Mr. and Mrs. R. P. Kauppi of Milwaukee, Wisconsin. Two hundred and fifty guests were present at luncheon in the club house. This was one tournament where the ladies were invited and 50 turned out and this feature was such a success that the next tournament will also include the ladies. Only 12 of the ladies played golf, the balance being entertained at Bridge. In the golf tournament play there 55 were from Milwaukee, 36 from Chicago and

9 from Minneapolis and St. Paul. There were prizes too numerous to mention, the total value running into several hundred dollars. Maurice Chier donated a loving cup as a permanent Milwaukee Railroad Golf Tournament Trophy and F. E. Mortenson of St. Paul annexed this cup at this tournament. Who will take the honor of winning the trophy at the next tournament?

The next tournament will be held in the vicinity of Chicago, August 25, 1935, A. D. and full detailed announcement will be sent out by circular in the near future. All those interested should get their names on the mailing list by writing C. H. Yowell, Room 270, Union Station, Chicago. The entry fee for the next tournament is 50 cents and entries for participation in the golf prizes will be closed August 19.

TAX COLLECTORS GET HUGE SHARE OF FREIGHT BILLS

If Shippers Could Realize How Large a Part of Their Freight Charges Go to Pay Taxes, Wave of Protest Would Arise

(Ernest Greenwood, in his volume "Spenders All," contributes a human interest discussion of the railway tax situation. His chapter entitled "John Public Pays the Freight" is reproduced here in part:)

Not long ago John Public (a large manufacturer) wired a prominent railroad official as follows: "I have just discovered that more than \$62,000 of my annual freight bills are turned over by you to government as direct taxes stop is this true stop wire reply my expense as want to start something."

What had happened was this. The railroads had issued a statement saying that more than 7 per cent of their gross receipts were paid over to city, county, state, and federal governments as direct taxes. Seven per cent of the manufacturer's annual freight bills was more than \$62,000. And he was mad. If, however, he had discovered just how much of the other 93 per cent of his freight bill eventually found its way into government tax machine's insatiable gullet he would have had apoplexy.

Out of the 93 cents of each dollar paid the railroad by Big John Public, which it retained after paying government 7 cents in direct taxes, it paid its own bills for coal and other materials, labor, interest on its indebtedness, dividends on its stock (if possible), and, theoretically, built up a little reserve with which to replace worn-out tracks and rolling stock.

A Multitude of Taxes

Concealed in all these bills, whether for labor, power, or materials, were a multitude of taxes. The steel mills take their daily ride on the tax merry-go-round along with the thousands of John Publics working for the railroad and the coal company furnishing it with coal. All of these taxes—local, state, and federal—are of

course passed on to the railroad, find their way into operating expenses, then, in turn, into the freight bill handed Big John Public who has to pass them on to his customers in the price he gets for his product.

I suspect that if it were worked out it would be found that almost 50 per cent of the freight receipts followed through to their ultimate distribution to labor, power, materials, interest on investments, etc., went to the payment of some kind of taxes by Little John Public, manufacturers, merchants, insurance companies, utilities, banks, and the like.

Would No Longer Be Indifferent

Just for purposes of speculation, suppose this percentage is approxi-



Virginia Rose and Virgil Ben Dvorak, children of Operator Ben Dvorak of Clinton. Virginia plays the clarinet in the Junior High School Band and is Drum Major of the Junior Drum Corps. Virgil plays the snare drum in the school band and the bugle in the Drum Corps.

mately correct. Then suppose that when the railroad rendered Big John Public his annual freight bill of, say, \$900,000, it stamped on it in red ink: "\$450,000 of this bill goes to government in taxes in one form or another." Would Big John Public be annoyed? He certainly would. And I suspect that he would no longer be indifferent to indirect, painless, or invisible taxes. He might know that he was passing this \$450,000 on to his customers, but he would begin to think in terms of volume of business.

How many more washing machines, vacuum cleaners, dog collars, or boots and shoes could he sell if he could reduce the total price of his annual production by \$450,000? He has his own direct taxes about which he may grumble a bit, but he always realizes that government has to be supported financially as well as morally.

Pilgrims En Route

(Continued from Page 6)

through the Rockies, when you look down upon hills where trees are as green as the grass. There were hills of rocks which also makes beautiful scenery. They seemed like someone piled up the rocks, but no, they are built right in the ground.

"Do we ever have fun when we go through the tunnels. It gets dark all of a sudden and babies get so afraid they begin crying. There are some short tunnels and some long ones. We went through eight tunnels so far and intend to go through some more. Right now we are 6,000 feet above the sea-level. . . . We went through eleven tunnels so far. We went through a large town named Butte, between the mountains. It was in a large valley which could be seen through two cemeteries, one on each side of the town. In about three hours we pass through the longest tunnel."

Joe's recorded reactions seem to have come to a stop before the "longest tunnel" was reached. It would have been interesting to have gotten his thrill over that long aisle-like bore at the top of the Bitter Roots.

Others of the "Pilgrims" experienced the surprises and thrills of their lives as the mountain panorama unrolled before their eyes. One man used a small telescope with which he had provided himself to view the distant scenes and declared "it was more fun than his honeymoon." His honeymoon, he said, took him to Mercer, Wisconsin, twenty-five miles from his home at Ironwood, Mich.

These travelers were destined to see many more nature-wonders as the westward trek progressed to their mountain-girt new home in Matanuska Valley.

EDITOR'S NOTE: Convoy reports make good reading. Unfortunately space limitations and other proscriptions preclude the possibility of printing more of Mr. Anderson's interesting observations.

THE MILWAUKEE RAILROAD WOMEN'S CLUB

Austin Chapter

J. McCarthy, Historian

THE regular Board meeting of Austin Chapter on May 9th was followed by a social session to honor Mrs. Thomas Bowler, who left Austin in June to make her home in Milwaukee. Cards were played and prizes awarded to Mrs. F. F. Luskow, Mrs. F. M. Valentine, Mrs. H. B. Hinckley and Mrs. A. C. Anderson. Dainty refreshments were served by Mrs. O. C. Peed and Mrs. H. J. Keck. The table centerpiece was a bouquet of gorgeous tulips from the garden of Mrs. O. C. Peed. Mrs. Bowler was presented with a gift in appreciation of her untiring efforts with the Austin Chapter.

At the business session Mrs. E. J. Blomley, Sr. gave a report of her trip to the convention in Chicago.

The members voted to plant a Chinese elm tree in the Milwaukee park lawn in memory of President General, Mrs. Byram, deceased.

On May 15th the last Milwaukee Women's picnic, before the summer vacation, was held in the club rooms. Mr. and Mrs. Franklin Litz, who recently moved to Austin, were guests of the club. Mr. Litz has taken the position left vacant by Mr. Thomas Bowler's removal to Milwaukee.

Mrs. F. F. Luskow was elected to fill the unexpired term of safety first chairman held by Mrs. Bowler.

A most enjoyable program of moving pictures of the Crane Lumber Company fire, the harvesting of the ice crop for the Geo. A. Hormel & Company and the Boulder Dam was very well put on by Rolland and Faye Comeau.

Cards were played later in the evening. Mr. E. J. Blomley, Sr., Mrs. Thomas Bowler and F. J. Holmes were awarded the prizes.

The ladies had several all day sewing and quilting sessions to finish up the work on hand before hot weather.

A special meeting of the Board members was held on June 6th. It was decided to put on a membership drive which will end on August 1st. Mrs. Harris Igou and Mrs. H. J. Keck were chosen captains with nine helpers each from the board of directors. A sum of money is to be given the club securing the largest new membership, and Austin Chapter is out to get the prize. An ice cream social will be held in the near future.

Death has again entered our ranks and called Mrs. Geo. Cross, widow of the late Geo. Cross, on June 12th. Though she was seventy-five years of age, she was always interested in the charity work of the club and many a Thursday during the winter she came to the club rooms to sew and quilt. She was a resident of Austin for forty-five years and her smile and jovial disposition will be missed by the members of the Milwaukee Women's Club and by the people of Austin in general.

Black Hills Chapter

Mrs. Ira Wintrode, Historian

BLACK HILLS Chapter met on May 13th with Mrs. Arnold Swan, Mrs. George Saxer assisting. We had a large attendance to hear our president, Mrs. Hixson, give a very interesting report on the district meeting at Aberdeen.

Our ways and means chairman, Mrs. C. J. Smith, reported a nice profit on the two April dances. The dances are now discontinued until September.

Our company agent, Mr. George Igou, was reported very sick, and has since passed away. The company has lost a very valuable man, who will be missed both in business and socially in Rapid City. We extend the family our sincerest sympathy.

The month of June brought us a great honor as the daughter of Paul Nehrenberg, one of our railroad men, was chosen valedictorian of the high school senior class of 200 graduates.

She not only attained the highest honor in her class, but had the highest average for all four years. Bernice, we congratulate you.

The chapter met for the June meeting at the Clarence Grube home, with Mrs. Clifford Smith assisting. It was decided to have a recess from club activities during July and August. A potluck picnic was arranged for June 12th and was held in East Park, with a fine attendance and a very enjoyable day.

Mason City Chapter

Mrs. McClinton, Historian

OUR chapter held its March meeting in the afternoon of the 26th, with a good attendance. After routine business we listened to an interesting talk by Mr. Allen Patton, on "Color in Everyday Life" and a song by Miss Montean.

The April meeting was held on the 30th, our president, Mrs. W. F. Ingraham presiding. Reports were given and routine business transacted.

A program followed consisting of a talk on Safety First by Mr. Culman, which was most interesting and instructive. Cards and refreshments followed.

On May 9th a card party was given, with a large attendance and a very enjoyable afternoon was spent.

The regular meeting for May was held on the 28th, Mrs. Ingraham presiding. Reports were given, the proceeds of a rummage sale which had been held being \$20.36.

A large picnic was planned to be held in June for the railroad families of Mason City.

Regular meetings will be resumed in September.

Sioux City Chapter

Mrs. H. C. Snow, Historian

THE May board meeting was held at the home of Mrs. Miller, assisted by Mrs. Gus Kline, with the usual good number in attendance.

The regular meeting of Sioux City Chapter was held in the club rooms with a potluck dinner. Mrs. Eckert, program chairman, had on her program a reading by Kathryn Eckert and several tap dance numbers by Nancy Embeck and June Stites. After the entertainment a business meeting was called to order by the president, Mrs. Embeck. Bills were allowed and plans were made for the annual picnic to be held July 14th, Mrs. Earl Murphey being chairman. The meeting then adjourned until fall.

The June board meeting was held at the home of Mrs. Earl Murphy. Assisting her was Mrs. Landon. The afternoon was spent in planning a relief program. Tickets were distributed for the giving away of two five dollar bills which is to take place at the annual picnic.

During Railroad Week the Kiwanis Club was taken to the shops at Riverside for an inspection of the engine shops and car department, and also an inspection of the new air-conditioned cars, of which the equipment consisted in transporting the club from the downtown depot to the shops and return. A noonday lunch was served on the train en route to the shops by the women of this chapter. Everything was donated by the ladies and their net profit for serving the meals was \$50.00. This was quite a novelty for both the members of the Kiwanis Club and also the ladies of the chapter. Members of the Kiwanis

Club expressed their appreciation of the trip and also commented very highly on the service and the meal served by the ladies, and all those who assisted in serving the meal enjoyed the trip very much.

All June graduates of Milwaukee families from Central High School graduated with honors. Those individuals were: Cleo Shugart, Margaret Murphey and Mary Ellen Snow.

The July board meeting was held at the Council Oak Camp with a picnic dinner and the board entertained their co-chairmen. Twenty-seven were present, and Mrs. Jack Carney was chairman. The afternoon was spent in playing cards and all had a lovely time.

Our membership chairman, Mrs. Doud, reported 87 voting members and 246 contributing members. The roundhouse, shops, and car department joined the Women's Club this year 100 per cent.

The chapter is going to sew and fill a treasure chest to be contested for this fall.

Sympathy is extended to the family of Wm. Hopkinson in the loss of their father and husband.

Iron Mountain Chapter

Josephine Ambrosia, Historian

THE May meeting of the chapter was held at the home of Mrs. M. Thornton on the 28th of last month. Following the meeting a social hour was enjoyed and the quilt was given away, Mrs. J. A. Minotti, 601 East Main street, being the lucky winner.

It was voted not to hold any meetings in June, July or August. A splendid lunch was enjoyed after the meeting, served by a committee composed of Mesdames C. Walner, chairman, R. Wallace, Carl Swan and R. Schwalenberg.

Plans were made to hold a picturesque picnic at Lake Antoine on June 17th for members and their children, also visiting members.

Betty Jane Larsen, daughter of the president, Mrs. H. Larson, was operated upon for an infection on July 9th at the general hospital here and is recovering.

Nathalie Baldrice, daughter of Mr. and Mrs. B. Baldrice, is getting along fine at her home after her illness and operations at Chicago.

Some time ago Shirley Schwalenberg, daughter of Mrs. R. Schwalenberg, was operated on for an infection of the foot and is recovering very rapidly.

The Iron Mountain Chapter extends sympathy to Mrs. R. Schwalenberg for her deceased mother, Mrs. John Menne, who died recently at Elkhart Lake at the age of 75, also to Mrs. H. McDonnell for her deceased mother, Mrs. Bertha Powell, who died at the home of Mrs. McDonnell, at the age of 86.

The chapter regrets the loss of another member, Mrs. M. Conery. Mr. and Mrs. M. Conery are planning to move to Green Bay to make their permanent home.

Council Bluffs Chapter

Mrs. Hugh McLean, Historian

THE first day of May was the last meeting of our club for the summer.

Our May breakfast was held at the home of Mrs. Eva Gallagher. It was well attended and enjoyed by all.

Our members were pleased when we received an invitation from the chapter at Perry, Iowa, to attend their May breakfast. We motored to Perry by automobile, were served a delightful breakfast at the Christian church, followed by a business meeting.

After the meeting we went to their clubhouse and spent the afternoon visiting and renewing former friendships.

Mrs. Lindskog and Mrs. Kendall were also guests of Perry. The Council Bluffs members were delighted to meet one of our own charter members, Mrs. Wm. Failer, who now lives at Lincoln, Nebr.

Lunch was served to us just before we left on our return trip.

We are very proud of our membership committee.

Mrs. Ed Lee and her chairman went over the quota for members of last year.

Our annual picnic was held June 12th at Kiwanis Point in Fairmount Park. Our new night roundhouse foreman and his wife, Mr. and Mrs. Paul H. Pfeiffer, were present.

Mr. and Mrs. Pfeiffer recently moved to Council Bluffs, from Madison, S. Dak. We are very glad to have them as they are a friendly and charming couple.

Our first meeting after the summer vacation will be held at the Railroad "Y" Wednesday, September 4th. We hope all of our members will be present to start out the new year with a good attendance.

New Lisbon Chapter

Mrs. A. G. Shrake, Historian

ON June 25th the fourth regular meeting was called to order at 2:30 p. m. in the American Legion Hall by the president, Mrs. A. L. Hurd. Nineteen members present and two visitors.

The club motto was read, after which the secretary read the minutes of last meeting which were approved.

Treasurer reported \$31.66 in the treasury.

Chairman of good cheer committee gave an interesting report. Good cheer calls, five; messages sent, three; chairman of membership committee reported two new

members. We decided to start a membership drive, each member present to try and get one new member before August first.

Our chapter voted on taking a recess during the month of July and August.

A motion was made and carried that our chapter hold a picnic supper for members and their families at its regular September meeting. The president appointed the following committee to make arrangements: Mmes. W. H. Smart, Will Barnard, Frank Hodge, W. M. Wilcox. The secretary was instructed to send out cards for the picnic.

Fifty-two cents was collected for sunshine fund.

Lunch was served.

SPECIAL COMMENDATION

SUPERIOR DIVISION engineer G. La Chapelle discovered defective equipment on passing train June 7th and car was set out without damage.

Agent A. L. West, Manhattan, Ill., noticed dragging-brake beam on passing Wabash Ry. train and reported same at once to Wabash dispatcher. Mr. West is always alert and watchful of passing trains, for which he is deserving of much credit.

T. M. Division brakeman Chris Neimiller discovered broken flange on wheel of car in train at Moreau Junction, June 15th.

T. M. Division conductor J. S. Waters discovered broken rail west of Shawmut, June 24th.

C. J. Davis, switch foreman, South Minneapolis, discovered and promptly reported broken rail in Twin City Terminals, June 8th.

T. M. Division engineer George Wagner, on train No. 264, discovered track shoulder washing in a cut west of Sumatra, as result of a cloudburst, and immediately notified the section foreman, averting further damage.

H. & D. Division conductor George Hull and engineer H. S. Duncan, on train 63, June 9th, discovered about six inches of rail broken out near frog at Sumter, Minn. They at once notified No. 6, about due, and that train passed over without accident.

On No. 625, train crew noticed fire flying from the train when near Stacy, Minn. Conductor E. T. Chamberlain investigated and found broken arch bar. Car was set out, no doubt averting a derailment.

K. C. Division brakeman J. C. Roberts, while inspecting train at Laredo, June 16th, observed ten inches of flange broken out of wheel. Car was set out and further damage averted.

Eternal Vigilance the Price of Safety

The following letter addressed to assistant superintendent Hills at Montevideo, Minn., speaks for itself:

Hopkins, Minn., July 2, 1935.

Dear Sir:

Last night I had occasion to bring a party down to the depot here to go west on your train No. 5. In order to be in a position to watch for the train so we would have sufficient time to flag the train I pulled up on to the platform at the east end of the depot and stopped well clear of the track. The platform slopes toward the track at this point. Before No. 5 came into sight and we were visiting, one of the others in the car saw the flash of a headlight approaching around the curve west of the depot. They all got excited and during the hub-bub I myself became excited and regardless of the fact that I knew that there was nothing to fret about I started the car up, intending to back away from the track. In the excitement I released my brakes after having started the motor and then killed the engine. With the brakes off it rolled over the edge of the platform with the front wheels up against the rails. Well,

only the close observance of engineer Norris, who was running a light engine with only a caboose, was all that prevented an accident. He was wide awake and brought his engine to a stop and no damage was done. I thanked him from the bottom of my heart, but at the same time I feel that you should know about it, inasmuch as his ever-watchful attention was all that prevented a bad accident.

I wish that you would again thank Mr. Norris for me and let him know that words cannot express my appreciation of what might have been had it not been for the fact that he was wide awake on the job.

Yours truly,

(Signed) P. H. COYLE.

Conductor M. F. Ernhart, Terre Haute Division, while making a set out at Delmar, July 8th, discovered a broken flange on car in his train.

George French, switchman, Minneapolis Yards, exercised extraordinary caution in protecting Hiawatha Avenue crossing while crew was working in the vicinity of the crossing, July 12th, when a woman with a little girl, about five years old, appeared and French cautioned them; and everything, apparently was understood and she was going to stop; when suddenly the woman took the little girl's hand and started to cross while the cars were within 10 feet of them. French saw her and grabbed the little girl, so that only by a few seconds were they saved from certain death. Had French been out of reach of them nothing would have saved them. Commenting on this, Superintendent Bagness writes Mr. French: "While the rules and regulations provide that switchmen will exercise proper care and precaution in protecting switch moves over grade crossings, I feel that you did a remarkably good job in this case; and notwithstanding it was in the line of your duty, I wish to commend you for doing a first class job as, no doubt, the prompt action taken by you averted a very serious, if not fatal, accident."

Save the Tubes

AS a means of raising money for relief work, The Milwaukee Road Women's Club requests all members of "The Milwaukee Family" to save the empty tooth paste, shaving cream, and other tubes that are in common usage. Many of the used tubes are available for redemption by a company in Indiana which collects such material. All tubes of whatever kind or material may be sent in, as the Indiana company does the sorting.

A convenient receptacle might be placed in a hallway or other available spot into which the used tubes may be dropped; and when filled, sent to Miss E. N. Lindskog, secretary-general, Milwaukee Road Women's Club, 2423 Southport avenue, Chicago.

Our Business Getters

MISS MARY CAREY, office of Refrigerator and Claim Prevention Service, Chicago, was instrumental in securing two round trip passengers between Chicago and Milwaukee.

Locomotive engineer Ed Moyles, Tacoma Wash., furnished traffic tip, securing sale of two tickets, Tacoma to Chicago.

Coast Division conductor R. Craig secured sale of two coach tickets, Tacoma to Ossian, Iowa.

A. M. Roesch, file clerk, superintendent's office, Tacoma, furnished tip securing sale of two round trip tickets, Tacoma to New York City, and return, our line between Tacoma and Chicago.

L. O. Sargent, chief clerk, car department, Tacoma, furnished tip securing sale of round trip ticket, Tacoma to Chicago and return.

R. Wilson, car inspector, Tacoma, personally secured three passengers for our line, Tacoma to Miles City, Mont.

Sam Leo, store department, Miles City, Mont., secured a passenger for Butte; party had previously planned to take a competing line.

S. H. Johnson, Bellingham, furnished information securing sale of six first-class round trip tickets, Seattle to St. Paul and return.

J. H. Clarke, division accountant, Tacoma, furnished tip securing a passenger to Sioux Falls, S. D., and return, our line in both directions.

William Dolphin, assistant superintendent, S. & D. cars, furnished tip resulting in sale of two round trip tickets to New York and return, our line to Chicago and return.

Mrs. E. J. Brady, wife of roundhouse foreman, Tacoma, furnished tip securing sale of round trip ticket to New York, our line between Tacoma and Chicago, both ways.

C. E. McGuire, chief clerk, general foreman's office, Tacoma, secured sale of two one way tickets and one round trip ticket, Tacoma to Milwaukee and return.

Telegrapher William Moss, Chicago G. O., keeps up his good work, having secured routing of two cars of freight, Milwaukee to Kankakee, Ill., and four cars from Kankakee to Milwaukee, during the month of June.

L. R. Pridgen, Conductor. One passenger, Seattle to St. Paul.

Felix Wagner, General Clerk. One passenger, Miles City to Detroit.

Mark Johnson, Car Foreman. Two passengers, Michigan to Miles City.

Mr. P. A. Sather, % J. V. Anderson, Storekeeper. One passenger, Miles City to Milwaukee.

Jan. A. Johnson, Pipefitter. Two passengers, Miles City to Kansas City.

ON THE STEEL TRAIL

THE DIVISION NEWS-GATHERERS

Guy E. Sampson.....Train Director, Bensenville, Ill.
 A. M. Dreyer.....Fullerton Avenue, Chicago
 Ruby M. Eckman.....Care Trainmaster, Perry, Iowa
 John T. Raymond.....Dispatcher, Marion, Iowa
 Miss E. L. Sacks.....Care Trainmaster, Dubuque, Iowa
 Miss C. M. Gohmann.....Care Superintendent, Ottumwa, Iowa
 Miss S. M. Clifford.....Care Asst. Superintendent, Kansas City
 Miss C. M. Browning.....Care Superintendent, Green Bay, Wis.
 Miss Naldrea M. Hodges.....Care Superintendent, La Crosse, Wis.
 W. J. Kane.....Care Superintendent, Aberdeen, S. D.
 Miss E. Stevens.....Care Superintendent, Savanna, Ill.
 Miss Leda Mars.....Care Local Agent, Minneapolis, Minn.
 Miss N. A. Hiddlason.....Care Mechanical Department, Minneapolis
 Mrs. O. M. Smythe.....Care Car Department, Minneapolis, Minn.

A. T. Barndt.....Care Supt. Dept., Milwaukee Shops
 V. J. Williams.....Care Superintendent, Austin, Minn.
 Mrs. Lillian Atkinson.....Care Asst. Superintendent, Wausau, Wis.
 William Lagan.....Care General Agent, Sioux Falls, S. D.
 Harriet Shuster.....Care Refrigerator Department, Chicago
 Mrs. Dora M. Anderson.....Care Local Agent, Moberly, S. D.
 Mrs. Edna Bintliff.....Care Dispatcher, Mitchell, S. D.
 A. M. Maxeiner.....Local Agent, Lewistown, Montana
 Miss Ann Weber.....Care Agricultural Department, Chicago
 R. K. Burns.....Care Superintendent, Miles City, Montana
 Mrs. Nora B. Decco.....Telegrapher, Three Forks, Montana
 Albert Roesch.....Care Superintendent, Tacoma
 R. R. Thiele.....Local Freight Office, Spokane
 Miss Laura Babcock.....Care Local Freight Agent, Seattle

West I. & D. Division

Edna Bintliff

MISS ET TA LINDSKOG, general secretary of the Milwaukee Women's Club was a Mitchell visitor recently. Besides visiting the local club she attended a Railroad Week luncheon which was sponsored by the Service Clubs of Mitchell.

It would seem that the automobile dealers of Mitchell are being patronized very fairly this summer. Mr. A. W. Parker has a new Oldsmobile, Mr. Pete Roller has a new V-8 and Mr. Peterson has a new Pontiac.

Bob Metcalf spent the 4th at Lake Okoboji, with Sioux City friends attending the new Tracy Brown night club's opening night. Bob says this is a real lake, a real night club and a real place to spend a summer vacation. We are glad to hear that Bob Paulin is recovering from his recent injury.

Pete Roller is spending a week on the east end of the I&D on company business.

Twenty-five thousand people were said to have attended the bathing beauty contest and fireworks display on July 4th at Mitchell.

Mrs. F. R. Hansen is spending a few days at her old home in Kankakee, Illinois.

Phyllis and Melvin Higgins, daughter and son of Dispatcher Fay Higgins, are spending their vacation on the coast. Phyllis is remaining on the coast for a few weeks and expects to study dancing during that time.

J. G. West and family are spending a month in the Black Hills. Jack is inspecting grain doors and his wife and Royal are making a vacation of it.

West Coast Notes

A. M. R.

WM. WALDIE, section foreman at Tacoma, is back again after quite a severe sickness. Bill, however, belongs to the old school of railroaders and is good for many years yet, we hope.

Joseph Murray, one of our former carmen here, passed away in Tacoma July 8th. Joe was one of the old timers and his passing will be regretted by the "Old Guard."

W. C. Saley, B. & B. carpenter, passed away at Tacoma after a very short illness.

C. J. Turner, of the Dist. Accounting Bureau here, has been at Ft. Lewis lately, acting as a master sergeant in the National guard. We hope some of those tear gas bombs the guard are so free with at times, don't backfire.

Dist. Accountant Clarke and family are taking a motor trip around the Olympic Highway, via Port Angeles and Lake Crescent. This is one of the finest trips on the Coast, and well worth the time and effort.

We have heard of ball games being delayed account of rain, but we think Tacoma has the distinction of having the only large diamond so situated that at a certain

time each evening, the game has to stop because the sun gets in the catchers' eyes.

Makes a rather unusual announcement to be listening to the radio broadcast of a game and then be informed that the game will be postponed for a while until the sun goes down.

Your correspondent motored over to Moscow, Idaho, to attend the graduation of his youngest son, accompanied by Mrs. Roesch and son Frank, also a "U" of Idaho grad.

One of the many pleasant memories of the trip was the luncheon served on the campus after the exercises. It is a custom that lends a fellowship touch to "Idaho" that many other universities could well afford to follow.

The trip back was made via Coulee Dam and the Dry Falls of the Columbia. The Coulee Dam is much too busy a place to be interesting to any other than an engineer, but the Dry Falls is well worth the trip.

The original falls were three times higher than Niagara and the present height is still over 400 feet. The coloring of the rocks, coupled with the green of the vegetation and the silver of the water at the bottom of the falls, make a picture one never forgets.

The Columbia River crossing at Vantage Ferry (there is a fine free bridge there now) is also a scene you will always see in your gallery of memories and be thankful you were allowed to see it.

Appropos of the lumber situation out here: If you think you have a hard job, give a thought to the lumber (or in the slang of the game, "Knot Hole Inspectors") inspectors, who are trying hard to get something done and still keep all in one piece.

If they start out for a mill, they never know if the mill is still running until they get there. Then it's a question of getting a car spotted and then try and get it out again, after it is loaded. All the time they have to tell about a dozen different pickets that they are not mill workers. But having plenty of nerve, coupled with the ability to say nothing under difficult circumstances, they get by nicely but it isn't easy.

Kansas City Division

K. M. G.

ON MONDAY, June 10, the body of operator Fred Perry was found hanging in a barn on the J. H. Amery farm one-quarter mile west of Braymer. Mr. Perry had been in ill health for some time and a fit of despondency is the only reason known for the act. He had been operator on the second trick shift at Braymer for more than 25 years and had been agent and telegraph operator for the Milwaukee Road for 42 years. Funeral services were held the following Wednesday afternoon and burial at Braymer Evergreen cemetery. He is survived by Mrs. Perry and four daughters.

Another death among Milwaukee employes was that of Julius Marchain, machinist at West Yard, Ottumwa, who died of a heart attack on Thursday morning, June 27. He resided in Ottumwa for the last twelve years. His body was taken to the Lester Jay funeral home and services conducted the following Saturday afternoon.

An item of interest which was brought to our attention recently was that of the appointment of Harold Burnaugh as assistant general freight agent, headquarters Denver, Colo. Mr. Burnaugh was formerly an employe in the office of superintendent, Ottumwa, and is now with the Denver & Rio Grande Western Railroad Company.

Numerous Milwaukee employes are enjoying vacation trips to parts of interest throughout the United States: Edward J. Klahn and wife were at Lake Okojobi for two weeks in June; conductor John L. Quinlan and Mrs. Quinlan departed on June 23 for San Antonio, Tex., to spend a week with their son; also visited in McAlester, Okla., and St. Louis en route home.

The Fourth of July was spent by Mrs. C. L. Ward, son and daughter, with relatives in New London, Iowa.

Mary and Katherine, children of conductor John C. Welch, were guests of relatives for one month in La Grange, Ill., and Chicago.

Mrs. R. R. Lowe, daughters Arlene and Joyce Mae, and granddaughter Christina were in Shawano, Wis., for two weeks in June as guests in the home of the mother of Mrs. Lowe.

A very fine vacation was enjoyed by Mr. and Mrs. R. E. Ruckman in the West and Northwest, including a stopover in La Grande, Ore., to visit with the brother of Mr. Ruckman, O. J. Ruckman; also a sojourn in Tacoma as guests in the homes of his brothers, C. C. and T. F. Ruckman.

Mary Ellen McCarthy, daughter of J. D. McCarthy, operator at Braymer, Mo., returned to Monroe City, Mo., during the first week of July after being a guest in the home of her aunt, Mary McCarthy, at Sturges for several weeks. She will make her home with her grandmother, Mrs. Francis O'Daniel, during the next school year.

News was received of the death of John Breast, for many years crossing flagman at Washington, Iowa, which occurred on June 5 in the home of his sister in Northampton, Mass.

George Reisch, agent at Braymer, has installed a new desk in his office which adds to the beauty of the office. BE CAREFUL BOYS; DON'T SIT ON GEORGE'S DESK!

During the summer months the accounting firm of Arthur Anderson Company, New York, has secured the services of A. Leo Love to conduct a series of accountancy lessons at their institution. Mr. Love is a son of roundhouse foreman, Ottumwa, and a member of the accounting staff of the School of Business of Columbia University, New York; has compiled, with an associate professor of accounting and an accounting instructor at the university a second revised edition of "Cost Accounting Principles and Practice" of the university

accounting series. The series is edited by Roy B. Kester, Ph.D., professor of accounting at Columbia, and the revised edition simplifies many procedures and adds important subjects developed in the ten years since the first edition was issued.

Iowa (Middle and West) Division

Ruby Eckman

ENGINEER Dave Cunningham has been batching the last few weeks as Mrs. Cunningham and their daughter Helen have gone to New York City for the summer. Helen is a dancing instructor in Perry and will spend the summer attending dancing instruction classes, preparatory to starting her work in the fall.

Mrs. R. J. Gustafson, daughter of Operator F. W. Bean of Herndon station, and a sister of Conductor W. S. Delaney's wife, died at her home in Chicago the first part of July, following the birth of her second child, who also died. The remains were brought to Bagley for burial. The family home is at Bagley. Richard Hill, a relief man from the Des Moines division, worked the job at Herndon while Mr. Bean was off duty.

Conductor John Clark was off duty the latter part of June to go to Omaha to attend the funeral of his aunt, the wife of Judge Wheeler.

Miss Dorothea Franks, daughter of Switchman George Franks of Perry yard, was one of the successful candidates taking the Iowa State Board examination for Pharmacists. Dorothea has attended Drake University for two years but expects to continue her studies for another two years to get her degree.

Quite a few of the Iowa division railroad men have been eating according to Dr. Metz's "Time Table" and have reported substantial losses in weight.

E. C. Rood, second trick operator at Slater, was off duty for some time in July on account of sickness. C. R. Peasley, relief operator, was at Slater doing the relief work.

Friends on the Iowa division were sorry to hear of the death of Grover Patterson which occurred at Savanna the latter part of June. Grover and his wife lived at Perry while he was working as an engineer.

Machinist J. Barnum and family of Sedalia, Mo., were guests in Perry at the William Cheek home in June. The children have always been interested in the steam derrick in their uncle's department of the Milwaukee and this trip had a chance to see the big machine in action as the Milwaukee derrick crew were loaned to the M. and St. L. to pick up some derailed cars at Rippey and the folks drove up to watch the work.

Charles Trask and wife of Marquette, Iowa, were in Perry the latter part of June for a visit with friends. Charles was formerly car foreman at Perry. They were accompanied back to Marquette by conductor Ray Hickey and family the trip having been made in the Hickey car.

Engineer Henry Nichols laid off the fore part of July to make his annual pilgrimage back to his old home in Vermont. He planned to stay several weeks with relatives and friends there.

Mrs. J. F. Krohn, aged 72, died at the family home in Perry in June. Mr. Krohn was for many years a foreman in track department for the Milwaukee. She was the mother of Harry Krohn of Sioux City, Hugh and Elton, Mrs. C. R. Dumler and Mrs. Ella Houseman all of Milwaukee, Wis., and all connected with the Milwaukee railroad. Another daughter lives in Huron, S. D., and a son is farming at Perry. Burial was made in Perry.

Dispatcher Arthur Olson, yard master E. E. Banyard and yard clerk Marlow Stotts of the Perry yard force had their first view of the activity of a small tornado, recently. The men were in the yard office when the tornado hit in the neighborhood and they witnessed a garage in which Mr. Banyard's car and another car

POSITIVE RECORDS PREVENT CLAIMS

...

L.C.L. FREIGHT

(By Marks)

LIVE STOCK

WAYBILLS

(Against Bills Lading)

DIVERSIONS AND RECONSIGNING INSTRUCTIONS

CAR NUMBERS

SEAL RECORDS

FREIGHT HOUSES

(Blind Tally)

YOURSELF

was parked, picked up from the foundation and set down about forty or fifty feet away. The remarkable part of the matter was that neither car was scratched in the deal. The yard office was rocked for a considerable time, ages it seemed to the men; and they expected it to be blown over any second.

W. E. Failor who has been working as relief clerk at Perry has taken a three months' job as night ticket clerk at Marion while Roy Blackledge is trying his hand at farming.

Assistant superintendent R. C. Dodds of the Kansas City Terminals made a short visit in Perry with friends in July. Reed Fell, a companion of Robert Dodds, has been visiting in Kansas City and R. C. D. and his family brought him back to Perry returning home the following day.

Engineer E. J. Collins and family were in Dunlap, Iowa, the middle of July to attend the funeral of Frank D. Reihl, step father of Mrs. Collins. Frank was for many years a switchman on the Perry force. He had been in poor health for a year or more.

Operator R. E. Fitzgerald was called to Minneapolis the middle of July by the serious illness of his daughter. His son Edward accompanied him.

Engineer F. L. Hanner and family had a very pleasant motor trip through Wisconsin the first part of July. Mr. and Mrs. Hanner and Robert drove to Milwaukee where they were joined by their son George and family and the trip was continued.

Mrs. Anna Fiala, mother of operator A. E. Fiala of Council Bluffs and Frank Fiala of Tama, died at the family home in Tama in July at the age of ninety-five.

John Peterson, 72 years of age, is enjoying a vacation trip to his native land, Denmark, this summer.

He left Council Bluffs June 19th to sail from New York on the 22nd and will visit his sister in Copenhagen as well as other relatives in Denmark.

His fellow workers in the Council Bluffs roundhouse, where he is an engine hostler, tendered him a surprise dinner and presented him with a gift before his departure.

Mr. Peterson came to Council Bluffs 47 years ago and went to work immediately for this company. He resides in the same home that he entered with his wife and one son at that time.

Good Old Dubuque Shops

Lucille Miller

Brrr—the middle of June—and mighty crimp!

What has become of Summer? Say—you imp—

Are you going to play possum all season thru?

Give us a tip—what are you gonnado?

Shall we trade our sleeveless dress

For a pair of hightopped boots—

Get out the old snow shovel

To uncover dahlia roots?

(I 'spect when we read these lines it'll be about 100 degrees in the shade.)

If you want a game of euchre—

One with plenty of fun and punch—

Line up those two boys "Andy"

And I sort of have a hunch

You'll go home defeat-defeated,

Beaten bad, in other words they're

The "Deans," the "Ruths" and "Brad-docks,"

Those two euchre-Andy-birds.

(I'll split with you boys for the adv.)

Ed Wiedner has turned philosopher—he claims that it's well to drive a car with an eye on the fellow back of you; that is, if that fellow is ever going to get out of a sand-hole. (What have you to say about fancy drivers, "Boley"?)

H. A. U. sez if he gets as much silver at his 25th anniversary as he received tin at his 10th—he'll be able to retire and take some of his friends with him. (Everyone to their trade, Herb!)

Just when "yours truly" was having high hopes of getting back her girlish figure, some dash blank asterisk installs a

canteen close by—(only the words of the immortal Joe seem to fit the occasion—"Woe is me, Woe is me!")

Ike Klein is spending his vacation at Niagara Falls—sort of a delayed honeymoon trip, we suspect.

It is kind of lonesome (gives us creeps) When we see many buildings around here

That no longer are occupied—just full of space—

And back come old memories dear Of days when machinery was humming its song,

Saws buzzing, wheels turning, and such When mechanics and helpers were right on the job

And time seemed to count for so much. Old buildings you're chuck full of so many things

You prove that the poet was right "Where men have worked—there they are yet,"

There are visions of them yet in sight.

Slogans

Slogans have become such helpful things, Serving as reminders and also as wings That lift us up to higher things.

The phrase "Keep Smiling" has done much good—

For it is now so thoroughly understood That man CAN smile, if he only would!

Then the cheerful "Thanks, please call again!"

Has earned for the merchant many a friend—

Changed to a "regular" from a "now and then."

We hear useful slogans, helpful slogans,

Cheerful slogans, too— But without our "SAFETY FIRST" slogan, Now, just what would we do?

It has kept us smiling, and cheerful as well.

Without that slogan, just who can tell How many more tears might have been shed?

Oh, let's bear it in mind and "Keep Smiling" instead.

Chicago Union Station

Ann Weber

MILWAUKEE ROAD Softball News—Up to July 12th the team has enjoyed eight victories and has suffered two defeats. The following players have "risen to the occasion" and are hereby added to the

1935 honor roll: Walter Klosowski, Jim O'Brien, Frank Bazil, Wes McKee and Ed Hora. Besides the above and those previously mentioned, there are several others who are gaining much prestige by their performances and will undoubtedly be added to the roll before the season terminates.

The first defeat of the season was recorded by the Fond du Lac Merchants in a game played at Garfield Park, Milwaukee, on June 15th. Score, 5 to 0. The timidity of our team at bat was responsible for the defeat.

After scoring double victories over the Central Electric Co. and Fairbanks-Morse, which gave the team an undefeated record of six victories in the Evening American tournament, the Sopkins & Sons team won a bitterly contested victory, verbally and physically, by a score of 5 to 3. This does not eliminate the team, however, and with a record of two games won and one lost, with yet two games to be played in this the second round, all are vigorously plugging for the additional victories, which will award the team a place in the finals.

Believe the time has come for the annual feudal battle between the married and single men of the General Freight Department. How about setting the date, Schmidt?

A Few Short Shots

"Daniel Boone" Ginter of the Freight Department was royally decorated for his canoe-trip vacation when presented with a fur-covered paper hat and cardboard gun. We hope to have a good report on his ripping vacation.

A lot of tear and wear will be saved by the various railroads during the hot weather when Wesley Neff goes traveling about on his vacation. "Porky" is using his V-8, as six cylinders won't make the grade of his itinerary, so I'm told.

Ralph Dukes, formerly with Mr. Oliphant's office, has made a change to a publishing house—the DeWitt Publishing Company, I believe.

There is only one telephone number in Chicago—unless you find another—where you dial the same number seven times, three for the exchange and four for the number. What is it?

How come that "L. C. L." Sampson of the Freight Department is traveling light here of late? Must be that the conductor will be placing a rate on the cartage he is handling between Chicago and Park Ridge.

Fred Knaack said the weather in Northern Wisconsin was wet and that accounts for the few fish caught. Better luck next year.

Wallace Van Buren of the Advertising Department has again left, this time for the

Reservation Bureau, and his able-bodied assistant, Jack "Curley" Werner, is boss-man in the shipping room. Just can't keep a couple of good men in one spot.

The docket room triplets should feel mighty proud, now that their abode has received a coat of "Irish" green. And to think that none are IRISH!

Catherine Richland of the Legal Department is still on the sick list. Is doing nicely after undergoing an operation for goiter.

Golf Tournament

The annual golf tournament of the Freight Traffic Department was held at Twin Lakes, Wis., on June 29 and 30. Valuable prizes were awarded and, as usual, a good time was enjoyed by all.

Several specialty numbers were featured, the Carloca by Ann Toomey and Doc Sanders, after which Doc did a few cartwheels to keep in condition.

Tina Langton and Rex Wilson wrestled fifteen minutes to a draw at the Little Red Barn on Saturday night and we are informed Londos has nothing on Rex. No title was at stake, as Tina came in 65 pounds overweight.

"Hill Billy" Earl Mollahan of the WTL committee, one of our illustrious guests, after several successful seasons of snipe hunting, was unanimously elected referee of the vicious fight to a finish between the police dog and the badger. Earl insists he "knew what it was all about," but those who heard him insisting on wearing gloves so the badger wouldn't bite him, knew he bit, hook, line and sinker. As Barnum said, "There's one born every minute."

WANTED: A place to heal broken hearts. There are many of them on the seventh and eighth floors, now that the news has leaked out about "Red" Cooper leaving for Ottumwa. In case some of our readers don't know Red, he's the handsome redhead in the Engineering Department who has been positively wilting the girls for the past year and a half. We hate to see you go, but Good Luck, Red.

EXTRA! EXTRA! Word has just come to me that the Milwaukee Road softball team scored two more wins and are assured a place in the finals of the Evening American tournament. A 7 to 1 victory was made on July 15, the Hotel Sherman team being the victims, and the Beckley-Cardage Company went down by a score of 11 to 4 on July 18. This gives the team a record of eight games won and one lost in tournament play, and all are vigorously plugging for the team to go far in the finals.

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

R. R. T.

ASSISTANT District Master Mechanic P. T. O'Neil of Spokane has just been able to leave the hospital at this writing; he had been confined there for over a month, due to a serious operation. He is now well on the road to recovery but it will be some time before he is able to resume his duties. We offer our congratulations and best wishes for his early restoration to entire health.

Mrs. Medley, wife of Car Foreman Earl Medley of Spokane, has now been able to discard the crutches and has fully recovered after a long siege of illness following an automobile accident. The Medley family will leave shortly on a vacation trip to Glacier Park.

We regret to learn that Earl Miller of the Spokane roundhouse force has been forced to suspend work for some time due to an ulcerated stomach; we hope that he may soon be back in improved health.

Smiling Rob Snure, son of "Bill" Snure, chief clerk at Spokane freight office, recently had the misfortune to break an arm while at play. However, a little thing like that does not bother Bob at all; he never missed a day's school on that account and even mowed his grandmother's lawn with the undamaged arm. Of course it is doubtless nice to be coddled a little because of an accident, but Bob proved himself to be

THE FAIR

Dependable with Long Life

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

THE P. & M. CO.
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a regular he-man on the occasion. Congratulations, Bob!

We are pleased to learn that Operator F. G. Socwell at Coeur d'Alene, who was away from his post for some weeks because of illness, is back at work again. He was relieved in the meanwhile by Operator J. C. Maddox.

Henry McGinnis, car inspector at Spokane, and Mrs. McGinnis recently had the pleasure of a flying visit from their son Henry, located at Billings, Mont., as district representative of one of the large automobile factories. He was accompanied by his wife, whom the senior McGinnises had never seen as yet as they were married at Flint, Mich., only a few months ago.

The other day Karl Lillwitz, clerk to G. H. Hill, assistant superintendent, was slightly mystified when someone came up from the street floor and informed him that Mrs. Lillwitz was at the entrance in the family car and waiting for him. On going down like a dutiful husband to find out what was wanted he was much surprised at being told to come along home for lunch; but Mrs. Lillwitz was even more surprised to learn that it was only eleven o'clock. She had heard the clock strike when at home and heard some whistle blow, and took it for granted that it must be noon; so she got into the car and drove down to bring her hubby home for lunch.

Chief train dispatcher, Tom Corbett, of Tacoma, spent a day in his old home town of Spokane June 26th, renewing old acquaintances but chiefly to visit his son and daughter, both living here. He left from here to go to see the Fair at San Diego.

Many Spokane friends were glad to greet our valued friend, Mr. F. J. Alleman, the freight agent at Tacoma, who was here with Mrs. Alleman for several days in attendance on the State Convention of the Rainbow Girls, Mr. Alleman having held the highest offices in that order and taking a great interest in it. It did us good to see his friendly face again as he is one of the best fellows in the world and justly beloved by all who know him. Our line, by the way, handled the Rainbow Girls' special train from the Coast cities and return, with close to six hundred delegates and friends. And what do they do but pick out that hopeless bachelor, Conductor MacAuley, to handle the train! However, we feel quite sure that Mac nobly rose to the occasion and cut quite a wide swath among all the lovely young ladies.

Tom Barnes of the Spokane roundhouse force and Mrs. Barnes went to Portland, Ore., for a few days' visit with friends in Rose City and report having a very good time.

R. F. Breitengross, agent at Lind, with Mrs. Breitengross, is off on a ten-day vacation trip to visit friends on Puget Sound, their first stop being at the populous city of Hyak. Mr. B. is being relieved by Operator H. C. Lamarcne.

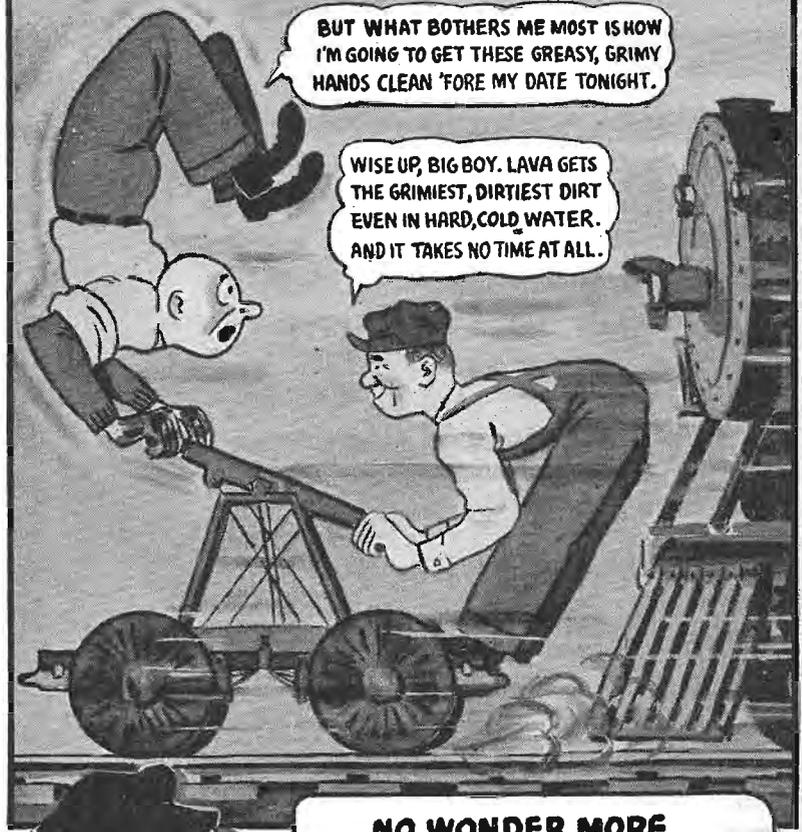
A. J. White, agent at Ione, on the Pend d'Oreille line, who had been away on a visit to Portland and other points thereabouts, is back at work again.

Wm. McCaughey, equipment maintainer at East Spokane, has been enjoying his annual vacation of late, but aside from a brief trip to Deer Lodge, Montana, we believe he spent all of it quietly at home—which, upon the whole, is not half a bad way to spend a vacation.

Harry Hook, brakeman between Spirit Lake and Metaline Falls, who was gone for a month on a visit to relatives in Chicago and other cities in that vicinity, is back at work again.

The long-expected golf match between the Spokane Slicers and the Seattle Hookers, from the General Offices at that city, came off on June 30th and resulted in victory for the Spokane team to the tune of 11 to 7. The Seattle visitors were Messrs. Stablein, Williams, Kennedy, W. H. Campbell (agent at the local office), Mead and Woodward, while the honors for Spokane were done by Messrs. Beale, Olsen, Louise, Graham (agent at Tekoa), Schlatter (agent at Worley), and Hays. The game was played at the Manito course at Spo-

JOE and ALVIN . . .



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THAN ANY OTHER SOAP**



**THICK, HEAVY LATHER
GETS THE SURFACE DIRT**



**FINE POWDERY PUMICE
GETS THE GROUND-IN DIRT**



**GLYCERINE, USED IN HAND
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Ordinary soaps are all right for some people. But they just won't do the job for railroad men.

For ordinary soap can't make headway against real grimy dirt. But Lava's 3-way action (see pictures opposite) subdues grime—any kind of grime. This husky, hard-working cake gets *all* the stubborn dirt . . . every time.

Lava gets hands really clean. It helps prevent hand infections. And it saves money because it lasts so much longer than ordinary soap. No wonder Lava is the overwhelming favorite in railroad washrooms. Get Lava today.

LAVA SOAP

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DIRT . . .
PROTECTS
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HEADQUARTERS
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ANYTHING AND EVERYTHING
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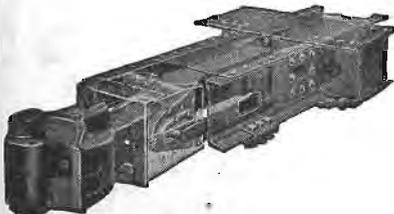
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The vertical yoke type of attachment, with cast steel yoke, offers the advantages of less parts, less weight, and less cost.

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kane and after the match a festive dinner was served at the Manito Club House, the visitors returning to the Sound on No. 15 that evening. Not being a golf addict, we cannot hope to do justice to the game, but we gather from the score that the slicers played a brilliant game and are developing some strong aspirants for the Davis Cup. The return match is to be played on July 21st at Seattle by the same teams and the Hookers fully intend to keep the scalps of the Spokane tribe in the Seattle teepees on that occasion.

Chris Finsand, car inspector at Spokane, was away from duty for two weeks in attendance on the Carmen's System Convention held at Milwaukee and reports a fine time, but was glad to get back to the cooler climate of the Inland Empire.

Inspector Cox of the Trans-Continental Freight Bureau, who usually does the inspecting at the Milwaukee freight house and cheers the office there by his lively presence, is away on his vacation at this writing, spending it chiefly in fishing in the vicinity of his old home at Bellingham—which reminds us that not long ago he and Harry Hill, car clerk, were two of a party of five fishing experts who invaded the waters of Newman Lake and were going to show the natives something to marvel at on their return. The expedition had to wrestle with a problem in common fractions instead, for the five of them got only four fish. Just to show them that there really are fish in that lake, next day Ted Novotny, switch tender at the east end of the Union Depot, Spokane, went out and came back with forty-six fish. This must be true, for Harry Hill states that he saw the sack and one fish himself; the other 45 were said to be in the sack but he had no chance to see them.

The Locomotive Department is feeling quite well of late, thank you, for virtually all the men on the extra boards are working. Work trains, a number of special trains, and the yearning for a little vaca-

tion by the regular men help along this happy condition. Just see who laid off from July 1st to 5th: Engineers W. T. Emerson, Bert Nolan, Tom McCall, H. H. Hass, C. A. Clark, L. J. Dulik!—A work train at Plummer is giving work to Engineer Cortez Burrell and Fireman Byron Richardson; a work train on the Pend d' Oreille line to Engineer Del Hoffman and Fireman Robert Renn; while gravel trains have used Engineers Crossman, Marré, Berg, Harrington and Firemen Mueller, Crowe, Williams, Woolfer, Copenhagen. We hope this sort of thing keeps up all summer.

Fireman Charles Schleusner is still on the Eastern divisions acting as instructor on the new oil-burning fliers.

Conductor Charlie Little went and bought himself a new Plymouth car, but still speaks to his poorer friends.

Davenport News

VACATIONS have been here and gone for many and we have to report: H. O. Everson visited in Wichita, Kans., and other points. H. E. Buckingham is sporting a new hat since coming back from his vacation, also did considerable traveling, going to Omaha and Lincoln, Nebr., Cedar Rapids and Marion, visiting the Boyles at Marion, reported a grand time. Henry Louisfield has just gotten back and must have had a grand trip, visited Chicago, Minneapolis, St. Paul, Seattle and other points west. Guess he's all rested for job again.

Sorry to report the terrible accident of Fred Henning who had to lose his left arm and is now confined to Mercy Hospital.

Jesse Merrill is doing a fine job raising track and cleaning the yards in general.

J. J. Flanagan is sporting a grand new car with a radio and everything. Wonder how the pick-up is.

Want to wish Carroll Richardson and his bride the best of luck. The wedding took place Tuesday, July 9th.

Saturday, July 13th, everybody will be going to Savanna to banquet with Mr. Donald and wish him good luck in his new location.

Guess we can be sure now that Ed Bastian is in our midst for good as he is now setting up housekeeping in our fair city.

Superior Division News

AN interesting event in Milwaukee Road circles of Green Bay last month was the ordination of Anthony J. Baier, son of veteran machinist Joseph A. Baier, to the priesthood of the Roman Catholic church. The young man is a native of Green Bay and received his education in the city schools until he entered St. Francis Seminary at Milwaukee. After Father Baier's first service a banquet was tendered him, with a reception following attended by two hundred guests. At the dinner a gilded wooden chalice was an interesting centerpiece, having a historical connection with the Baier family. It had been in the family for twenty years, having been used by the children in their "play mass." It later disappeared, much to the regret of the young seminarian, who cherished the memory of his plaything. Its reappearance at the dinner party revealed that it had been put away by the parents to be kept as a surprise for their son when he should have entered holy orders.

A belated item is the interesting fact of the arrival of dispatcher Oliver A. Keyes, of this division, at the 51st year milestone of service with this company, on April 15th of this year. Mr. Keyes entered the service as operator at Oshkosh, coming to Green Bay two years later, remaining here ever since. Mr. Keyes works the first trick at Green Bay, from 8 a. m. to 3:45 p. m.

Mr. Keyes has an interesting reminiscence of the first "C" type engine that came to Green Bay in 1900. Its arrival was anticipated with considerable trepidation for the safety of the Fox River trestle, which had never been subjected to such an enormous weight. The side rods were taken off, the tender uncoupled and the "monster" machine was pulled across the

bridge by cable. Now the C type is the lightest in road service and is used more generally for switching. The 7080 in use at the yards here is one of that type.

D. & I. Division—First District E. S.

ON Saturday evening, July 6, in the Shore Lane Apt. Hotel, Chicago, occurred the marriage of Miss Georgia Madison, daughter of Mrs. Josephine Madison of Chicago and Arthur B. Ferguson, son of Mr. and Mrs. A. Ferguson, Savanna. They were attended by Miss Betty Davis and Mrs. Hugh Davidson, both of Chicago. Mr. Ferguson is assistant foreman at the railmill. Congratulations are extended to the young couple, who will make their home in Savanna.

We are having quite a time in the superintendent's office at Savanna with all the proud grandparents parading about. Dispatcher Bugweld reports the arrival of a daughter, Judith Ann, at the home of his son-in-law and daughter, Mr. and Mrs. C. Rima; and signal supervisor Swift is all smiles account the arrival of a son at the home of Mr. and Mrs. Russel Swift.

On June 25 occurred the death of Lieut. of Police Grover Patterson, at his home in Savanna. Mr. Patterson injured his leg a couple of months ago and had been brought to his home where he seemed to be on the mend until complications set in, resulting in his death. Prior to Mr. Patterson's appointment in the police department, he was employed as an engineer on the Iowa Division. Sympathy is extended to Mrs. Patterson.

Mrs. Leo Goss, daughter, Mary, and son, LaVerne, wife and children of Iowa division engineer Leo Goss, departed via auto for California, and were accompanied by Mrs. A. J. Reinehr and daughter, Mary, wife and daughter of the agent at Savanna.



The Milwaukee employees at Savanna, through contributions, secured a very beautiful float for the Fourth of July parade at Savanna. A Ford truck was covered with white Chrys-celo floral paper with red rose vines artistically decorating the cab and rear of the truck. A platform was raised on the truck and covered with green Chrys-celo paper and on this platform was placed a large American flag, carrying out the patriotic motive. A nurse, soldier, sailor and marine rode on the float and added to the attractiveness of it. On each side of the float were the words "The MILWAUKEE Road"—"In Savanna Since 1862." The float took first prize, amounting to \$25, and the money will be placed in the picnic fund to be used in purchasing prizes, candy, and ice cream for the children when we hold our annual picnic in Old Mill Park, Savanna, during August.

With the announcement of the appointment of Mr. Donald as superintendent of the LaCrosse & River Division at LaCrosse, July 15—a farewell dinner was planned for 6 p. m., Saturday, July 13, in the Lydia T. Byram Community House at Savanna. A delicious three-course dinner was served by the Women's Club and following the dinner a short program was enjoyed consisting of a cornet solo by Miss Mary Grandy, vocal solo by Miss Virginia Bowen, accordion solo by Miss Kathryn Wilson, vocal solo by Mr. L. V. Schwartz and a reading by Miss Lucille Millar of Dubuque. The division staff officials and guests were seated at the speakers' table and toastmaster W. G. Bowen called on the various officers and guests for a few words. Mr. Donald was presented with a

stream-lined Gladstone bag as an indication of the high esteem in which he has been held by the employes and officers of the D&I division. Mr. Donald came to Savanna at the time of the consolidation of the Dubuque and Illinois divisions, Nov. 1, 1930, and the association with him during the past five years has been a very pleasant one. We wish him the best of luck on the L&R division.

With the departure of Mr. Donald to the L&R division, H. F. Gibson comes to Savanna as superintendent of the D&I division, and we welcome him to the Milwaukee family and hope he will like us.

Wisconsin Valley Division

Lillian

MR. AND MRS. NILE MCGINLEY, of Milwaukee are spending a week's vacation in Wausau.

Mrs. W. C. Milne who has been making her home with her daughter in Cedar City, Utah, is visiting with relatives in Wausau and expects to visit with her son at New York, before returning to Cedar City.

Arthur Sternitzky of Milwaukee is spending a few days with his parents, Mr. and Mrs. R. R. Sternitzky.

E. B. Gehrke and family of Minneapolis, Minn., visited with relatives in Wausau.

An additional section of the Hiawatha and No. 105 out of New Lisbon has been required to accommodate the tourists going to the various summer camps, the past several week ends.

The Valley division employes welcome Mr. and Mrs. J. E. Jakubec who have come to make Wausau their home, Mr. Jakubec having accepted the position as chief clerk in the superintendent's office. We are sure they will find Wausau a pleasant city to live in and hope they will be happy in their new home.

The sudden death of Ervin Graham which occurred in a hospital at Madison on June 25th was a shock to all, although he had not been in perfect health for some little time; he went to Madison for treatment and submitted to an operation from which he did not rally. Mr. Graham entered the services of the Milwaukee railroad as brakeman in 1908, was promoted to conductor in 1915 in which capacity he worked until a short time before leaving for Madison. Funeral services and burial took place June 29th. The division employes extend sympathy to Mrs. Graham and family.

A daughter, Margot, born to Mr. and Mrs. Franklin McGinley at St. Mary's hospital June 11, 1935.

The I&D Division extends sympathy to division engineer H. W. Wuerth and family in the death of his sister who was fatally injured in an automobile accident July 7th at Sauk City, Wis.

Conductor V. L. Neibergall who had been ailing for several months passed away at Mason City, July 12th. Sympathy is extended to Mrs. Neibergall and family in their bereavement.

Clifford Oeschger, chief clerk for division storekeeper, Mason City, was recently judged one of the first place winners in an international contest sponsored by the Association of American Railroads on the subject "Material Savings versus Labor Dollars." As an award for winning the contest, which included entries from Canada, Mexico and the United States, Mr. Oeschger will read his winning article before the National Congress of American Railroads meeting to be held at Chicago, July 23-24. He divided first place honors with Mr. Henry R. Kelly of Clayburn, Texas.

Mr. and Mrs. Robert Buckland, Mason City, Iowa, are the parents of a seven-pound boy born July 7th. Mr. Buckland is employed in the car department.

Supt. W. F. Ingraham and W. F. Cody, DF&PA accompanied by John Titley, Chicago, made a trip over the West I&D Division and Black Hills Line week of July 8th.

Division staff meeting was conducted at Sioux Falls, S. D., Friday, July 12th, at which time Mr. I. S. Granstrom, representative of the Safety Shoe Company was

PUTT MISSED BY PUFF!

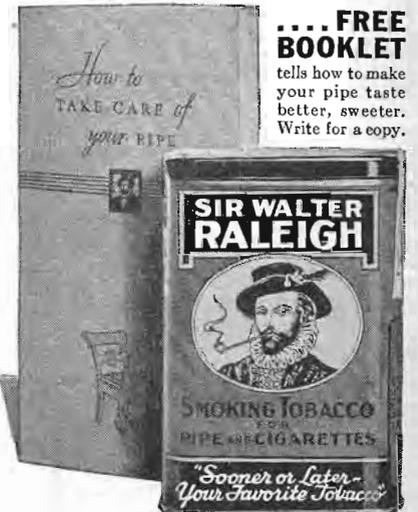


Fairo Golf Club (special)

—As Sam Slice, local champ, was about to sink a two-foot putt at the deciding hole today, his opponent lit his stewy pipe. Slice lost the match.

"X-x-!" says Slice. "How CAN a man smoke mongrel tobacco and never clean his pipe? Hasn't everybody learned by this time that half the story of happy smoking is a well-kept pipe, and the other half is the gentle, fragrant blend of Sir Walter Raleigh Smoking Tobacco?" Folks, we really *have* found a definitely milder blend. And we've wrapped it in heavy gold foil to keep it fresher for you. Ever tried it?

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your pipe taste
better, sweeter.
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It's 15¢—AND IT'S Milder

present. Mr. Granstrom also attended meetings at Mason City and Mitchell, July 15th and 16th, demonstrating the safety shoe manufactured by his company.

Train dispatcher F. M. Smith, Mason City, returned to his duties June 15th following two weeks' vacation in eastern and southern Iowa.

The New Hub of the I. & D.

Wm. Lagan

DISPATCHER JAMISON of Sioux City returned from a vacation spent in California.

Operator R. L. McNertney of Mapleton, Ia., has joined the ranks of the married men. Congratulations, "Mac." We hope you have a long and happy wedded life.

On Sunday, July 14th, the Women's Club of Sioux City held their annual picnic at Riverside Park, Sioux City. A large crowd attended and every one reports a very nice time.

F. M. Henderson has left on a vacation trip with Mrs. Henderson to Albany, N. Y., and points in Ohio.

Section Foreman Hans Miller and family of Fairview spent Sunday, July 7th, with Agent Harry E. Brann and family of Baltic, S. D.

Conductor Jimmy Class of Sioux City recently underwent a nasal operation but is now reported as O. K. and is back at work.

The Sioux Valley Agents Traffic Club are planning a ball game at Chancellor, July 18th. Railroaders vs. Truckers. This is sponsored by Agent L. E. Long of Chancellor and promises to be a very hot contest as the last time these teams met the trucks won by the score of 1 to 0.

We regret to report the passing of engineer Wm. Hopkinson of Sioux City who passed away June 25th in Sioux City after a prolonged illness. Funeral services were held in Sioux City June 27th. Mr. Hopkinson was a veteran employe and leaves a host of friends who wish to extend their sympathy to the bereaved family.

Conductor Charles Alexander is slowly recovering from an automobile accident which happened while he was making a business trip to Plankinton, S. D.

Wm. K. Griffiths has accepted a position in Mason City with the engineering department in the office of H. M. Wurth, division engineer.

Conductor Charles Alexander of Canton secured two round trip tickets to New York; roadmaster J. M. Murphy secured two round trip tickets to Columbus, Ohio, and claim clerk Leonard Mostrom secured one round trip ticket to Madison, Wis.

We wish to extend our sympathy to the bereaved family of section foreman Pat Quinn of Yankton who passed away recently in Sacred Heart Hospital at Yankton, S. D. Pat was a veteran of over fifty years' service with the company.

Some of the larger universities and colleges in the country are reported as having some of the fastest sprinters in the world on their track teams this year but switch-foreman Ole Anderson swears that he will put switchman Curly Overcash up against any of them. A mad dog chased Curly recently in the Sioux Falls yard and Ole swears that Curly was doing better than 10 seconds per hundred yards when he passed him.

Operator Cecil Davis and check clerk Edward Hoelworth of Sioux Falls spent Sunday, July 14th visiting relatives in Tripp, S. D.

Iowa and SM

V. J. W.

DISPATCHERS Peed and Seeman have returned to work after spending their vacations in California.

Dispatcher Ed. Laugen is leaving for the Canadian border on his vacation.

Time reviser Rose Krulish is back to work after a month's vacation spent visiting at various points in Iowa and northern Minnesota. Leonard Flannery handled the time reviser's work while Rose was away, and if you haven't yet heard of the "man on the flying trapeze" get in

touch with LMF. Yard clerk Dick Hogan relieved in the trainmaster's and dispatcher's offices and Wm. Holm took over the assignment at the Yard Office.

Violet Beatty has returned to work after visiting friends in Buffalo, N. Y.

Bill clerk Bob McCoy recently purchased a new set of golf clubs, claiming the old set had all the "pars" knocked off them. The true value of the new clubs has not been demonstrated as yet. They arrived in time for Bob to dedicate them in a match between the boys from the Milwaukee office against a group from the Hormel office which was played the afternoon of July 3rd, but it will never be known whether it was the size of the score or the press of business at the office that turned "Red" back at No. 5.



The accompanying picture is of veteran track foreman, Frank Wold, of Section 51½, Mazeppa, Minn., who on May 14th completed 44 years of service as a section foreman with the company. During this entire time he has never had an injury to himself or his men; truly a most enviable record. In 1902 he handled 75 men in the hazardous work of changing from the old narrow gauge to the standard gauge. In 1903 he worked about 50 men hauling ballast, widening dumps, and picking up the old narrow gauge steel. We all join in congratulating Mr. Wold and hope that he may enjoy many more safety clear years to add to his wonderful record.

Yardmaster H. S. Voorhees spent his vacation taking in the sights of the state of Wisconsin.

The following appointments have been announced:

F. R. Bloom appointed train dispatcher at Mitchell, S. D.

G. H. Livernash, train dispatcher at Madison, S. D.

L. M. Olson, third trick operator-leverman at Mankato Tower.

R. A. Helser appointed temporary agent at Hatfield and M. E. Larimer taking Grand Meadow for three months during agent L. V. Olson's leave.

E. F. Carey appointed operator-cashier at Wessington Springs.

Wesley Aldrich, operator-cashier at Pipestone.

The following agents and operators have taken vacations during the past month:

F. R. Burke, agent, Dexter.

R. M. Olson, agent, Alden.

J. C. Creedon, first trick operator-leverman, Mankato.

J. C. Hanson, agent, Hayward.

J. C. Whalen, agent, Fulda.

J. R. Ibsen, agent, Peterson.

E. L. Rowlee, agent, Wykoff.

M. L. Garry, agent, Delavan.

J. F. Thomas, agent, Winfred.

I. R. Crawford, agent-operator, Comus.

L. P. Beaudette, agent, Mendota.

H. L. Clark, third trick operator, Rosemount.

Latest reports from the Milwaukee Employe's Austin Credit Union is that of June 30th they had loaned out \$7,350; had 130 members, had received on loans

\$3,700, and have a share account of \$4,467.72 which indicates a very healthy status for an organization only 14 months old. New members welcome.

Since our last notes we have had two additions to our Milwaukee family. May 15th ass't ticket agent H. C. Scott announced the arrival of a baby boy, and June 26th brakeman Van Williams announced the arrival of a boy.

Deepest sympathy is extended to Harold Swank of the supt's office in the loss of his younger brother, Leo, who was killed in an auto accident near Austin June 22nd.

On July 9th a special train handling the "LaCrosse Plugs" good will tour was routed over the I&S Division from La Crosse to Calmar, stopping an hour at Austin. The tour continued on to Marquette and back to LaCrosse.

Sympathy is extended to roadmaster T. A. Ealy of Madison in the loss of his mother who passed away at Tama, Ia., July 8th.

We were also very sorry to hear of the tragic death of Ray Cheney, ass't foreman with C. O. Henry's ex-gang, who was killed by train No. 63 July 10th as it passed thru Medford.

Engineer and Mrs. E. H. Kough returned to Austin July 10th after a few weeks' visit with their daughter in Kansas City.

Engineer Charles Gillece is back to work after having been laid up the past two months.

Twin City Terminals Division

J. T. H.

WELL, it's a girl at the Quirk's house. The young lady arrived July 9th and Frank now has three girls and two boys.

The fish stories are more plentiful than the fish this year. G. W. Pasko of the engineering department went fishing recently and while he claims to have caught some fish no one around the railroad ever saw them; the day before George departed there was a requisition calling for 1,000 yards of angle worms, 2,000 minnows, one gross of hooks, and a stray hat to be delivered to G. W. Pasko going the rounds, but apparently this didn't help much.

George (Eddie Cantor) Mueller, chief yard clerk at the St. Paul yard, who has six girls in his family, is another fellow who according to reports from the yard goes fishing frequently but just doesn't seem to be able to hook them.

The many friends of William M. Smith were saddened at the news of his passing on June 19th. Interment took place at the Sunset Memorial, Minneapolis, on Saturday, June 22nd. Employees of the baggage department were pall bearers. Mr. Smith was with the Milwaukee for fifty-two years, the last thirty-five of which he had been baggage agent at Minneapolis. He is survived by his wife.

Johnnie Grun, operator in the C office at Minneapolis, can be seen almost every night running down the platform at the Minneapolis depot for the Soo Line for St. Paul. Johnnie could run 100 yards with full army equipment in around eleven seconds and still covers ground in short order.

The Minneapolis depot is a very busy place from 12 o'clock noon until the "Hiawatha" departs and is remindful of the days when No. 15 pulled in during the lunch hour. The travel on the "Hiawatha" seems to increase all the time and there is nothing but praise for the train.

Neil Ryan, yard clerk at St. Paul, claims that the lions at Como Park keep him awake most of the night with their roaring, and this accounts for the fact that Neil yawns so much during the day.

Husband: "I'm trying to remember, dear, which year you women wore those very short skirts." Wife: "I forget for the moment but I know it was the year you bought your glasses."

Teacher: "Tommy, can you spell 'fur'?" Tommy: "Yes, f-u-r, fur." Teacher: "Correct. Now tell me what fur is." Tommy: "Fur is an awful long ways off."

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

D. H. A.

IT would do your heart good to take a drive out in the country these days to see how beautiful everything looks. All South Dakota needs is the normal amount of rainfall to just make things spring from the ground. Fields and gardens never looked better so we all feel happy and encouraged again and look for a bumper crop this fall.

Miss Helen Conger is spending her vacation at Omaha, Nebraska, and Cedar Rapids, Iowa.

Operator R. T. Heywood, of Bowman, and wife have been vacationing in Minnesota and southern part of South Dakota. While away they purchased a fine new Plymouth car and drove it back. They stopped at Wakkala for a visit with Mr. and Mrs. W. P. Chern.

Cecil McNeeley was forced to take a vacation on account of contracting a case of mumps. After recovering, he and his family hied themselves to the west coast where they plan to spend a month enjoying the sea breezes, etc.

Miss Frances Williams is attending the International Luther League convention being held at Sioux Falls. From there she will go to Watertown to visit friends.

Beginning July 1st we will again have daily freight service on the Isabel, Faith and New England Lines, which will be of help to our local shippers as well as others.

Trainmaster A. W. Herwin and Division Engineer W. E. Ring of Miles City have been busy the past week inspecting the extra gangs at work out of here.

With all the improvements being made on the tracks, who knows maybe we will have the famous "Hiawatha" train out this way some day. Let's hope so.

W. P. Moran has been making extensive improvements on his home on fourth avenue west.

Night Roundhouse Foreman Norman Hoppe and wife spent their vacation visiting friends and relatives at Dubuque, Iowa.

June 21st was the 25th wedding anniversary of Mr. and Mrs. Emil B. Johnson and they celebrated the occasion by holding "open house" to their many friends who called to congratulate this worthy couple and wish them many more happy years of wedding bliss. They were the recipient of gifts of silverware as well as messages and cards of congratulations from friends here and elsewhere.

Roy Van Dyne is relieving R. T. Heywood as operator at Bowman, N. D.

Chief Dispatcher W. P. Moran is spending his vacation at Savanna and Rockford, Ill. He is being relieved by Clarence A. Nummerdor of Miles City. Mr. and Mrs. Nummerdor are guests at the Roy Van Dyne home during their stay in our city.

Mr. Dan McGrath has returned from Seattle where he went to consult the chief surgeon in regard to his health. At this time he is somewhat improved.

Dora Anderson is enjoying a visit from her mother, Mrs. E. A. Hegne, and sister, Mrs. Sherman Bruce of Oakland, Calif., who arrived June 5th and will spend the summer here and in Minnesota.

Mrs. Ed Sandals, Mrs. Thos. Milligan and Mrs. A. G. Fuller left for Iowa and Nebraska for an extending visit.

Quite a number of our railroad children were graduates of our Moberly high school again this year and we want to mention that Robert Byington, son of Engineer Walter Byington, had the honor of being salutatorian of his class.

Agent and Mrs. W. P. Chern of Wakkala have had as their guests their niece, Miss Margaret Hall, and her two girl friends, Miss Alice Carey and Miss Mary Lou Hickey, all of Chicago. These girls made the trip by car and were very much impressed by our western hospitality, and state they will be back next year for a longer stay.

Mrs. Bert Doud enjoyed a visit from her sister, Mrs. H. L. Rick, and son, Herbert, of St. Paul. She was joined by her husband and they have returned to St. Paul.

Miss Ann Browne of Clark, S. Dak., has been visiting her sister, Mrs. Ray Paul.

Mrs. Verne Cotton has been a patient at the Mayo Hospital at Rochester for some time. She was to be operated on July 1st. Mr. Cotton left for there June 29th to be with her. Her many friends here hope she will get along fine and soon be back with us.

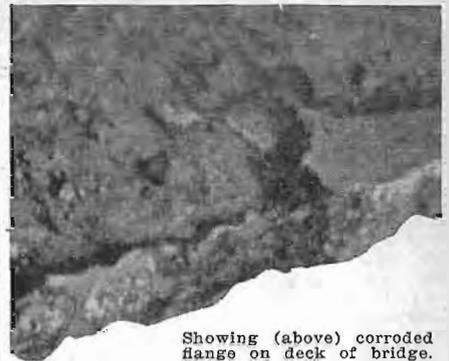
Mr. and Mrs. Bert Doud and son, Forest, left July 2nd for a motor trip through the Black Hills.

Kenneth Clark, son of Conductor L. W. Clark, has accepted a position as assistant water inspector in the water service department.

Roadmaster H. M. Geelhart of Roundup is here inspecting the work being done west of here. He is the inventor of the Geelhart spreader which is now being used to distribute gravel on the roadbed west of here.

Miss Nadine Beaver motored to Bismarck with her parents, Mr. and Mrs. J. O. Beaver. From there she took the train to Nashua, Mont., where she will visit with Mr. and Mrs. Lyle Cummings.

Agent Frank Williams was appointed to take charge of all activities in connection



Showing (above) corroded flange on deck of bridge.

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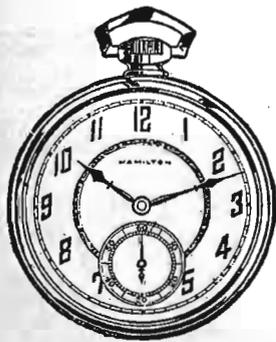
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with National Railroad Week in all towns along the Milwaukee between Marmarth and Moberg and the branch lines. Railroad week was observed from June 10th to June 15th, inclusive.

Aubrey Sheldon, who attended State College at Brookings this past year, left to spend two weeks in a military camp in the Black Hills.

Mr. and Mrs. Chas. Bootz and sons have returned from a trip to Plentywood, Mont.

Mr. and Mrs. Wilbur Fuller and family went to Iowa City to attend the graduation exercises of their daughter Bertha, who finishes her nurses' training at the University of Iowa.

Mr. and Mrs. H. J. Stock and daughter, Eileen, spent their vacation visiting relatives at New Castle, Nebr.

Misses Maxine and Mary Fuller left for Minneapolis where Miss Maxine will attend the Calhoun Business College and Miss Mary the McPhail School of Music.

Miss Dorothy Morris has returned from Mankato, Minn., where she has been attending business college this past year.

Twin City Terminals

Mechanical and Stores Departments

N. A. H.

Peony and Iris Farm of H&D Engineer Charles Haack at Mound, Minn. (Lake Minnetonka, Laughing Waters)

Mr. Haack started to work as fireman in September, 1895, making his first trip from Montevideo to Aberdeen on train No. 63. He was a former resident of Minneapolis and moved to Mound in 1916, where he has made his permanent residence, his hobby being a great love of nature, and peonies are his favorite.

Mr. Haack is very generous with his peonies, always keeping South Minneapolis roundhouse office as well as others well supplied during their bloom, and also supplying the Milwaukee Road picnic at Montevideo with an abundance of beautiful blooms.

Mr. Haack travels back and forth daily to his work in the Minneapolis yard, he

having a switch engine job for the past few years. He has seen plenty of service out on the road and now is well satisfied to work his eight hours, thus giving him plenty of time for his garden.

Engineer Andy Hoaglund celebrated his (?) birthday June 27th with good wishes from all his fellow workers. Many more, "Andy."

Engineer William Eddington started to work for the Milwaukee at Ortonville 54 years ago June 27th. Mr. Eddington in spite of all these years of service is hale and hearty, working every day. Many more for you, too, Mr. Eddington.

John A. Hendry, engine yard foreman, South Minneapolis, is at this writing confined to the Deaconess Hospital, having undergone a major operation. Mr. Hendry is doing as well as can be expected and we wish him a speedy recovery.

George Meyer, clerk, South Minneapolis, completed 25 years' service July 10, 1935.

William Spafford, Jr., was nursing a swollen eye. Why? Because, while a bunch of bees was swarming around the roundhouse he tried to talk to the queen bee.

Iowa (East) Division

J. T. Raymond

SECOND TRICK Operator John Nolan and wife of Cedar Rapids went to California for a month's visit July 11th. Ernie Clausen relieving.

Friends received word of the death of Grover Patterson June 25th at his home at Savanna. Mr. Patterson formerly lived at Marion and has a number of friends on the division who deeply regret to hear of his death. He was a member of the Masonic Blue Lodge at Marion.

Engineer Tom Quinn of Davenport who has been running for a long time between Davenport and Monticello has been seriously ill at his home for some time. We hope he may improve. Engineer Leo Goss is supplying on the run now.

Engineer G. W. McRae of Marion was called to Three Forks, Mont., June 22nd on account of the illness and death of his

sister, who had been ill for a long time. Walter was away about three weeks. He has many friends on the division who sympathize with him in his bereavement.

Fred Golden of Marion, who has been working steadily on a freight run between Savanna and Perry was laid up quite a while at home with pneumonia and at this time, June 12th, he is reported improving slowly.

Chief Dispatcher H. C. Van Wormer of Marion motored to Lake Pequot, Minn., June 30th, for a month's vacation. Mrs. Van Wormer returned to Marion and accompanied him to the lake.

Mrs. Sherman Fontaine and her children, Marilyn and Richard, of Marion visited her sister, Mrs. J. C. Quinn, at Chicago, June 23rd, for a week. Mr. Fontaine went in later for a brief visit and to accompany the family home.

Mrs. A. J. Elder, Mrs. Guy Miller and Mrs. L. A. Turner of Marion spent Friday, June 21st, in Defiance, Iowa, visiting Agent and Mrs. Fred Blakeslee.

Mrs. Ida Newenswander of the supt's office force, Marion, spent a week's vacation at her former home, Farley, Iowa.

Dr. and Mrs. D. V. Conwell and their two daughters of Halsted, Kans., visited Mrs. Conwell's parents, Mr. and Mrs. W. R. Barber, at Marion, for about two weeks early in July.

A group of one hundred and fifty attended the picnic at Thomas Park, Marion, Thursday, June 21st, given by the Milwaukee Women's Club for Milwaukee employes and their families. A baseball game between the Cedar Rapids Shops and the Marion Superintendent's office resulted in a tie score 12 to 12.

Mr. and Mrs. Walter Applegate of Perry spent the week, June 22nd, with their daughter, Mrs. R. E. Leidigh and family at Marion.

A modern case (superseding the old one) has been recently installed in the Marion Dispatcher's office just above the telephone selector. The levers in this case govern the Indian Creek remote control movement of Cedar Rapids line trains moving to and fro and is handled by the dispatchers. The warnings are given by buzzes instead of bells which we think is a great improvement.

The extra gang under foreman Moberly finished laying new rails from Martell to Atkins, eastward track, early in July and proceeded West. Graveling the track was expected to begin July 15th.

David Stewart, a long time Milwaukee Railroad veteran, was reported seriously ill July 12th at his home in Marion.

Section Foreman James Bartlett of Marion while off duty was struck by an automobile the latter part of June and hurt seriously enough so that the 12th of July Jim was still going about on crutches. The driver who caused this accident was of the "hit and run" kind so that he could not be made to pay the damage and expense caused. Jim says he worked for forty years on the railroad without a personal injury, a good record.

Trainmaster W. J. Hotchkiss of Marion accompanied the track laying outfit west of Atkins and has continued with them.

Miss Hannah Johnson of superintendent's office at Marion left July 5th for a vacation trip taking in New York, Quebec and other eastern points.

Mrs. Blanche Corwin has taken a position in superintendent's office at Marion temporarily.

I. & D. Items

eca

H. N. GRIFFIN, representative of the car department, Minneapolis, was on the division June 19th to 21st conducting classes with passenger trainmen in connection with the heating and ventilating of the new coaches.

Train dispatcher F. J. McDonald, Mason City, and family spent the last two weeks of June vacationing on the east end and in Wisconsin.

H. A. Wicke, Chicago, was in Mason City, June 24th to conduct business with division officials.

BINKLEY COAL COMPANY

Ships, every year, over a million tons of coal and coke over the Milwaukee Road.

From 26 coal mines in 14 seams. From 2 briquet plants and 1 by-product coke plant.

A great many people must like our fuel and service. Anyway, we appreciate every order and try to take good care of it.

BINKLEY COAL COMPANY

230 North Michigan Avenue

Chicago

Branches in Minneapolis, St. Louis, Indianapolis.

E. W. Webb, claim adjuster, Des Moines, was a visitor to Mason City June 24th on business.

H. L. McCaughey has been appointed roundhouse foreman at Mason City, Iowa, effective June 16th, replacing H. H. Green who was transferred to Madison, S. D.

Effective July 1st, C. H. Bradbury was appointed working supervisor at Calmar, Iowa; vice J. F. Fiala assigned to other duties.

We extend sympathy to J. M. Trayer, first trick operator, Mason City, and family in the death of Mr. Trayer's mother, who passed away June 24th.

M. K. Darnell, demurrage inspector, was in Mason City June 26th and 27th.

Miss Bonnie Mabie of Fon du Lac, Wisconsin is visiting with her aunt and uncle, Mr. and Mrs. F. H. Dickhoff at Mason City, Iowa.

William Blackmarr, engineer, Mason City, recently went to Calmar to accompany his mother, Mrs. Mel Blackmarr and his daughter, Juanita, to Mason City, where they are making their home.

D. & I. Division—Second District

E. L. S.

VACATION season is here again in the dispatchers' and yard offices. Vic McCurdy was the first dispatcher again this year to take his, and at this writing his "session of idleness" is about over. Yardmaster Kiesele was off one week July 1 to 9 and he and his family enjoyed a grand rest at Devil's Lake, Wis. Yardmaster Wilkinson left for his vacation on the 11th.

Joe Brimeyer, section man on Matt. Duehr's section at Dubuque Shops was married in June to Miss Margaret Abitz, Dubuque. Friends and employes extend best wishes to this young couple.

Conductor L. E. Dunham returned to work on 38 and 35 on July 4th after an illness of 6 to 8 weeks. Conductors W. S. Hartley and W. W. Graham relieved during his absence.

The LaCrosse "Good Will Tour" was handed over this division from Marquette to LaCrosse on night of July 9th, and such a happy and contented group of business men as they were, expressing complete satisfaction on the handling of their Special enroute over our railroad for the entire tour. May we have the pleasure of conducting their tours again and again!

Lloyd Moore and wife of Savanna visited at Dubuque during Lloyd's vacation fore part of July. He is perishable freight inspector at Savanna, at one time holding the same position at Dubuque Shops, and always pays his many friends at the Shops a visit or two while he is here.

At the time of this writing, this district has gone 9 months without a lost time or reportable injury. Let's hope that this will continue!

The second district of the D&I Division surely regrets the departure of our superintendent, L. F. Donald, who has been transferred to the LaCrosse-River Division, effective July 15th, but our best wishes go with him for every success in his new work.

Mr. H. F. Gibson of the LaCrosse-River Division will be the D&I's next superintendent and we welcome him in our midst.

The Milwaukee

By *Machinist H. J. Thoenke, Miles City, Mont.*

I dip't into the future as far as human eye could see,
Saw a vision of this railroad, the good old Milwaukee;
Saw the men, their work performing, safe as they could be,
And the rules that they were guided by made them men of ability.
It was this that gave me wonder of the road that was so safe,
Wondered if the people knew of the service that it gave.
Yes, we see its great achievements and the train atravelin' fast
And the hoghead at the throttle with his orders how to pass.
The men in the roundhouse receiving from their master's card
The work that is before them a safe and proper part.
Not an injury in a life-time, not a fall to 'think about,
Is the vision of this railroad that we are so proud about
So we keep right on agoin' and doing things that's right,
And make our work a pleasure and safe both day and night.

13th Engineers Post Picnic

The 13th Engineers Post No. 513, American Legion, will hold their annual picnic Sunday, September 1, 1935, at Thatcher's Woods, Chicago Ave. and Thatcher Ave., River Forest, Ill. There will be games, dancing and refreshments.

All former members of the 13th Engineers, U. S. Army, and their friends are cordially invited to attend. ALL DAY. ADMISSION FREE. Those going by auto, go west on Chicago Ave. to park. By street cars, Lake St. surface lines west to Thatcher Ave., two blocks north to park.

It's a funny thing, but the men given to talking most loudly about "rugged individualism" usually sneak upstairs in their stocking feet if they come home after midnight.

DELICACIES FOR THE TABLE

Specialties

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

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CHICAGO, ILLINOIS

FISH and OYSTERS

Supplying Hotels, Restaurants and Clubs
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"AT THE DELLS"

THE MODERN HOME HOTEL

European Plan

Modern Equipment — Rooms with
Private Bath — Write for Booklet

A. D. FINEGAN, Prop.
Wisconsin Dells, Wis.

Serving the Milwaukee
Road's urgent needs for

STEEL

has been our privilege
for many years

A. M. CASTLE & CO.

Makers of "The Milwaukee" Lite
Cote Welding Wire.

CHICAGO

To Milwaukee Patrons

While the train stops at Three
Forks you have plenty of time
to get a glass of our delicious
buttermilk. We are located at
the station.

Three Forks Creamery Co.
THREE FORKS, MONT.

CREOSOTED MATERIALS

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COAL TAR PRODUCTS



Republic Creosoting Co.
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WEST COAST WOOD PRESERVING CO.

*We are proud to serve "The Milwaukee Road" in
supplying treated ties and structural timbers.*

Office: 1118-4th Avenue, Seattle, Wash. ♦ Plants: Eagle Harbor and West Seattle

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

Nora B. Decco

It's a great life, after you get the ants out of the deviled eggs and off the top of the lemon jelly cake and the coffee pot jerked off the fire with what remains of the coffee after it boiled over while you were telling any one who would listen what a swell camp cook you used to be. By that time you are ready to eat anything and plum forget you hate canned milk. I repeat it's a great life.

Mrs. D. H. Burrell has returned from a visit with her daughter at Glen Ferry, Idaho.

Mr. and Mrs. Engineer Lieb have returned from a 4,000-mile trip all around the world—San Diego, New Mexico, Canada, Zion National Park, Bryce Canyon, Boulder Dam and what have you, ending with a visit with son Charles in Seattle, where he promptly took the car away from them and sent them home on the train.

Frank Irvin with his family have moved to Anaconda, where they will make their home. Mrs. Irvin is Engr. Townsley's daughter.

Mr. and Mrs. Deckelman have returned to Spokane after a three weeks' visit with Condr. Fairhurst and family and Condr. Vaninwegan and family and Mrs. Smith, mother of Mrs. Deckleman.

Mrs. Peter Pogreba and sons, Russell and Dean, have gone to Willow Springs, Mo., for a month's visit with Mrs. Pogreba's parents and brothers there. Pete is going to bach and, no doubt, the restaurants will benefit. I don't blame him.

Mrs. William Coffin, wife of Condr. Coffin, and Mrs. Josephine Scott, sister of Engineer Rader, have gone to Tacoma, Seattle, Portland, and Bellingham for a week's visit with friends and relatives.

A caller at our ticket window early in the month was Mr. John J. Long of Baker, back from another of his trips. Understand he wrote this one up. Would like to see it.

Operator Joe Jost and family have moved to Butte, where they will make their home. Joe has been assigned to the side table job in the chief train dispatcher's office there and likes it o.k.

One of the sad accidents we have to mention this month was the sudden death of Joe Mason while working in a mine in which he and his brother with their father owned near Hassel, north of Three Forks. Mr. Mason was a Milwaukee section foreman on this division for a number of years. At one time at Three Forks. He was well known and liked by every one. He leaves a wife and three small children to mourn his loss. We offer them our deepest sympathy.

Another death in our city, June 21st, was that of Mrs. George Smith, sister of Mrs. Echard and Mrs. Grey of this place. Mrs. Smith had been ill for several months and her death was not unexpected. She leaves besides her two sisters, her husband, a son Walter and a brother George W. McRae of Marion, Iowa. Mrs. Smith had lived in Three Forks for many years and we offer the family our most sincere sympathy in their great loss.

A wedding of interest to Milwaukee employes, June 22nd, was that of Ross Walsh, son of former R. M. Division Roadmaster Walsh, and Miss Freida Wessell of Boulder. The bride was private secretary to Dr. Griffin of the state schools at Boulder, and Mr. Walsh is connected with the International Radio Co. of Butte, where they will make their home. We offer congratulations to the happy couple.

Miss Florence Jurries and Mr. Fred Kirk were quietly married in Bozeman, Montana, June 30th, and returned to Three Forks to make their home. The bride is the daughter of a rancher near Radersburg, and Mr. Kirk is one of the popular linemen on the Rocky Mountain trouble shooter. We extend our very best wishes to this happy couple.

One more June wedding and we are done for this time. Miss Margaret O'Niell

of Butte and Mr. Elmer Murray of this city, June 27th, were married in Three Forks. Mrs. Murray is the daughter of Mr. and Mrs. Dan O'Niell of Butte and Mr. Murray has lived in Three Forks most of his life. He has been working as lineman on the R. M. Division trolley crew. They will make their home here. Our best wishes go to these happy young folks for a long and happy life.

Mrs. J. W. Lane received word of the sudden death of her sister, Mrs. Oscar Palmer of St. Joe, Mo., July 1st. We extend our sympathy.

Mrs. J. W. Hurst of Deer Lodge was visiting in California the last of June and while there was operated on, which proved fatal. Mrs. Hurst has lived in Deer Lodge for 25 years and leaves many friends to mourn her loss. We offer our sincere sympathy to the family.

Over in Lewistown, where gardens is gardens, says Neil Grogan, let me take you up and show you my garden . . . his garden. . . . All I have to say is Mrs. Grogan is some gardener even in a land of gardens and I suppose she just lets Neil talk about, water and fertilizer and acid soils and what not and no doubt he thinks maybe it is his garden. The city plug is almost right in front of the house and, of course, that would account for some one else having to do most of the hard work in the garden.

Little Things That Cost Nothing and Mean Much

A smile from the ticket clerk as he greets an inquiry; a full explanation of what the patron wants to know; a "thank you" when the ticket is purchased.

Courtesy from conductor and brakeman as they assist passengers on and off the train; a definite interest in the physical and mental comfort of those who have chosen to use our line; a "thank you" when the ticket is lifted; particular effort to help women and children, and aged, infirm and nervous people, with their baggage and in many other ways; clear announcing of stations and connecting lines.

The steward's friendly greeting to people coming into the diner (we are almost 100 per cent in that respect); courtesy from the waiter, whether the meal costs a dollar or a quarter, or the tip be large or small.

Our passenger engineers have a well-earned reputation as smooth runners. The skilful handling of our trains is known far and wide. It is the result of good equipment and track, safe and sensible schedules, plus the all-important interest that our enginemen have taken in this B & O ideal of service.

To a great extent passenger service sets the standard for the whole service of a railroad, and by and large a road's reputation is high or mediocre as the passenger service is good or indifferent.

An earnest effort by each man in our passenger service to do his best will help fill empty seats in our trains, increase our business and bring furloughed employes back to their jobs.—B & O Magazine.

THE HIAWATHA OBTAINS A WORLD'S RECORD

Reprinted from The Railway Gazette of London, England

THE schedule of the Hiawatha Express* of the Chicago, Milwaukee, St. Paul & Pacific Railroad, which began to run on May 29 last between Chicago, St. Paul and Minneapolis, proves this to be the fastest train in the world that is hauled by steam. On the northbound journey the departure from Chicago is at 1 p. m., and the first 85 miles, to Milwaukee, are run in 75 min., at a start-to-stop average of 68 m.p.h. A stop of 2 min. is made at Milwaukee, and the next section, 92.9 miles in length, to Portage is run in 84 min., at 66.4 m.p.h. Between stops at Portage and New Lisbon, both momentary in duration, the 43.1 miles are run in 36 min., at 71.8 m.p.h., and the 59.8 miles from New Lisbon to La Crosse require 53 min. and a start-to-stop average speed of 67.7 m.p.h. By this sequence of fast timings, therefore, the 280.8 miles from Chicago to La Crosse are covered in 4 hr. 11 min., with a 2-min. stop at Milwaukee and two other brief halts comprised within this overall average of 67.1 m.p.h. After a stop of 5 min. at La Crosse, the 27.5 miles to Winona are scheduled in 29 min., and the final 102.2 miles from Winona to St. Paul in 105 min., this stretch of line being not so suitable for high-speed travelling as that east of La Crosse. For the complete 410 miles from Chicago to St. Paul, including one 5-min. and four other brief stops, the total time is 390 min. (6½ hr.). In the reverse direction, also leaving St. Paul at 1 p. m., the southbound Hiawatha runs to Winona in 105 min., and on to La Crosse in 29 min., as on the northbound journey, and stops 5 min. at La Crosse. The booking from La Crosse to New Lisbon is 52 min. for the 59.8 miles, and from New Lisbon to Portage 35 min. for 43.1 m.p.h.; the respective start-to-stop speeds demanded are 69 and 73.9 m.p.h., and the latter is, for the moment, the fastest steam-hauled booking in the world. From Portage to Milwaukee the allowance is 83 min. for the 92.9 miles (67.2 m.p.h.), and after a 5-min. stop at Milwaukee, the Hiawatha completes the eastbound journey by running the 85 miles to Chicago in 75 min., at 68 m.p.h. In this direction also, therefore, the time of 4 hr. 11 min. obtains for the 280.8-mile journey from La Crosse to Chicago, including three stops, one of 5 min. duration, requiring an inclusive average speed of 67.1 m.p.h. This is precisely the same figure as that which will obtain in the case of the Silver Jubilee Express of the London & North Eastern Railway, which is to begin daily operation in October next, and is to be booked over the 268.3 miles between King's Cross and Newcastle in 4 hr. (67.1 m.p.h.), inclusive of a 1-min. stop at Darlington and severe slowings through Peterborough, Selby, York, and Durham.

*The Hiawatha Express was described on p. 1037 of the Railway Gazette of May 24.

FLEMING COAL CO.
STRAUS BUILDING CHICAGO, ILL.

Miners and Shippers of
**West Virginia Smokeless & Bituminous
Eastern & Western Kentucky
Illinois and Indiana Bituminous Coals**

Total Number of Revenue Passengers (Through and Intermediate) Carried on the
HIAWATHA During Period Shown

	No. 101	No. 100	Total
July 1.....	294	235	529
2.....	340	261	601
3.....	520*	380*	900*
4.....	250	201*	451*
5.....	278	303	581
6.....	409*	368	777*
7.....	390	495*	885*
8.....	345	309	654
9.....	275	257	532
10.....	240	236	476
11.....	275	259	534
12.....	309	335	644
13.....	509*	414	923*
14.....	359	435*	794*
15.....	293	280	573
Total	5,086	4,768	9,854
Average	339	318	657
Grand Total, May 29-July 15.....	14,137	13,372	27,509
Average	294	279	573

*Includes both sections.

They Use the Railroads

Each of the sixteen major league baseball teams travels an average of 12,000 miles by rail each season. Major league teams use railroad passenger trains exclusively in the journeys necessary to fulfil their annual playing schedules, as they have been doing regularly through several succeeding generations of fans. "Not once, to the best of my memory, has a ball player been hurt in a railroad accident," said William Harridge, President of the American League, in a recent article published in Liberty Magazine. Moreover, we have never missed a scheduled game because of railroad delay," he continued. "We

have been fortunate in our use of the railroads. We would be foolish, therefore—to say nothing of being ungrateful—if we were to switch." It would be difficult to imagine a more striking illustration of the safety and dependability of railroad passenger service. Beginning in April, each year as far back as Mr. Harridge's memory goes, and he has knowledge of organized baseball throughout its history, major league teams have been playing season schedules of upwards of 150 games and traveling an average of 12,000 miles each. The railroad's contribution to the dependability of baseball schedule calculations and to the safety of its players has been a major one indeed.

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Under all conditions and at all times.
 T-Z Products give unexcelled service.

"Crescent" Metallic Packing
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 T-Z Automatic Drain Valves
 T-Z Boiler Wash - Out Plugs

T-Z Products, as standard equipment,
 are daily proving their merit.

T-Z Railway Equipment Co.

310 So. Michigan Avenue
 Chicago, Illinois

MAGNUS COMPANY

INCORPORATED

*Journal Bearings and
 Bronze Engine Castings*

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

FOR QUICK SALE—Will sell 1 Adams two-man motor car, \$15; 1 1/4-hp. d.c. 32-volt elec. motor with pulley for V-shape belt, \$3; 1 Underwood No. 4 typewriter, \$20. All in good condition. F. G. Zeiser, Green Island, Iowa.

FOR SALE—Grain Elevator, capacity 20,000 bushels, dwelling house, garage, woodshed and large barn, corn crib, chicken house, hog house, 300 acres land, fifty acres under plow. A good sand mine alongside track. Can be easily loaded from hillside into cars. Sand worth \$1.25 per ton. Can be purchased for \$8,500; \$4,500 down. This is a good stock farm for cattle, horses, hogs, sheep and poultry; also good location for grain and store. Good roads. Located on main line, C. M. St. P. & Pac. Ry., 33 miles from St. Paul; 8 miles from Redwing, Minn. Address: M. T. Nilan, Eggleston, Minn.

FURNISHED HOME for rent for summer months WILMETTE on Lake Michigan, wonderful bathing beach, 8 room house with two bed rooms and sleeping porch, 2 car garage, large lot with large forest trees \$100.00 per month. Electric Refrigeration. C. L. Keith, City Ticket Agent, Chicago, or 222 Ninth Street, Wilmette, Ill.

FOR RENT—Furnished room for 1 or 2 girls with or without home cooked meals. Good transportation and pleasant surroundings. 2350 Cullom Ave., Phone Irving 1346. Lauretta Nolan, formerly in office of Auditor of Expenditure.

FOR SALE—A membership in Hunting Lodge located near Webster, So. Dakota. 6 bedrooms and running water. Good duck and pheasant hunting. Reasonable. Tel. Austin 3022. C. M. Elliott, 4936 Maypole Ave., Chicago, Ill.

FOR SALE—Lantern Handles of finest selected second growth hickory. Make the newly adopted electric lantern a winner in looks. All handles guaranteed. \$50 for handle and \$.25 for attaching to lantern. Mail orders to Ben. R. Weber, 2136 N. 27th St., Milwaukee, Wis.

For a restful vacation rent a cottage at West Okoboji Lake, Miller's Bay, plenty of natural shade, finest fishing, boating, bathing; close to golf course, country club and state park. Reasonable rent. Directly opposite boat house, The Cove, Miller's Bay. C. E. Smith, Lock Box 102, Sanborn, Iowa.

FOR SALE—Improved Model Vibroplex "Bug" (large size), carries well on any circuit. Will sell for \$12.00, acct. of having two. Also, Crosman 22 Cal. Pneumatic Rifle, excellent condition, \$7.50. R. W. Safey, Box 331, Springville, Iowa.

FOR RENT—Furnished cabins at Hazelhurst, Northern Wisconsin, 2, 3, or 4 bed room cabins with sleeping porch by week, month or season. Address Keith's Cliff, Hazelhurst, Wis.

FOR SALE—Five-room, modern brick bungalow, 2-car garage on lot 82x125 on Austin Ave., vicinity Elston and Milwaukee Ave., Edgebrook, Ill. Street paved, all improvements in and paid for. Will sell reasonably if interested. Write to Mrs. J. Rapp, 1978 South 76th St., West Allis, Wisconsin.

FOR SALE OR RENT—Eight-room residence with one-half acre on Irving Park Boulevard, in Itasca, Ill. Garage, sewer, water and electricity. Two blocks to C. M. St. P. & P. R. R. station. Owner A. H. Pieper, 3320 Beach Ave., Chicago, Ill.

ATTENTION!—NOW—More than ever Advertisers are seeking concentrated markets. The Milwaukee Magazine opens the door to a great railroad market. It's good business to talk to the railroad people through their own publication. If you know of a prospective advertiser who wants more business from Milwaukee Road employes tell him about this magazine and write to the Assistant Editor of the Milwaukee Magazine at 252 Union Station Bldg., Chicago, giving the name and address of the prospect. You will be doing both the advertiser and the Magazine a favor.

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Still Unsolved

"Without doubt woman is the eternal question."

"It may also be added that man is eternally finding the wrong answer."

Dentist—"Have you seen any small boys ring my bell and run away?"

Policeman—"They weren't small boys—they were grown-ups!"

"What caused the explosion at your house?"

"Powder on my coat sleeve."

The best time to enjoy "artistic" things is after a full meal.

Man has proved it possible to master every tongue in the world except his wife's.—Grit.

FISTULA

Anyone suffering from Fistula, Piles or any Rectal trouble is urged to write for our FREE Book, describing the McCleary Treatment for these treacherous rectal troubles. The McCleary Treatment has been successful in thousands of cases. We will gladly refer you to over 30,000 former patients in every state of the United States. The McCleary Clinic, 3051 Elms Blvd., Excelsior Springs, Mo.

HAYFEVER

ASTHMA and SUMMER COLDS are unnecessary. Complete relief only \$1.00 Postpaid. Nothing else to buy. Over 40,000 HOLFORD'S WONDER INHALERS sold last year alone. Mail \$1.00 today for full season's relief to THE DANDEE CO., 252 HENNEPIN AV., MINNEAPOLIS, or write for Free Booklet.

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BANK ACCOUNT**

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MILWAUKEE EMPLOYEES*

*Open a Savings Account Here and
Add a Little Each Pay Day*

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**MERCANTILE TRUST &
SAVINGS BANK of Chicago**

*Opposite the Union Station
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TUNE IN WTMJ

EVERY
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★ Hear the Metropolitan Symphony Orchestra under the direction of Frank Black . . . the Neapolitan Singers of New York . . . and famous stars of the concert stage . . . in a new series of distinguished musical programs sponsored by this bank for your enjoyment. Tune in WTMJ at 9 p.m. next Sunday evening.

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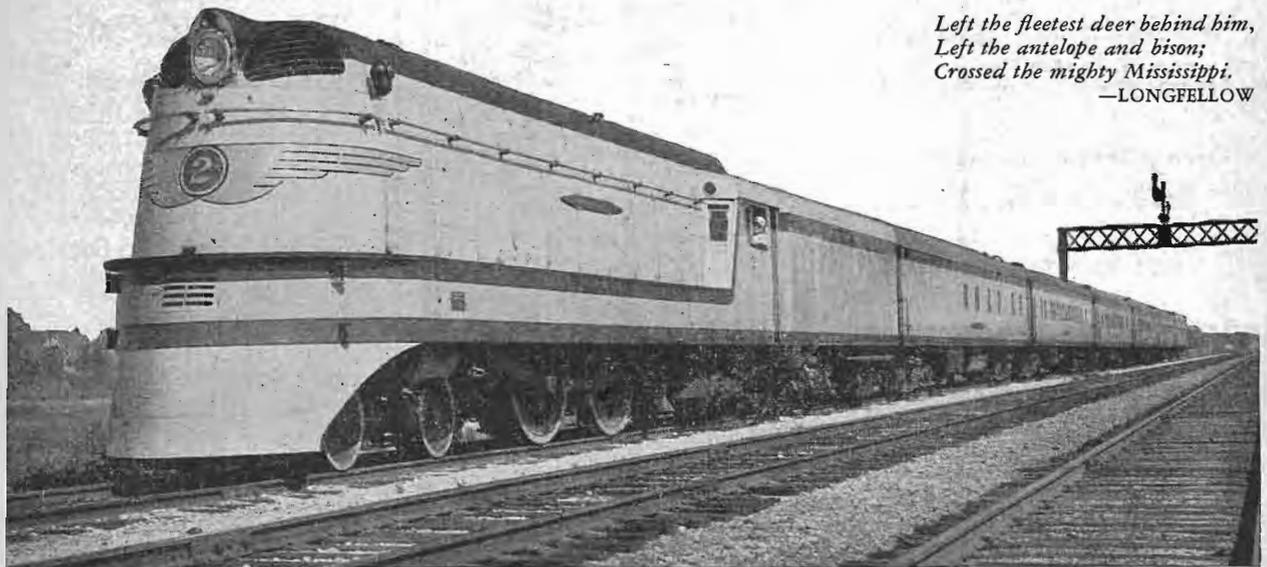
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FIRST OF THE SPEEDLINERS



*Left the fleetest deer behind him,
Left the antelope and bison;
Crossed the mighty Mississippi.
—LONGFELLOW*

*Nothing faster on rails • America's first completely stream-lined,
Super-speed steam locomotive • Every car air conditioned*



No
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Fare

THE completely streamlined, roller-bearing locomotive of the HIAWATHA is a long stride forward in engine design. Oil burning, equipped with mighty seven foot driving wheels, and operating under steam pressures about 50% higher than standard types, it is capable of cruising at 100 miles per hour, with a maximum speed of more than 2 miles a minute.

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The unique dining car provides striking new features; adjoining is the Tip Top Tap Room—a friendly oasis that brings new cheer to rail travel. And that famous Milwaukee Road cuisine.

Central Time READ DOWN	SCHEDULE Union Station	Central Time READ UP
1:00 pm Lv. .	Chicago . Ar.	7:30 pm
2:15 pm Ar.	Milwaukee Lv.	6:15 pm
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7:30 pm Ar. .	St. Paul . Lv.	1:00 pm
8:00 pm Ar.	Minneapolis Lv.	12:30 pm

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