

The MILWAUKEE MAGAZINE

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OCTOBER, 1935



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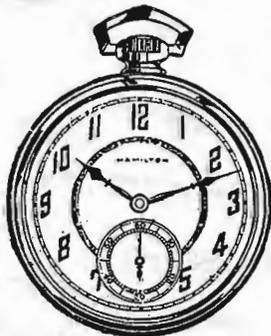
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Another New High Record

Hiawatha Train Scores Again

ON the Labor Day week-end HIAWATHA definitely established another new high record. On August 1st, 912 passengers were carried northbound and 720 southbound, the total for that day being 1,632 revenue passengers. At the same time the figures for the month, also established a world record for a newly inaugurated passenger train on a run with the mileage of this record breaker.

For August, the total number of paying passengers was 25,003, 12,559 going north and 12,444 south—an increase of 4,766 or 23.55% over the July count; and an increase of 50.9% over June; and the daily average in that month, both ways, 807.

And while figures are definite evidence, the enthusiastic comments and praises given to HIAWATHA service by patrons of The Milwaukee's peerless train proves the growing popularity of this "new, smooth, sleek, smart, sporty, custom-built, fast-stepping train" (the adjectives are clipped from some of the many letters received by the Passenger Department in praise of HIAWATHA).

The HIAWATHA register discloses some very prominent names as having been patrons of the train: Sir Harold Hartley, C. B. E., F. R. S., vice president of the London, Midland & Scottish Ry., London; Hon. Cordell Hull, Secretary of State, U. S. A.; Governor McNutt of Indiana; Mr. Curtis B. Dall and his two much publicized children, "Sistie" and "Buzzie"; Babe Ruth—and, oh well, the space limits do not permit of printing the long list of notables who have ridden HIAWATHA.

A writer in *The Evanston (Ill.) News Index*, expressed his enthusiasm and that of the many thousands who still gather nightly at Suburban road crossing to see the orange colored, stream-line flash by:

"Five weeks' showing without one change of cast or lyric and still the crowds grow!

Starring every night this week, all week, the latest oil-burning, integrally streamlined, stream-styled, super-speed steam train.

Showing each afternoon at 2:18 and each evening at 8:06 p. m. for approximately two shakes and a downward swing of a lamb's tail. It's a show you can't afford to miss, folks, and for the price of a glass of water!

Don't try to tell the fans it's juvenile to sit in the sun and wait for a locomotive and six cars to go by. If you want to get what corresponds to third row, center, leave early. Bring the kiddies.

Every day, just as promptly as a lunar eclipse, at 8:06 p. m., the HIAWATHA turns the eyes of Dempster street motorists and HIAWATHA fans as she pounds down the steel rails. It's not that noted Indian from the shores

of Gitchee Gumee but the HIAWATHA from Minneapolis, coursing into Chicago at 85 miles an hour.

Races Past Crossing

The HIAWATHA is the kind of a train that it takes three men to account for. One to say, "Here she comes," another to add, "Here she is," and a third to chronicle, "There she goes." If one person tries to do it he says, "Here she . . . goes." Lightning fades into dust and dusk.

Occasionally a plane pursues the steam charger, roaring a defiance at the railroad's challenge. The Milwaukee road fier is injecting new life into the iron horse of the plains. Aircraft have difficulty keeping abreast.

Savior to Steam Engines

Locomotive manufacturers—especially the American Locomotive Co. out of whose barn the latest streamliner rolled—see the HIAWATHA and her brethren to come as a savior to steam locomotives, embodying as it does style and speed. HIAWATHA fans have difficulty seeing it at all.

The locomotive is 51 feet, 3 inches long. It could be figured that it takes the creature one-steenth of a split second to pass any naked eye at any given point. The tender is 37 feet, 5 inches in length and figuring out how long it takes the thing to pass a similarly exposed eye at a similar place goes into logarithms. It could also be figured that if all the HIAWATHA spectators were laid end to end in a line along the roadbed, the line would go past Minneapolis to Hinckley, Minn.

A new problem threatens to arise with the C. M. St. P. & P. airfoil giant cruising the countryside. It races along the North Shore at 90 miles an hour, flying by crossings like the proverbial Lucifer's bat. Motorists familiar with the train's schedule don't venture over the Dempster crossing after two in the afternoon or eight in the twilight. Block signals start the crossing lights to blinking lazily in the evening sun and, pouf!

The HIAWATHA has just passed.

When First Visible

First visible down the track is a sleek orange, maroon, and silver locomotive—the Milwaukee road people say the thing has

personality. The lines of the superstructure offer an estimated one iota of wind resistance. Six cars whirl dizzily behind, lashed forward by the pounding seven-foot, semi-shrouded drive wheels up front. The cruising speed, and this ought to give a new meaning to the word "cruise," is 100 miles an hour.

When the smiling Casey Jones of the waving hand is the least worried about reaching Chicago at 8:30, he can open up to a rate of two miles per minute. Two miles while the average man lights a cigarette or counts out his fare in the rear platform of a trolley!

The HIAWATHA started cavorting on the rails, which run just four miles west of Evanston, May 29. Since then her fanfare has grown voluminous and her audiences equally superlative in point of magnitude. The C. M. St. P. & P. people are considering a new matinee show."

The grand total of revenue passengers to September 9th, patronizing HIAWATHA drew forth this comment from Vice President Gillick: "62,895 passengers can't be wrong."

Not all of the Bouquets Go to Hiawatha

PASSENGER travel this past summer has shown a very substantial increase over the past few years, and every employe having to do with the comfort and pleasure of our patrons, has been "on his toes" to make sure that no detail contributing to that end should be overlooked. And judging from the many letters, all unsolicited, in praise of the services rendered by courteous attendants, those efforts seem to have succeeded in a very happy manner.

A letter from a lady, Mrs. Louis E Wolf of Eminence, Ky., acknowledges the excellent service received from Seattle to Chicago. She says:

"May 25th, I left Seattle with a young baby, and the porter, Stafford Whitley, was so willing and watchful for the baby's comfort that I had no worries



Off for School—Brother Hugh of Christian Brothers in the Left Foreground.

at all and we made the trip with perfect comfort. As soon as I got on the train, the porter asked at what hours I wanted the baby's bottles, and during the entire trip I never had to ask him to bring one,—he was always right on time with the bottles warmed to just right temperature, and in every way he was helpful in making her first trip across the continent comfortable.

Train porters are usually courteous in giving service, but I believe Stafford Whitley is the best I've ever encountered. I realize, too, that with a three months old baby along, I was more trouble than the average passenger, so I asked for your address that I might write you in appreciation of an easy trip. The chef was kind and helpful, too, so the formula preparation was no burden either. This was my first trip over The Milwaukee Road and I was so pleased with it I want to have my return ticket changed so I can go back to Seattle the same way. I'd even like to go back on the same train."

Mr. C. E. Hutton of the Thompson-Hutton Company of Sioux Falls, enjoyed a "wonderful trip on The Olympian" and writes in appreciation. He says: "We wish to add our appreciation of the wonderful trip we enjoyed on your OLYMPIAN to that you no doubt receive from many others. The entire crew seemed to be anxious to make our trip pleasant. We have made the trip west on all the southern roads and can honestly say that the OLYMPIAN surpassed any of them by a long way. We are looking forward to riding on The Milwaukee whenever possible."

Dr. Sidney Rubinfeld of New York City enjoyed his trip on The OLYMPIAN from Seattle to Chicago and avers that the enjoyment of himself and party was enhanced by the courtesies and attentions extended them by Steward Landis. Dr. Rubinfeld writes: "I came east from Seattle Sunday, July 14th, on The OLYMPIAN, accompanied by my brother and his wife. The long journey into Chicago was made very short, very delightful, very joyous and worth remembering by the tactics of the dining car steward, a Mr. Landis. As a host he was charming, courteous, constantly inquiring into our comfort and always bidding and saying farewell with a broad smile.

Our travels have not been extensive, yet we have crossed the continent on several occasions, but never have we met such a delightful character associated with a train. May I, therefore, go on record as thanking Mr. Landis, through you, and to compliment you on being the possessor of such an understanding individual as an employe."

Colonel H. L. Roosevelt, Assistant Secretary of the Navy, and his staff rode the OLYMPIAN and their letter of acknowledgment follows:

"Washington, D. C.

"Dear Mr. Haynes:

"The Assistant Secretary of the Navy, Colonel H. L. Roosevelt, recently made a trip on the crack OLYMPIAN from Chicago to Seattle. He desires me to

thank you for the many courtesies extended to him and his staff during this trip; and to express his appreciation of the measures taken by all members of your organization with whom he came in contact, and particularly by your passenger agent in the city of Chicago, for his comfort and convenience.

"Sincerely yours,

(Signed) JOHN W. THOMPSON, JR.

Major USMC, Aide de Camp."

An enthusiast over a dinner on another train writes from Milwaukee: "May I express to you the appreciation of Mrs. Perry and myself for the fine courtesy and splendid dinner served us on your train leaving Chicago for Milwaukee at 5:05 p. m. It was a very beautiful dinner, appetizing, well cooked, pleasing variety, nicely served

and splendidly enjoyed. The equal for satisfaction and price could not be found in any reputable hotel. It must attract and add to the renown of the great Milwaukee Railroad. (Signed)

"REV. ENOCH PERRY, Milwaukee."

Miss Maude Miller writes from San Francisco to express her satisfaction at a delightful trip from Chicago to Seattle. She says: "Especially was I impressed with the dining service, and found your steward, Mr. Connelly, to be greatly above the average. May I say that the 'afternoon tea' was indeed a delightful treat. I shall be happy to recommend your road. Naturally being a business woman and doing much traveling, your refreshing treatment and service was more than appreciated."

In Sunny Mexico

A Trip Through the Republic Below the Rio Grande

By BYRON P. WALKER, Engineer, Tacoma, Wash.

Descriptive of a Journey Through the Land of the Aztecs by Members of the B. of L. E. and G. I. A. in April of This Year

AFTER the close of the eighth Annual Convention of the Western Union meeting of the B. of L. E., and G. I. A., held at Tucson, Ariz, on April 13th, twenty-five of the brothers and sisters chartered a special sleeper and started for a tour of Mexico, via the Sud. Pac. de Mex. Ry.

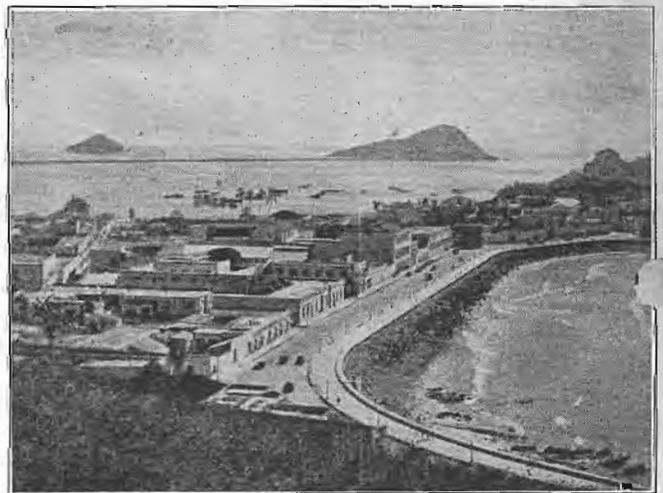
Our first stop was at Nogales, where the entire train crew was changed, as no one but Mexicans are allowed to work on Mexican railroads. The train was switched across the border, which is the main street of the town; then the customs and health officers came aboard to inspect us and the baggage. All of these officials were in soldiers uniform and carried side arms. After clearing us and giving us a clean bill of health, representatives of the Bank of Mexico came in to exchange our money for "dollars Mex," and as we got \$3.65, Mex. for one dollar, U.S.A., our pockets were pretty well filled with money. Then we were given passports so we could get out of the country on our return.

Leaving Nogales, we rode along down the west coast for many miles, where the country wears generally the same aspect as our southwestern states, except that there is perhaps more sage brush, mesquite and giant cacti.

Cattle, farming, the ever-present adobe huts, burros and half clad Indian children helped to make up the picture until we reached Hermosillo, the capi-

tal of the state of Sonora, a fine town about 30,000 people. We saw lots of fine orange, lemon and other fruit groves and vegetables in this vicinity. At San Blas, our next stop, we crossed the K.C.M.&O.R.R. and waited forty minutes for a passenger train so we had an opportunity to look over the very fertile valley. We started here taking some kodak pictures but some Winchester's in the hands of the local "Rurales" delayed our operations, but eventually we were permitted to take what pictures we wished to. Here, too, we saw the first mesquite ties, and we bought our first serapes.

When the train arrived from Topo bampo, with three passengers, we departed for the city of Culiacan, capital of the state of Sinaloa. This is an old Indian and Spanish stronghold and the beauty of its señoritas and dons having been widely heralded, we soon confirmed the rumors as the populace paraded around the train and the depot. The valley hereabouts is surrounded by lofty



The Mazatlan Sea Front.

mountains rich in gold and silver deposits, which have been mined for many years. On our train was a man who had spent thirty-five years as manager of one of the mines in these mountains, who gave us some valuable information concerning the industry. At Guaymas, a small town of little note, we had our first view of the Pacific Ocean. The next stop was at Mazatlan, where our movie people have made so many of their South Sea Island pictures.

It is a beautiful place, situated on a hill overlooking the ocean. We left in the evening for the old and wonderful city of Guadalajara (that j is pronounced like h), and as we climbed the high plateau and scaled the lofty Barranca Range of the Sierra Nevada Mountains with their deep gorges and their peaks towering into the skies, we were amazed at the stupendous engineering feats accomplished in locating and building this railroad,—said to be the most difficult of its kind in the world; and certainly there could be no more rugged and broken country through which a railroad could be laid than this; while the deep canyons and towering peaks gave us a never-to-be-forgotten thrill as we wound among the jaggs, and raced through countless tunnels toward the top of the mountain.

Tepic, also a state capital, is a division point of the railroad, and an interesting little city set in the midst of a prosperous irrigated farming country. The homes were modern looking, with beautiful lawns and gorgeous flowers. On this part of the trip some of us engineers were allowed to run the locomotive that was pulling our train. It, like all the others on this railroad, was a modern super-heated oil burner, and was in fine condition. Indeed, we found the railroads in Mexico equal to those in our country, with high-grade road



The Plaza and Cathedral, Tepic.

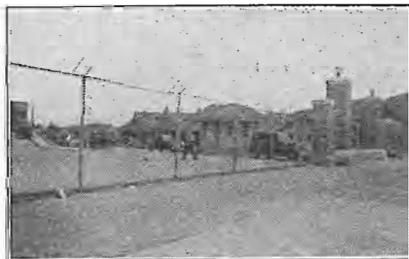


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bed, up-to-date equipment and very efficient employes who are extremely courteous at all times.

As we neared Guadalajara we were deeply interested in the tropical trees and vegetation. The birds and beasts that we saw included wild turkey, deer, coyotes and wolves. The zig-zag, winding rock fences enclosed fine crops of wheat, corn, oats, etc.; also thousands of acres (hectares) planted to the maguey from which is made the national drinks of pulque, tequilla and mescal; while the fibre of one variety is also used for various purposes and extensively exported.

We arrived at Guadalajara on the afternoon of a Sunday, passing through the lava fields of an extinct volcanic crater enroute. Bull fighting in Mexico is the accepted Sunday afternoon diversion, and so immediately on our arrival we purchased seats at the bull ring, at \$1.00 apiece and hurried to the show which was started with vigorous hand-



The International Boundary in Street of Nogales.



An Outdoor Cafe at Culiacan

clapping and the blare of a thirty piece military band playing lively martial music.

The parade of matadors, etc. was ushered into the ring by the mayor of the city and other notables who gave the matadors their permission to kill six bulls; after which one bull at a time was driven into the ring by men on horseback. The band again played and the matador with his assistants including both men and women dressed in gaudy costumes, began teasing the animal by stabbing his shoulders with the banderillos, and at the same time flaunting red blankets before him. After a due amount of annoyance, of this kind, the animal being supposedly in a fine rage, the matador would thrust his long army sword into the bull's shoulder, endeavoring to pierce his heart which sometimes required several thrusts before the bull was killed. It is not in any sense an enjoyable spectacle, and our party voted it a very brutal sport, not to be chosen by any one of us as entertainment, again. It was, however, seemingly, immensely enjoyed

by the native audience, whose applause and bravos were loud and tumultuous.

That evening we visited the big plaza where all Guadalajarans repair for the evening music, conversations, promenading, flirting, and what have you. It is always the end of the day in that ancient city. The plaza or city square is beautifully set with age-old trees, luxuriant flower beds, and fountain, while lining the sidewalks that surround this beautiful park, are numerous cold drink stands and sidewalk cafes,—all



Plaza and Cathedral, Guadalajara.

generously patronized by the people who throng the plaza every evening.

The following day was taken up visiting glass and pottery factories, for which this city is famous; and then a drive to Lake Chapala, twenty-five miles distant, over a fine road said to have been built by the Toltec Indians who inhabited this country hundreds of years ago. The Toltecs are a legendary race who occupied certain portions of Mexico, probably migrating into that country from farther south in Central and South America. Theirs was a high civilization and to them are attributed most of the ancient art of the country. They were skillful workers in gold and silver and builders of vast structures such as the great pyramid of Cholula; they introduced hieroglyphic writing, of which there are many specimens on stone tablets in the national museums of Mexico, and their great god Quetzalcoatl is still a deity among some of the Indian tribes which inhabit the hinterlands.

We were served a delicious banquet at Lake Chapala and were entertained by a fine Mexican and Indian string band. Music is second nature to these people, and it is heard everywhere. The lake is a fine body of water, fifteen miles wide and seventy miles long, with excellent beaches, always well patronized by the pleasure-loving communities.

Returning to the city we were driven about this splendid, ancient city, with its great cathedrals, magnificent buildings and elegant homes. The cathedrals of Guadalajara are renowned, of old Spanish architecture, some with altars of pure gold and silver and splendid paintings. Our visit to them was one of much interest.

We took leave of this beautiful, ancient city with regret, and arrived in Mexico City the following day, where we were met by the grand officers of the Railway Employees of Mexico, and were escorted to our hotel. From there

(Continued on Page 12)

Bits of History

The Early Railroads of Two Midwest States

Compiled by F. H. Johnson

ILLINOIS

THE Milwaukee Road made its first entrance to Illinois in 1857 with a line built from Racine, Wis., via Beloit, by a predecessor company. The Racine, Janesville & Mississippi Railroad Company was chartered April 17, 1852, to build from Racine via Janesville, through Rock, Green, Lafayette and Grant counties, in Wisconsin, to the Mississippi River. Charter was later amended to permit running the line via Beloit instead of Janesville and authorizing the company to connect at Beloit with any railroad in Illinois.

Considerable grading was done in 1853 but little progress was made in 1854. In 1855, however, construction was vigorously pressed and the road was completed westward to Burlington, Wis., about the close of that year. It was opened for business to Beloit during the summer of 1856.

The Illinois Legislative Act of February 10, 1853, approved charter of the Rockton & Freeport Railroad to build from the north line of Winnebago County, Illinois (the state line), through Rockton to Freeport. On February 23, 1854, this company and the Racine, Janesville & Mississippi Railroad were consolidated. On February 13, 1855, name of the Rockton & Freeport Railroad Co. was changed by authority of Illinois Legislature to "Racine & Mississippi Railroad Company" and on March 31st of same year name of Racine, Janesville & Mississippi Railroad Company was changed by Wisconsin Legislature to "Racine & Mississippi Railroad Company."

Under Illinois Statute of October 5, 1849, "to provide for a general system of railroad incorporation," the Savanna Branch Railroad Company was formed, to build from Savanna easterly to connection with the Galena & Chicago Union Railroad at or near Freeport. On January 23, 1856, the Savanna Branch Railroad Company of Illinois and the Racine & Mississippi Railroad Company were consolidated under the name of the latter Company.

The line Beloit to Durand was completed in 1857, to Davis, in 1858, to Freeport September 1, 1859.

The Western Union Railroad Company of Illinois, organized under Act of Legislature of February 21, 1863, to acquire the Racine & Mississippi Railroad in Illinois; and the Western Union Railroad Company of Wisconsin, organized under Act of April 1, 1863, to acquire the Racine & Mississippi Railroad in Wisconsin; on January 16, 1866, organized the Western Union Railroad



EXPLANATION OF REFERENCES ON MAP

- A—Chicago-Union Station, Madison Street to Western Avenue joint track with P.C.C. and St.L.Ry. Built in 1869 by latter company.
- B—Chicago-Wilmette line, north of Buena Park. Leased to and operated by Chicago, North Shore & Milwaukee R. R. under contract of March 31, 1919, expiring Jan. 8, 1944, subject to rights granted Northwestern Elevated R.R. in contract of Aug. 22, 1907, expiring Jan. 8, 1944.
- C—Chicago, Milwaukee & Gary Ry. Co. Line Rockford to Aurora and Joliet to Delmar was built in 1904 and 1905 by the Ill., Ia., & Minn. Ry. Co., which secured trackage rights from Aurora to Joliet over the E.J.&E.Ry., contract dated Feb. 21, 1905. Renewed to C.M.St.P.&P.R.R.Co. Sept. 3, 1930. About 1910 name of I.I.&M.Ry.Co. was changed to Chicago, Milwaukee & Gary Railway Co. About January 1, 1922, the C.M.&St.P.Ry.Co. began operating the C.M.&G.Ry. (except the portion from Kirkland Jct. to Camp Grant), and on April 1, 1930, acquired ownership of the C.M.&G. On May 22, 1930, completed taking up track Kirkland Jct. to Camp Grant.
- D—Bensenville-Techy cut-off built in 1918 by C.&N.W.Ry. Used by C.M.&St.P.Ry. beginning that year.
- E—Rockford-Davis Jct.: Trackage rights from C.B.&Q.R.R. Co. to C.M.&St.P.Ry. under contract of Nov. 5, 1881. Davis Jct. to Steward Jct.: Trackage rights from C.B.&Q.R.R.Co. to C.M.&St.P.Ry., under contract of March 23, 1908.
- F—Seatonville Jct. to McNabb and line to Depue. Trackage rights from N.Y.C.R.R.Co. under contract of July 1, 1904.
- G—East Moline to Rock Island, Davenport and Clinton. Trackage rights from C.B.&Q.R.R.Co. and D.R.I.&N.W.Ry. Co. to C.M.&St.P.Ry.Co. under contract of Feb. 27, 1901.
- H—Line Gratiot, Wis., to Warren, Ill., abandoned in July, 1923.
- I—Savanna-Ebner, 8.49 miles, abandoned April, 1934; trackage rights over C.B.&Q.R.R. now used between those points.
- J—C.T.H.&S.E.Ry.Co. On July 1, 1921, C.M.&St.P.Ry. leased for 990 years the entire lines of the C.T.H.&S.E.Ry.Co., about 298 miles between Chicago Heights, Ill. and Westport, Indiana, and on same date secured trackage rights from Indiana Harbor Belt R.R. from Franklin Park to North Harvey; it also uses trackage rights over B.&O.C.T. from North Harvey to a point south of Chicago Heights under agreement of August 1, 1913.

Company to which was transferred title to the Racine & Mississippi Railroad Company in the two states.

February 24, 1859, the Illinois Legislature authorized the incorporation of the Northern Illinois Railroad Company to build from the north line of Winnebago County by way of Freeport and Mount Carroll to Savanna. Mr. G. A. Thompson (Trustee of bondholders of the two Racine & Mississippi Railroad, referred to in preceding paragraph) organized the company and became its President and principal stockholder. Between 1859 and 1862 the line was built between Freeport and Savanna.

The Northern Illinois Railroad was consolidated with the Mississippi Railroad Company on June 13, 1865, under name of former Company, and on January 17, 1866, consolidated with the Western Union Railroad Company under latter name. Controlled by the Milwaukee & St. Paul Railroad Company effective July 1, 1869.

Chicago-Savanna

The line between Chicago and connection with the Northern Illinois Railroad near Lanark was started in 1872 at Halsted Street, Chicago, and completed to Elgin in 1873, by the Chicago & Pacific Railroad Company, whose name was changed April 30, 1872, from Atlantic & Pacific Railroad Company, incorporated February 16, 1865. Line was completed to Byron in 1875 by the Chicago & Pacific Railroad, which was leased by the Chicago, Milwaukee & St. Paul Railway April 1, 1880, and acquired April 2, 1900, and to connection with the Racine-Savanna line in 1880, by the Chicago, Milwaukee & St. Paul Railway.

Chicago-Milwaukee

To provide a connection between the railroad's Wisconsin lines and Chicago, the Wisconsin Union Railroad Company

was incorporated on April 11, 1866, to build from a connection with the Milwaukee & Prairie du Chien Railway in Rock or Walworth Counties to the Illinois State Line. On January 31, 1871, this charter was amended to permit the company to build from Milwaukee County to the Illinois State line, and this track was constructed in 1871. Road conveyed to the Milwaukee & St. Paul Railway Company December 12, 1872.

The Chicago, Milwaukee & St. Paul Railway Company (an Illinois corporation) was incorporated April 1, 1872, to build from Chicago to the Wisconsin state line, and the road was constructed from Western Avenue to the state line in that year. In 1872 this company acquired one-half ownership in the Pittsburgh, Cincinnati, Chicago & St. Louis Railway's line from Canal Street to Western Avenue.

Dates of construction of other predecessor lines in this state are shown on the map.

Population of Illinois as of 1930 was 7,630,654; of this 6,568,000 resided in cities and villages. Population of cities and villages served by The Milwaukee Road in that year was 3,885,000 or 60%.

First Construction in Illinois by Other Railroad Companies

Wabash Railway Co.—Northern Cross Railroad built from Meredosia, on the Illinois River to Bluffs, in 1838. The first train being operated over it on November 8 of that year. This line was extended to Springfield in 1842.

Chicago & North western Ry. Co.—Galena & Chicago Union Railway, Chicago to Harlem, Ill., built 1848.

Baltimore & Ohio R. R. Co.—Illinois Coal Co. built line Caseyville to Brooklyn, Ill. (near East St. Louis), 8.5 miles, completed in 1850. Illinois Coal Co. was a predecessor of the B. & O. S. W., a part of the B. & O. System.

Chicago & Alton R. R. Co.—Chicago & Mississippi R. R. Co. construction between Alton and Springfield was started in 1850 and completed in 1852. Line from Springfield to Joliet was constructed between 1852 and 1854.

Chicago, Rock Island & Pacific Ry. Co.—Rock Island & La Salle R. R., incorporated Feb. 27, 1847, changed to the Chicago & Rock Island R. R. Co., February 7, 1851. Work started October that year. In January, 1852, track was laid to connection with Northern Indiana Line and on May 22, 1852, trains of latter line began to use the track into C. & R. I. Depot at 22nd Street and later at 12th Street.

Illinois Central System—First Illinois Central R. R. Co., was incorporated January 18, 1836. Present Illinois Central R. R. Co. was incorporated February 10, 1851. Construction began at Chicago and Cairo Dec. 23, 1851, and the 14-mile line between Chicago and Kensington, Ill., was completed May 24, 1852.

Chicago & Illinois Midland Ry. Co.—Illinois River R. R. Co., created by the Illinois Legislature bill of Feb. 11, 1853, built line between Pekin and Virginia, 57.7 miles, in 1853.

Chicago, Eastern Illinois Ry. Co., Chi-

cago, Danville & Vincennes R. R. Co., incorporated Feb. 16, 1865, began construction of line Dolton to Danville in 1869 and completed it in 1871.

Santa Fe Railway—Chicago, Pekin and Southwestern R. R. Co., constructed Ancona to Streator Junction and Pekin Junction to Pekin in 1873.

Wisconsin Central Company—Chicago & Wisconsin R. R. Co. built from Chicago to Antioch in 1886.

Chicago Great Western R. R. Co.—Minnesota Northwestern Railway, incorporated February 25, 1886, acquired right-of-way of St. Charles & Mississippi Air Line, incorporated 1853. Constructed line Forest Home to South Freeport in 1886; to Galena Junction, March 1, 1888.

Pennsylvania Railroad—Fort Wayne & Chicago Railroad Co., completed line from Ft. Wayne to Chicago on January 1, 1859. This railroad was a continuation of the Ohio & Indiana R. R., which was built and opened for service between Crestline and Ft. Wayne Nov. 1, 1854.

New York, Chicago & St. Louis R. R. Co.—The LaFayette, Bloomington & Mississippi Ry. Co., incorporated February 28, 1867, to build from Bloomington through Cheneyville to State Line. Date of first construction not available.

Chicago, Burlington & Quincy R. R. Co.—Aurora Branch R. R. Co. built line between Turner Junction (now West Chicago) and Aurora, 12.02 miles in the year 1850.

Grand Trunk Railway System—North Western Grand Trunk Ry. Co. (Ill.) line between Illinois State Line and Els-

don, Ill., opened for operation Feb. 8, 1880.

Minneapolis & St. Louis Ry. Co.—The Burlington, Monmouth and Illinois River Railroad Company in 1879 began the construction of a narrow gauge railroad from Monmouth eastward toward the Illinois River. Line was sold Sept. 5, 1881, to Peoria and Farmington Railway Company which continued its construction as a standard gauge railroad, completing the line into Farmington from the east in 1882.

INDIANA

Effective July 1, 1921, Chicago, Milwaukee & St. Paul Ry. Co. leased the railway property and franchises of the Chicago, Terre Haute & Southeastern Ry. Co. for a term of 999 years.

The latter company, chartered in Indiana November 26, 1910, is the successor to several companies organized in Illinois and Indiana, the first being The Evansville & Richmond Railroad Co., chartered September 10, 1888, and sold under foreclosure March 23, 1897, to The Evansville & Richmond Railway Co. Name changed to Southern Indiana Railway Co. on December 1, 1897. The latter line was sold under foreclosure on November 3, 1910, to the Chicago, Terre Haute & Southeastern Railway Co.

The Bedford Belt Railway Co. was chartered March 30, 1892, and its property was conveyed to the Chicago, Terre Haute & Southeastern Railway Co. as of December 1, 1910.

(Continued on page 13)

“Friday the Thirteenth”

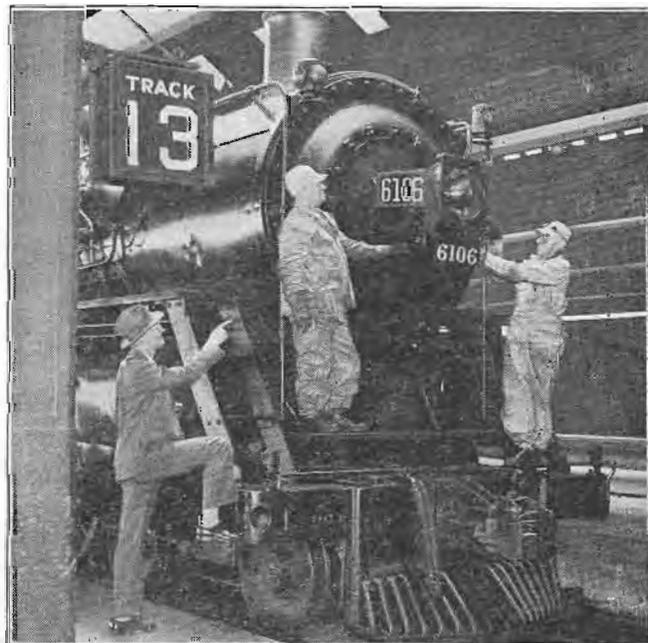
A LONG with broken mirrors, walking under ladders and other “bad omens” have you ever heard of the old superstition that decreed travel on Friday the thirteenth as unlucky?

Evidently the Chicago Terminal Trainmaster and the engine crew on Milwaukee Road locomotive 6106 are disciples of the Safety Movement rather than of things mystical for our Inquiring Reporter writes that they didn't seem at all distressed when they totaled up the numbers on their engine which arrived in Chicago Union Station on Track 13 on Friday, September 13th.

Pictured, left to right, are: Henry E. Sittler (count the number of letters in his name, please), Engineer Stephen R. Waite

(now once again) and Fireman William Porohl (how many letters?).

They all report a good day and on-time performance either because of or in spite of the “handicap.”



Thirteen All.



THE MILWAUKEE MAGAZINE

UNION STATION BUILDING, CHICAGO

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

CARPENTER KENDALL, *Editor*

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

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William P. Warner

ON September 14th, in Spokane, occurred the death of William P. Warner, division freight and passenger agent for this company, and a veteran of forty-five years of service with this company.

Mr. Warner entered Milwaukee Road employ as a traveling freight agent in Iowa, and after serving in various branches of the Traffic Department in the southwest, he was chosen to represent the Milwaukee on the Coast extension, serving at Butte, Montana, Portland, Oregon, and going to Spokane twenty-three years ago. He has remained there since that time, making friends every day for the railroad he represented. Mr. Warner was a native of England, coming to this country when a young lad and he would have been 70 years of age October 30th of this year.

Mr. Warner in a remarkable degree had the ability to make friends, not only personal friends but for the railroad he served. He was genial, kindly, considerate, able and sincere; and many are the stories told of his consideration for those who worked for him; and always, as one of his admirers expressed it: "He gave you to feel that you had done him a favor by asking him to serve you in any way." He was courtesy itself, and probably never in his life failed to make one feel that he was sincerely happy to be of service.

His friends were numbered by all who had ever known him, and his funeral which took place in Spokane on September 16th, was one of the largest ever held in that city. It was attended by executives and officials of The Milwaukee Road, from Seattle, Portland and Tacoma, and by Vice President H. E. Pierpont of Chicago; together with employes of all branches of the service in the Spokane district; by railroad representatives of other transportation lines and many friends in other walks of life.

He is survived by his widow and one son, to whom the sympathy of the Milwaukee family is extended in their bereavement.

Mrs. Warner received many messages of sympathy from Milwaukee officials and perhaps the one sent by President H. A. Scandrett best expresses the respect and esteem in which Mr. Warner was held by all: "The Milwaukee Railroad has lost one of its most faithful officers and one of the finest gentlemen I have ever known; one for whom I had a warm affection. You have my deepest sympathy."

Eight

Robert E. Stewart

ROBERT E. STEWART, traveling passenger agent with headquarters at St. Paul, died Sept. 7, following a short illness.

Mr. Stewart, who had been with the Milwaukee Road for 19 years, was in charge of solicitation in northern Minnesota, North Dakota and western Canada territory.

He was prominent in Masonic circles, being a member of the Scottish Rite, Commandery and the Zurah Shrine in Minneapolis and an honorary member of Ozmun Kem, El Zagal and Wawa temples, and a life member of the Jesters and Co-operative clubs.

Masonic funeral services were conducted Sept. 9 at the Lakewood chapel in Minneapolis under the auspices of the Minneapolis Scottish Rite and Commandery. He is survived by his widow, Mrs. Amanda Stewart, of Minneapolis.

Installation of Officers, Milwaukee Road Post No. 18, at Milwaukee

ON THE evening of September 14th, Milwaukee Road Post, and Auxiliary of the American Legion held its annual installation ceremonies, this occasion being especially memorable because of the induction into the office of Commander of Norman A. Ryan, assistant general manager, Lines East.

A large party of Legionnaires and members of the Milwaukee Road Boosters Club went to Milwaukee for the installation which took place at the Plankinton Hotel.

Walter Rose, Past Commander, Milwaukee County Council and Past Commander Fourth District, acted as master of ceremonies, with John Campbell, James Burns and Leo Grant, installing officers.

After the installation of all officers, Commander Ryan expressed his ap-

preciation and said it was his ambition to build up a large membership, to which he would devote his efforts.

The ladies of the Auxiliary also held installation ceremonies, in charge of Mmes. Bidle and H. Williams.

Commander Ryan and the Chicago guests of Milwaukee Road Post No. 18 went to Milwaukee on train No. 9, returning on a special which left Milwaukee at 12:15 a. m.

Henry Herzog

AT the age of 83 years, Henry Herzog died on August 29th, at his home in Austin, Minn., after an illness of more than two years. Mr. Herzog was a veteran of 63 years continuous service with The Milwaukee Road. He started as fireman when 17 years old and at 21, he became shop carpenter at Austin, retaining that position until his retirement two years ago. Of the 71 years of his life spent in Austin, he occupied the same house, where he died, and the home where his golden wedding anniversary was celebrated in 1923.

Mr. Herzog was prominent in civic affairs of Austin, serving several terms as alderman; and a member of Company G, 2nd regiment, M. N. G.

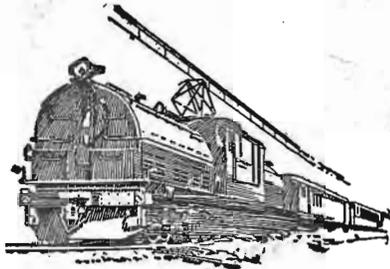
He is survived by his widow, five sons, two daughters, 13 grandchildren and 3 great grandchildren, to whom the sympathy of Milwaukee Road friends is offered in their bereavement.

Few magnifying glasses are powerful enough to enable a man to see his own faults.



Left to right: A. Ludington, color bearer; Commander N. A. Ryan; F. J. Sullivan, Commander Pioneer Post 768; E. J. Moran, color bearer.

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



Safety First

An outstanding achievement of close cooperation between employer and employe, Safety First has now reached such proportions that it is one of the most discussed subjects on the railroad.

Rapid progress has been made and further improvement is assured with the realization lives can be preserved and destruction of property avoided by the exercise of common sense in observing the rules and regulations designed for our Safety.

It is a duty we owe to ourselves and families, as well as fellow employes, in the fulfillment of which we can derive much comfort and satisfaction.

A handwritten signature in cursive script that reads "J. D. Gillick". The signature is written in black ink and is positioned above the printed name.

Vice-President

(Contributed by Mr. R. C. Yates, Engineer, K. C. Division)



The Agricultural and Colonization Department

CLEAR MORE ACRES Plan of Wisconsin Rural Relief Administration

MAKING farmers better able to support themselves is the aim of a newly inaugurated rural relief project in Wisconsin. The project is one whereby settlers in the cut over regions of the state may have additional acres cleared and plowed if they choose to do so.

Briefly, the rural relief administration has purchased seven land clearing units consisting of tractors, trucks, plows, disks, harrows and has arranged with the explosive manufacturers to purchase explosives to help remove stumps and stones.

Farmers or settlers who have lived on their land one or more years, own the property or have payments up to date, may get additional acres cleared at a very low figure. The relief administration will do the mechanical work of clearing and the farmer pay for such work over a long period of years.

The plan is to balance each farmer's cleared acres with the number of dairy cows or other farm animals needed for family maintenance. There should be acreage enough to produce winter feed for all the stock on each farm and increased plowable acreage for each additional cow, horse, hog added as the farm grows. The plan also calls for an acreage that may be used for cash crops.

Experience has shown that those farmers and settlers who do have their farms well cleared so that they can raise the necessary feeds for herds and flocks are generally successful. To increase the possibility of success is the motive of this land clearing project.

UPPER WISCONSIN- MICHIGAN

Annual Potato Shows October 22 to 25

WAUSAUKEE, Wisconsin, will be host to the Wisconsin Potato Growers' Association, October 22 to 25, inclusive, when the State's annual potato show and convention of growers will be held in that city. Hundreds of samples of potatoes will be on exhibit and there will be a complete display of machinery, fertilizers, sprays and disinfectants, which together make quality production possible.

A feature of the show will be a marketing exhibit which will present in a visual way what takes place when potatoes leave the grower and

finally land on some consumer's table. Special emphasis will be placed on the effect unorganized shipping, unusual storms, etc., have on the sale price of potatoes. Potatoes being a perishable commodity the exhibit is designed to show the importance of organized marketing as well as the importance of quality production.

The 4-H Club boys and girls will demonstrate various phases of potato culture and use. They will also have a display of samples of the crop they grew on their half acre and acre plots.

The show and convention will be one of the best places a potato grower or consumer can go to become thoroughly familiar with the best cultural practices, varieties to grow, varieties to be used for various purposes, marketing practices and other factors connected with the potato business. Any interested person is invited to attend the show and convention.

The same days, October 22 to 25, Upper Michigan Potato Growers will hold their annual show in Hancock, Michigan. There is much rivalry among the Upper Michigan growers for the honor of premier producer. To win the grower must have the highest yield of marketable potatoes from a given acreage and be a winner in the State Potato Show.

The Michigan growers always have a good show, an interesting meeting, and offer a real welcome to all who are interested in better potato production.

NEWS BRIEFS

From All Milwaukee Territory

SOUTH DAKOTA farmers expect to sow a large number of acres to alfalfa in the spring of 1936. They appreciate the fact that alfalfa not only is one of the most important feed crops but is also one crop that improves farm values.

Groups of 40 to 50 southeastern South Dakota farmers have met in several communities where they have discussed various phases of lamb feed-

ing as well as listened to the experiences of men who have fed lambs a number of years. These farmers are serious in their efforts to become some of the best feeders in the country and expect to reach success cooperatively using the tried and proven practices of men who have continuously fed lambs over a period of many years.

Cooperating with plant breeders from Iowa State College, melon growers near Muscatine, Iowa, soon expect to have improved varieties of disease resistant watermelons that can be profitably produced on lands saturated with wilt, anthracnose and other diseases that have practically driven the growers out of business. It is interesting to know that resistant varieties from Africa and Japan have been crossed on our American edible varieties to produce the new melons that thrive in the disease sick soil.

Seed pea production has grown so rapidly during the past few years on the Sun River Project, Fairfield, Montana, that the seedsmen are now providing storage houses and will distribute many carloads of pea seed directly from those houses.

The agricultural census which is being released as fast as county figures can be compiled is revealing some interesting facts about increased farm settlement, such as a 101 per cent increase in farms in Mason County, Washington, during the years 1931 to 1934, inclusive.

About 100 carloads of green peas were grown and marketed by farmer living in the Sequim district on the Olympic Peninsula, Washington. Some of the carloads moved as far east as Hartford, Conn. There is a movement on foot to freeze some of these green peas after removing them from the pods to facilitate their shipment.

Winter cauliflower will receive some attention by farmers on the Olympic Peninsula, Washington. It is believed that cauliflower can be successfully grown to reach the market about the first of the new year when there will be an active demand.

Farmers in eastern Iowa where our road has established the livestock pick-up service are now working out a plan of organization whereby they will be able to use the service more often by closer cooperation between towns, associations and contract truckers.

Crested wheat grass seed may become a new source of farm income for farmers in central Montana. One farmer has 30,000 pounds of this seed raised this year on a field of about 200 acres.



Harvesting Potatoes, Upper Wisconsin. A Profitable Crop and Second Only to Dairying.

Member of Training School Faculty

L. J. Benson Appointed One of the Instructors in Special School for Federal Agents and Police Officers

THE recipient of signal honors personally conferred by U. S. Attorney-General Cummings, Lawrence J. Benson, general superintendent, Police Department of this railroad, was appointed a member of the faculty of the special training school for federal agents and police officers, being held in Washington. He was selected to give instruction on private law enforcing agencies, their function and cooperation; and his first lecture was given before that body in September.

An employe of the Milwaukee Road for nearly 30 years, and a former member of the Illinois State Board of Pardons, Mr. Benson is well known in railroad and police circles, especially for his work in the solution and apprehension of the principals involved in the Rondout mail train robbery which occurred in 1924. He has served eight terms as president of the Chicago Railway Special Agents and Police Association.

The school to which Mr. Benson has been appointed an instructor was established in July and embraces a three months' course in law enforcement and is under the general supervision of Mr. J. Edgar Hoover, director of the Federal Bureau of Investigation. More than two score of the country's outstanding legal lights are serving in a voluntary capacity, and without salary as members of the Faculty.

Railroad police represent one of the largest police organizations in the country, more than 6,500 men being actively engaged in the work of protecting the property entrusted to the railroad by its patrons.

Mr. Benson's paper, read at the September meeting is comprehensive and interesting:

Mr. Chairman, Fellow Police Officers and Friends:

I am very appreciative of the opportunity to address you on the subject of "Private Law Enforcement Agencies' Cooperation"—the subject assigned to me.

Inasmuch as my duty pertains to the protection of Railroad property, I will naturally try to relate to you the necessity for the Railroad Companies to hire and maintain their own private Police Departments. Not only the Railroad Companies, but other groups, such as The Pullman Company; Steel Companies; Automobile Industries; Railway Express Agencies; Banking Organizations; Mercantile establishments and Educational Institutes, which maintain large private police organizations are therefore playing a part of good citizenship. They are not waiting for the official police to perform; they are furnishing their own protection, as far as they may.

Their business is chartered by the

State and they are given powers not enjoyed by the individual citizens. They represent enormous aggregations of capital, energy and intelligence brought together for prosecuting such business. They are therefore the aggregate of many citizens who own the property valued at twenty-five billion, seven hundred seventy-four million, five hundred fifty-nine thousand dollars.

The American Railroads employ about one million employes.

They exercise great powers. They engage in rendering great service. Their activities must have protection. As good citizens these railroads do for themselves and their communities what official government was never expected to do and cannot do for them.

The Railroad Police, who number approximately sixty-five hundred, are gathered together from the best possible citizens for the purpose of protecting life and property. The duties of such officers are similar to those of the agents of the Bureau of Investigation, or the detective engaged in general police work. The results of their efforts are gratifying and I believe you gentlemen who are all trained in your line will agree with me when I relate to you the accomplishments since the creation of the Protective Section of the Association of American Railways. In 1920 the member lines of the Association reported payment for robbery of twelve million, seven hundred twenty-six thousand, nine hundred forty-seven dollars.

I am pleased to tell you that there was a gradual decrease and that in 1934 robbery payments decreased to one million, thirty-three thousand dollars or 92% less than the total of such claim payments in 1920.

I might say, however, that our statistics show that of the one million, thirty-three thousand dollars, located robberies, over half of the entire amount is allotted to these commodities, namely: Coal, which accounted for three hundred forty-three thousand dollars; drygoods and commodities listed with them in that group, amounted to one hundred forty-nine thousand dollars, and tobacco and its products amounted to one hundred ninety-two thousand dollars.

These three individual commodity groups account for six hundred eighty-four thousand dollars out of the one million dollars' worth of robbery.

I am quoting these figures to give you an idea of the commodities that are major saleable products.

For the calendar year of 1934 member railroads reported a grand total of 152,845 arrests, which includes

11,547 arrests for felonies and 141,298 arrests for misdemeanors.

As an indication of the care with which the railroad police departments prepare their cases, it is of particular interest and gratifying to note that 98% of the cases tried resulted in convictions. An average of 84 railroads or systems operating a mileage of 423,600 miles of railroad submitted these reports.

I would like also to call your attention to a new and difficult problem with which the American railroads are being confronted. I have reports from 66 railroad systems representing all sections of the country, and these railroads report that during the month of June, 1935, 630,741 trespassers were removed from the trains and ejected from railroad premises. This number does not include the trespassers actually arrested for misdemeanors.

This will give you a general idea of what the railroads are up against in the line of handling the trespassing problem.

I have related these incidents in order to indicate the necessity for the maintenance of private law enforcement agencies.

Under the heading of Cooperation, I might add that the results and accomplishments that I have indicated to you, were not the work only of the railroad police. I feel obliged to call your attention to the importance of the word "Cooperation." I have heard this word mentioned for many years. At almost every meeting that one attends, you hear someone talk on the question of Cooperation.

I am frank to state that were it not for the cooperation of the Bureau of Investigation of the Department of Justice in the handling of Interstate Cases, and the assistance rendered by that very valuable Bureau and its most capable Director, John Edgar Hoover, the railroad police would not have accomplished the figures that I have quoted.

There is no question but that in order to secure the fullest benefit from the energies put forth by you gentlemen, you must cooperate with all law enforcement agencies to that end. You might bear in mind that the 6500 railroad police officers constitute a large crime investigating organization of their own and should be utilized by all law enforcement agencies in the country. In almost every community of the United States the railroad police organization is set up and functioning and if considered and cooperation solicited, there is no question but that same would be forthcoming.

It is the desire of the railroad police to cooperate with all law enforcement agencies and it is desired that such agencies take advantage of their willingness and their desire to cooperate.

I would like to tell you what a modern railroad police department

(Continued on page 13)

In Sunny Mexico (Continued from page 5)

we were taken in a body to the Palace of Fine Arts, which was originally built as a national theater and is of marble, costing \$30,000,000. The grand convention of the Railway Employees of Mexico was in session with the Miners' Union of Mexico, in this building; and the two organizations were consolidated at this meeting. Our party were guests of honor for the day, and the address of welcome was made on behalf of the Railway Employees Union by Senor A. Neverette; and by Senor H. Ramon, for the Miners' Union. Reply for the B. of L. E. was made by Mr. Walker, and for the G. I. A. by Mrs. Sim Collins. The program was interspersed with vocal and instrumental music which was very fine.

At noon we were driven to Xochmilco, or "Floating Gardens" where a wonderful banquet was served, and an orchestra entertained us with modern music, both Mexican and American. At the completion of the dinner, we were placed in quaint flat boats covered with wagon bows and tarpaulins, old "covered-wagon" style, and especially painted with the American colors in honor of the American visitors of this occasion. These boats were filled by our party, while on either side, other boats of similar type, were filled by our hosts and we shoved off to the accompaniment of beautiful native ballads sung by our entertainers, accompanied by stringed instruments played by Aztec Indians. Their dreamy, mystic, soul-stirring music, beautiful beyond description, and soft spring air and the gorgeous floral displays of these Gardens brought joy to us all as we were poled through the canals and lagoons amid flowers of such beauty and fragrance as are found nowhere else on this continent.

After hours of weird and enchanting song which seemingly ended a perfect day we returned to our hotel and prepared to visit Mexico's finest vaudeville performance, which was of the highest class and was thoroughly enjoyed.

Next day we visited Teotihuacan, an Indian title meaning "Place Where Gods Are Worshipped." This ancient spot is the place of the ancient pyramids to the Sun and Moon; the Temple of Quetzalcoatl and the Stadium. Their grandeur and stateliness are impressive. We also visited the convent of San Augustin, built in 1530; Guadalupe, Hidalgo and San Cristobal Ecatepec, historic towns related to Morelos, one of the Mexican revolutionary heroes.

Next we visited Cuernavaca, a picturesque spot where ancient Indian huts kiss the modern chalets of the rich, five thousand feet above sea-level. Cuernavaca is to Mexico City what the palm-trees are to snow clad mountains. While the city has an altitude of 7,444 feet and sometimes gets a little too cool for outdoor comfort, Cuernavaca, less than one and one-half hours distant from the city, has the most delightful climate throughout the year. It has been said that in Cuernavaca there is no weather, but a

perpetual climatic smile,—that it is not an earthly city, but a heavenly paradise.

Here are seen the summer palaces of Hernan'co Cortez, and of the Emperor Maximilian. The cathedral here was built in 1529 and masses were said there one hundred years before the Pilgrim Fathers landed on Plymouth Rock. Here also are the famous Borda Gardens, the Dwight Morrow summer home, where Lindbergh's wooing was consummated; Ex-President Calles' beautiful home; San Antonio Falls and the canyon of Pezotlan, places of scenic beauty and interest.

The winding mountain driveway partially following the ancient Toltec highway to the Pacific, is one of the most beautiful drives in the world, giving a panoramic view of the entire val-

ley of Mexico surrounded by lofty mountains whose snow covered peaks tower high in the heavens, and the valley dotted with cities, towns and farms.

Visiting the many lakes and lovely parks, residential districts, public buildings, cathedrals, the famous Thieves Market, the National pawn shop, museums, art galleries, etc. kept us moving pretty steadily, but the crowing glory of the city is without doubt the mighty hill of Chapultepec, its great castle and magnificent park,—the most wonderful I have ever seen.

The Castle, which has been the home of Mexico's rulers under its different governments, is a mine of historic interest. You see the rooms that Cortez occupied with his Indian wife; the apartments of those tragic figures of history,

Company F—108th Combat Engineers at Camp Grant

Van S. Brokaw, Captain

CO. F, the C. M. St. P. & P. R. R., Unit of the 108th Combat Engineers, 33rd Division, on August 17th completed its most successful and satisfactory field training period since the company was organized in May, 1931.

The function of a Combat Engineer Company is engineering. This year's training program was based on a platoon as a training unit and actually went through the two weeks at camp without the old proverbial "squads east and west."

The company schools were conducted by platoons, each school being in charge of a non-commissioned officer who acted as instructor. A Rigging School was conducted by Staff Sgt. Roy, Demolition by Sgt. Schomack, Mapping by Staff Sgt. Pasco, Field Fortification by Sgt. Kusch, Musketry by Sgt. Jansson and Extended Order by Sgt. Lundell.

Co. F had four men each assigned to the regimental schools of Mapping and Demolition for the duration of the camp.

Athletics always play an important part in the camp program. Afternoons in a large measure were given over to ball games and other sports.

Church services were conducted both Sunday mornings by Major Girard, and were always well attended.

Official visitors' day this year was on Thursday, August 15th, the day of the Governor's review. The visitors from the sponsoring corporations were 85 in number, arriving by bus and private cars, in time to take in the annual field inspection and the Governor's review. The following Milwaukee System officials were present — As-

sistant General Manager N. A. Ryan, Major and Commanding Officer of the 609th Engineers; Col. C. L. Whiting, Superintendent, Chicago Terminals Division, and Colonel of the 13th Heavy Ry. Regiment in France; T. H. Strate, Division Engineers, Chicago Terminal Division; E. A. Lalk, Capt. Reserve, Assistant General Freight Agent at Milwaukee; and Superintendent J. H. Valentine of the Milwaukee Division. These officials have kept in close touch with the progress of Co. F since its organization.

Among the new railway employees going to camp with us for the first time were the following: Sebastian Lombardo, Joseph Morici and Charles Swiadek from the Track Department under Roadmaster A. H. Peterson, and Alberto Litrento from the B&B Department under Chief Carpenter Denz. These men gave a very good account of themselves.

Milwaukee R.R. employees in the Chicago area who are qualified to enlist and serve in the National Guard should avail themselves of the opportunity to join up with Co. F.

Our regular drills are held each Thursday night. Visitors are always welcome at our armory, especially employees of the Milwaukee Road.



Company F at Camp Grant.

the Emperor Maximilian and his Empress Carlotta; an apartment which United States Ambassador Elihu Root and his daughter were permitted to occupy during his ambassadorship; the rooms of President Porfirio Diaz and his wife; his private council room, smoking room, ballroom and bowling alley. Every one of these rooms was gorgeously furnished, and all were presented to the Mexican Government of the day, by different foreign governments and countries.

The rooms of Cortez and his wife were the gift of the King and Queen of Spain,—everything is Spanish and of the finest quality and workmanship; Maximilian and Carlotta enjoyed the generosity of Napoleon Third, with all French articles, and priceless; Ambassador Root and daughter lived among

Bits of History

(Continued from page 6)

The Chicago Southern Railway Co., chartered September 26, 1904, was sold under foreclosure November 4, 1910, to the Chicago, Terre Haute & Southeastern Railway Company of Illinois.

The Chicago, Terre Haute & Southeastern Railway Company of Illinois, chartered November 30, 1910, was conveyed to the Chicago, Terre Haute & Southeastern Railway Company December 22, 1910.

Line Elnora to Westport, Ind., was opened in June, 1890, by the Evansville & Richmond R.R. Co.; Elnora to Terre Haute in 1900 and Terre Haute to Humrick in 1903 by the Southern Indiana Ry. Co., which built the branch lines to Sullivan in the same year. Line Humrick to Chicago Heights was built by the Chicago Southern Ry. Co. in 1905 and 1906.

First Construction in Indiana by Other Railroad Companies

Pennsylvania R. R. Co.—Madison & Lafayette R. R. was opened from Madison to Graham Fork Bridge on April 1, 1839.

New York, Chicago & St. Louis R. R. Co.—The Peru & Indianapolis R. R. incorporated Jan. 19, 1846, built between Indianapolis and Peru, date of construction not available.

Baltimore & Ohio R. R. Co.—Line from Cincinnati to Vincennes, Ind., built by the Ohio & Mississippi R. R. Co. on which construction from Cincinnati was begun in April, 1852, and put in operation to Aurora, Indiana, during April, 1854.

Chicago & Eastern Ill. Ry. Co.—Evansville & Crawfordsville R. R. Co. opened line between Evansville and Terre Haute for through traffic November 24, 1853.

Wabash Railway Co.—Line constructed in 1855 from the Ohio-Indiana state line to Ft. Wayne.

Grand Trunk Railway System—Peninsular R. R. Co. (Ind.) built from Indiana State Line to the Illinois State Line, opened for operation in 1873.

Illinois Central System—Rantoul Railroad Co., from Rantoul, Ill., to West

American things of the highest and most beautiful quality. President Diaz' wife was surrounded by all Russian furniture and tapestries and Diaz himself enjoyed the finest importations from China, given by the Chinese government. His council chamber, also, was the gift of Japan. His smoking room, billiard room and bowling alley were elaborately gotten up and presented by the Brunswicke-Balke-Collender Company of the United States.

The Castle halls are filled with magnificent paintings by master artists, and the balcony contains the historical record of Mexico from the time of the Toltecs to the present day, done in mural painting covering the entire balcony wall, and painted by the noted artist, Diego Rivera.

Lebanon, Ind., opened for operation on February 1, 1879.

Pere Marquette Ry. Co.—Chicago & West Michigan Ry. Company built between New Buffalo, Mich., and LaCrosse, Ind., in 1881-1882.

Chesapeake & Ohio Ry. Co.—First portion was constructed between Cottage Grove and Muncie by The Cincinnati, Richmond & Muncie R. R. in 1901.

Member of Training School Faculty

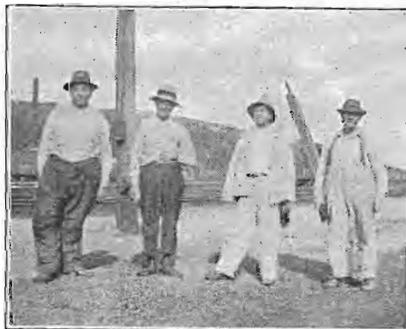
(Continued from Page 11)

consists of and I will use as an example my own Department.

Starting as a call boy on the railroad in 1906, and holding all ranks of office in the police department, after fifteen years, I was, on January 1st, 1923, appointed to the position of General Superintendent of the Police Department of the Milwaukee Railroad, which comprises 11,500 miles of railroad, operating in twelve states.

The Department consists of fifteen districts with a captain of police in charge of each district. The captain reports directly to the general superintendent of police.

Each of these captains have lieutenants of police, sergeants of police and special officers under their supervision. In all, this department is made up of 506 employes. Each of these captains have an established office and a filing system similar to that in the office of the general superintendent of police.



A Savanna Quartet: Left to right: A. E. Cush, track department; Dan Kennedy, switchman; Thos. Griffin, switch tender; W. G. Chipman, switchman.

In the larger districts, such as Chicago, Milwaukee, Minneapolis and Seattle, a full clerical force is maintained and the rates of pay for such positions are similar to that of the police department of the City of Chicago, in all ranks. Each of these men received a two weeks' vacation with pay and free transportation when desired.

For your information other railroad police departments have similar organizations, and function likewise.

Faster Time

Faster running time and later departure of the Olympian and the Pioneer Limited from Chicago which became effective September 29th, coincident with the abandonment of Daylight Saving Time is expected to find instant approval with Milwaukee Road patrons particularly those destined to the Twin Cities and beyond who are now enabled to remain for the last curtain at the Chicago opera and theatre.

Under the new schedule the running time of both trains from Chicago to St. Paul is reduced to nine hours and fifteen minutes.

The Olympian leaves at 11:15 p. m. (formerly 10:45 p. m.), and arrives in St. Paul and in Minneapolis five minutes earlier than heretofore. The Pioneer Limited now leaves at 10:15 p. m. (formerly 9 p. m.) and arrives in St. Paul five minutes later, Minneapolis one minute later than on the former schedule.

Both trains are available for occupancy in the Chicago Union Station well in advance of departure time.

West I. & D.

Edna Bintliff

Now that most of our vacations are over, we can settle down to Corn Palaces, the hunting season and the question of new fall clothes. Among those who enjoyed vacations is Helen Hasslinger, who drove to California with her sister and a friend, via the Columbia River route. She is most enthusiastic about this trip and recommends it as a real summers' outing.

Florence Paullin attended the American Legion convention at Hot Springs during the late summer. Florence has some office in the auxiliary, which we can never pronounce, much less spell, our French being what it is. Florence also plans to attend the national convention at St. Louis, and is honored by being selected as page at that convention. The dispatchers at Mitchell have also been among the vacationists. Carl Anderson has been acting as relief dispatcher during their absence. Fay Higgins attended the Minnesota State Fair, and did a little high priced fishing up in that state. Frank Bloom also made a Minnesota trip inspecting some land for a prospective cabin resort. Jerry Kearny attended the "Old Settlers" picnic at Sheldon, Iowa, among other things. When we first saw Jerry about five years ago, we thought he was some youngster who had just graduated into the dispatcher class. We were most surprised to learn that he was old enough to be married, more surprised to find that he is a grandfather and now to learn that he is an Old Settler! It is just too much! We are not a judge of maturity it seems.

John Hennessey is not taking his vacation now, but will take it later in the fall and visit his son, who is expecting to do post graduate work in New York City, this year.

THE MILWAUKEE RAILROAD WOMEN'S CLUB

Spokane Chapter

Mrs. N. B. Jones

SPOKANE Chapter finished a successful half year of clubwork by entertaining the clubs of this area in a district club meeting on June 5th.

The meeting in the Union Station club-rooms was well attended. Reports from the various chapters together with talks by Mrs. Carpenter Kendall and Miss Etta N. Lindskog filled the program for the morning. Punch was served by Mrs. G. H. Hill, assisted by Mrs. Clement Shook and Mrs. Harold Linchan during a short intermission.

While the club members were at luncheon at the Davenport Hotel, the announcement came that Mrs. Hill had won the prize—a check for twenty-five dollars, to the Milwaukee club—in a club leader's popularity contest sponsored by a prominent business firm of Spokane. Mrs. Hill was assisted in receiving the luncheon guests by Mrs. Charles Liebvitz, first vice president of the local chapter and Mrs. W. H. Hunter, program chairman.

A short program of violin solos by Earl Rapp and vocal solos by Mrs. Joseph Laurence, Mrs. Rapp accompanying both Mr. Rapp and Mrs. Laurence and whistling solos by Ursula Hill, accompanied by her mother, Mrs. G. H. Hill, was much enjoyed. Get together songs by the crowd, and group stunts contributed to the entertainment.

Spokane chapter attended a style show for its February meeting, had pot luck luncheons for March and April and a merchant's demonstration lunch in May.

The chapter met on August 24th for the annual picnic. Though the attendance was not as large as usual, owing to the usual exodus to late resorts, those who attended had a fine time. Mrs. G. H. Hill was chairman of the day and aided by Mrs. A. H. Palmund put on games and races for young and old. Mrs. D. C. Leaming was supper chairman.

Terre Haute Chapter

Mrs. Harold Patton, Historian.

AFTER a recess of two months Terre Haute Chapter held its first meeting of the season on Thursday evening, Sept. 19, at the clubrooms. A pot luck supper was given at 6 p. m. with the meeting following. We are hoping this will be one of our most successful years. We are very proud and pleased that our chapter was awarded the membership prizes. We have a membership of 492.

Chicago General Office News

On Sunday, September 15th, the employees of Mr. A. A. Wilson, General Agent's office and their friends held their annual picnic and outing in Link's Grove, Glenview, Ill.

The weather was perfect and the arrangements ideal. The feature of the day was the baseball game between picked teams captained by Schwarz and Brandes, with our Chief (Art) Wilson playing first base.

There were also races for the children and grown-ups, as well as a horse-shoe pitching contest for both the ladies and the men folks.

We staged our own amateur show and it was surprising the talent displayed by some of our girls and their children, and to top off the day there was dancing to music of a good old Bavarian orchestra, led by none other than our own Clarence Schwarz.

Of course, there were refreshments a plenty to suit all tastes and everybody reported a fine time.

Fourteen

Des Moines Chapter

Thelma Newell, Historian

OUR first Fall meeting was well attended and a delicious luncheon was served by Mrs. Carl Jansen and Mrs. John Goulden. Several new members were present. We were very happy to learn that our Des Moines Chapter had again scored in the membership drive, having earned both the awards offered by the Governing Board. Everyone seems to be starting another year of club activities full of pep and good intentions, and we feel sure the end of this year will find much accomplished by our chapter.

MEMBERS PLEASE NOTICE: Regular meeting of the **DES MOINES CHAPTER, Milwaukee Railway Women's Club** will be held the last Friday of each month hereafter, instead of the first Friday of the month. We believe this change will make it more convenient for a great number of our members.

The Des Moines Chapter will give a benefit card party at the Club Rooms Wednesday evening, Sept. 18th, at 8 o'clock. Mrs. G. W. Moore and Mrs. Earl Hartshorn are in charge. There will be prizes and lunch will be served.

Mrs. C. W. Moore was the guest this summer of Mrs. Clarence Embick, president of the Sioux City Chapter. Mrs. Moore attended a Milwaukee Women's Club picnic while in Sioux City, given by the Sioux City Chapter for several neighboring chapters and everyone had a lovely time. Mrs. Moore praises very highly the many activities and accomplishments of the Sioux City Chapter.

Iron Mountain Chapter

Josephine Ambrosia, Historian

IRON Mountain Chapter held its first annual picnic at the Lake Antoine Park on July 17th for members and their children. Mrs. F. Hill was general chairman. A good time was enjoyed by all. Swimming and games were enjoyed by the children. Little Marian Conery was our champion ice cream eater. Coffee and lemonade and ice cream were served by the club along with the delicious lunch which the members brought. In the evening some of the members played cards, the prize going to Mrs. S. England.

A \$5 bill was donated by the club at the annual railroad picnic which was held on August 15th at the City Park. It was won by Mrs. J. Gardner and the club netted a nice sum of money to add to its treasury. Many thanks from the club go to Mrs. H. Larson as it was her suggestion and she sold the most tickets.

Mr. and Mrs. M. Conery have moved to Green Bay where Mr. Conery is employed. Mrs. Conery was treasurer of our chapter and we regret her leaving us. She was presented with a gift at her departure.

Betty Larson, daughter of our president, Mrs. H. Larson, is getting along fine after her operation.

We are sorry to hear that Natalie Baldrice had to be operated on again on August 14th. We all hope it will be the last one and that she may be up and around soon as possible.

Our club will hold the first meeting after a three months' vacation September 24th at the home of Mrs. H. Larson and we hope all members will turn out. Plans will be made for a series of card parties and other social doings.

Austin Chapter

AUSTIN Chapter held its first meeting of the season, after the three months' recess, on September 5th, the president, Mrs. E. J. Blomily, presiding.

Reports were read and the Chapter was

advised it had received the Governing Board membership prize of \$20, the Chapter now having a membership of two hundred and sixty.

Relief to the amount of \$41 was extended during the summer to needy families.

Refreshments were enjoyed at the close of the business meeting. The following excellent resume of the life and activities of Austin Chapter was published in the Austin Herald of August 11.

"Austin's chapter, one of the 57 organizations of the Milwaukee women's Club was organized on October 8, 1925, by the late Mrs. Lydia T. Byram in the old Y. W. C. A. room with 68 charter members.

Mrs. E. A. Meyer was the first president upon her removal from the city, Mrs. G. A. Van Dyke filled the office and Mrs. Thomas McFarlane, Mrs. H. J. Keck and Mrs. E. J. Blomiley, Sr., followed in that office. Mrs. E. J. Blomiley, Sr., still serving in that capacity.

The object of the club is social and welfare work. At thanksgiving and Christmas 12 families were remembered with baskets and fifteen boxes of apples were distributed. During the last winter 56 tons of coal were given to the needy families on the division that included Milwaukee people as far east as Peterson, west to Jackson and Mankato.

Supplies Are Provided

The welfare work supplies coal, milk, medicine and groceries. A Christmas tree in the club rooms is always a delight to the many children of the large Milwaukee family. Each child receives a gift bag of candy, and apples are distributed.

The money for the club is raised by card parties, ice cream socials, quilting, bake sales and membership dues.

One Thursday of each month is set aside as sewing day. The members can go to the club rooms and spend the entire day sewing and quilting for the Red Cross and the needy.

The meeting of the governing board is held in Chicago every two years. The tenth anniversary was held April 19, 1934, with the late Lydia T. Byram presiding at the Palmer House."

Madison, South Dakota, Chapter

Mrs. Harry Kelley, Historian

OUR regular club meetings were resumed September 10, at which time we held our monthly business meeting with Mrs. C. A. Berg, president, presiding. The Madison chapter is proud to be one of the units which won \$20 membership prizes, the total membership of the local chapter now being 122, the largest since the club was organized four years ago. A great deal of credit is given to our president and the membership committee for this good work.

During our meeting plans were outlined for a picnic September 13, which will take the place of the regular social meeting. The picnic will be held at the Izaak Walton League clubhouse at Lake Herman.

Following the business session cards were played and lunch was served.

Beloit Chapter

Mrs. McEntyre, Historian

AFTER the summer vacation, our first meeting, September 11, was a pot-luck supper before the meeting, with 23 members in attendance. Welfare Chairman Mrs. Flanigan reported disbursements: June, \$3; July, \$20. Membership Chairman Mrs. Burdick reported drive for members as over the top, both for voting and contributing members, and won the \$20. There is to be a dessert bridge on September 24 with Mrs. Barbee as chairman. Plans were started for a Halloween party with a door charge, with Mrs. Novy as chairman. After the business meeting "500" was played. Mrs. Yohn and Mrs. Novy, prize winners. The committee for the September meeting: Mmes. Johnston (chairman), McCann, Mellich, Moncrief. Next meeting will be the second Wednesday in October.

Favorite Recipes

Fried Celery, Tomato Sauce. There are many ways in which the outer pieces of a celery stalk may be made into appetizing vegetable dishes. This way of frying the celery is deservedly popular, as it combines two vegetables considered among the most valuable foods. Wash and scrape the large stalks, cut into three-inch pieces. Make a batter of egg, milk, flour and a little salt. Dip celery in this batter and fry in deep fat, using a frying basket. Drain on brown paper. Serve with tomato sauce. Tomato sauce: Cook one slice of onion with one-half can tomatoes until the onion is soft. Rub through a sieve. Blend three tablespoons of butter with three tablespoons of flour and one-fourth teaspoon salt. Add to the tomato puree, and cook until it thickens. If tomatoes are very acid, add a bit of baking soda.

Corn Toast. Cook one-fourth tablespoon finely chopped onion with one and one-half tablespoons of butter or margarine for two minutes, stirring constantly. Add one cup of canned corn, one pint rich milk or coffee cream, one-half teaspoon salt and one-fourth teaspoon paprika. Bring to the boil and let simmer a few minutes. Serve on toast from which the crusts have been removed. This will be sufficient for six slices.

Corn Souffle. Melt one tablespoon butter, add two tablespoons flour and blend. Pour on gradually one cup of milk and bring to the boil. Add one can of corn, salt and pepper to taste. Beat yolks of two eggs until thick and lemon colored. Add to the first mixture, and then add the egg whites beaten until stiff and dry. Turn quickly into a buttered baking dish and bake in a moderate oven about half an hour.

Escalloped Corn. Cut one small green pepper in halves, lengthwise, and remove seeds and core. Cut in strips and then halve crosswise. Cook the pepper with one-half finely chopped onion in a blended mixture of two tablespoons of butter and two tablespoons of flour five minutes, stirring constantly. Pour on gradually while stirring one-half cup milk and bring to the boil. Add one cup canned corn, the yolk of one egg and one-half cup bread crumbs which have been browned in butter. Turn into buttered baking dish and cover with crumbs, dots of butter and grated American cheese. Bake in a hot oven until brown. Margarine may be substituted for butter.

Richmond Corn Cakes. Three-fourths cup canned corn, one-half cup milk, one-half tablespoon sugar and two well beaten eggs. Mix and sift scant cup of flour, one tablespoon (level) baking powder and one-half teaspoon salt. Combine with the first mixture and drop in buttered muffin pans and bake in moderate oven. Fine with fried chicken served with cream sauce.

The Patterns

A New Pattern Book

There have been many requests for a general catalog or fashion book to supplement the special booklets. Such a catalog—for fall and winter—was ready August 15th. This new catalog included a 16-page section of 25c photographic patterns in addition to a complete new showing of Beauty designs. Thus the purchaser will find a selection of patterns, the majority of which will NOT appear in current releases of the regular service.

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

8535. Chic House Frock. Designed in sizes 34, 36, 38, 40, 42, 44 and 46. Size 36 requires 4½ yards of 35-inch material with ½ yard contrasting. Price 15c.

8422. Attractive Smock. Designed in sizes 14, 16, 18, 20, 32, 34, 36, 38, 40 and 42. Size 18 requires 4 yards of 35-inch fabric with ¾ yard contrasting. Price 15c.

8615. A Favorite of the Younger Set. Designed in sizes 4, 6, 8 and 10 years.

Size 8 requires 1¼ yards 32-inch material for the jumper and 1¼ yard for a long sleeve gumpie. Price 15c.

8179. Adorable Frock. Designed in sizes 8, 10, 12, 14 and 16 years. Size 12 requires 2 yards of 35-inch material with ¾ yard contrasting. Price 15c.

8427. Slenderizing Street Frock. Designed in sizes 36, 38, 40, 42, 44, 46, 48, 50 and 52. Size 44 requires 5½ yards of 39-inch material with ¾ yard contrasting. Price 15c.

8315. Chic Slenderizing Ensemble. Designed in sizes 36, 38, 40, 42, 44, 46, 48, 50 and 52. Size 44 requires 5½ yards of 35-inch material and ¾ yard contrasting. If made with long sleeves 6½ yards of 39-inch fabric is required plus ¾ yard of 35-inch contrast. Price 15c.

8522. New Shirt Waist Frock. Designed in sizes 34, 36, 38, 40, 42 and 44. Size 36 requires 5½ yards of 35-inch fabric. Bow of ribbon requires 1 yard. Price 15c.

Head Cook—"Didn't I tell you to notice when the soup boiled over?"

Assistant—"I did. It was half-past ten."
—Buffalo Bison.

A man from Kansas was looking into the depths of the Grand Canyon. "Do you know," said the guide, "it took millions of years for this great abyss to be carved out?"

The man from Kansas was tremendously impressed. "You don't tell me," he commented. "Why I didn't know this was a government job."

Hayfoot—"Hey, your shoes are mixed; you've got the left shoe on the right foot."
Strawfoot—"And here for twenty years I thought I was club-footed."

Judge—"Will you waive your right to appeal?"

Husband—"Don't let her wave any more rights, Judge. That's how I got this black eye!"

Not So Easy Now

Gruff Father to Son—"Why don't you get out and find a job? When I was your age I was working for \$3 a week in a store, and at the end of five years I owned the store."

Son—"You can't do that nowadays. They have cash registers."—Boston Globe.



8422



8615

8179



8427



8315



pattern 8522

SPECIAL COMMENDATION

OUR BUSINESS GETTERS

The following have interested themselves in securing passenger business for our line and are commended for their interest and assistance:

George Burns	Office of Auditor of Overcharge Claims	Chicago
H. E. Wickmann	Ticket Clerk	Stoughton, Wis.
L. C. Boyle	Agent	Viroqua, Wis.
Stanley J. Johnston	Engineer—Superior Divn.	Green Bay
R. E. Ketchpaw	Traveling Time Inspector	Aberdeen, S. D.
Ed. Harner	District Accountant's Office	Chicago
Dorothy Gruber	Central Typing Bureau	Chicago
Clara Mahoney	Clerk—Freight House	Rockford, Ill.
Betty Levine	Office of Superintendent of Terminals	Chicago
David Heinrich	Car Dept.—Milw. Shops	Milwaukee
G. J. Davison	Brakeman	Milwaukee
Walter Gehrke	Office of Superintendent of Terminals	Chicago
Elmer Hiscox	Electrical Foreman	Chicago
Jos. P. Franz	Car Accountant's Office	Chicago
A. D. Gove	Office of Auditor of Overcharge Claims	Chicago
Otto Falk	Baggage man	Milwaukee
Charles A. Payne	District Accountant's Office, Milwaukee Shops	Milwaukee
W. H. Woodhouse	Baggage man	Mason City
Grace Moran	Steno—DF&PA's Office	Mason City
O. J. Noreen	Relief Agent	Spokane
Wesley Nehf	General Freight Department	Chicago
H. C. Mills	Dining Car Steward	Chicago
N. J. Gorman	Dispatcher	Sioux City
C. A. Brown	Traveling Auditor	Kansas City
Charles Morgan	Engineer—Superior Divn.	Green Bay
J. Goodenough	Freight Claim Dept.	Chicago
Hattie Doubek	Clerk—O.S.&D. Bureau, Fullerton Avenue	Chicago
F. X. Langer	Traveling Auditor	Sioux City
Geo. Deitel	Operator, Tower 339	Norwood, Minn.
Louis Yankoff	Track Inspector, Western Ave.	Chicago
Dave Cushing	Fireman—Rocky Mountain Divn.	Deer Lodge
H. Reader	Car Inspector—Galewood Yard No. 2	Chicago
C. Hiack	Mechanical Department	Chicago
Joseph DeLoy	Engineer—Superior Divn.	Green Bay
W. A. Keller	Manager Reservation Bureau	Chicago
J. L. Brown	General Supt. of Transportation	Chicago
H. D. Weiss	Office of Auditor of Investment & Jt. Facility Accts.	Chicago
R. H. Kearney	Conductor	Savanna, Ill.
J. L. Hubbard	Station Agent	Naples, S. D.
J. M. Flynn	Sleeping Car Conductor	Chicago
E. P. Stelzel	Cashier	No. Milwaukee
Wm. Stielo	Sleeping Car Conductor	Chicago
John Wightman	Conductor	Milwaukee
Nellie Shea	Accounting Department—Fullerton Avenue	Chicago
J. A. Hamm	Freight Claim Department, Fullerton Avenue	Chicago
Margaret Schneider	Milwaukee Shops	Milwaukee
C. J. McAbee	District Accountant's Office, Milwaukee Shops	Milwaukee
Jack Flynn	Engineer	Butte
C. E. Spetz	Chief Operator	Piedmont, Mont.
Ed. Conley	Clerk	Aberdeen, S. D.
Bill Berg	Chief Clerk—Freight House	Aberdeen, S. D.
W. E. Douglass	Engineer—RM Divn.	Great Falls
E. A. Witt	Chief Clerk—Operating Dept.	Chicago
Mr. May	Freight Auditor's Office, Fullerton Avenue	Chicago
Albert Gately	General Supt. of Mines, Fullerton Avenue	Chicago
R. H. Kearney	Conductor—2nd Dist., D. & I. Division	Savanna
T. Williams	Foreman—Car Department	Chicago
C. N. Schauer	District Accountant's Office	Milwaukee
Otto Stainer	Freight Service Inspector	Chicago
J. W. Krause	Conductor—Superior Divn.	Green Bay
Mrs. Otto Grebe	Wife, Conductor—Superior Division	Green Bay
K. W. Cunningham	Comptroller's Office	Chicago
E. J. Hyett	Asst. to Freight Traffic Mgr.	Chicago
W. B. Carr	Conductor—C&M Division	Chicago
O. H. Taylor	Office of Auditor of Investment & Jt. Facility Accts.	Chicago
M. Gohmann	Steno—Supt.'s Office	Ottumwa, Ia.
W. Gale	Purchasing Department	Chicago
Hanover	Purchasing Department	Chicago
ley	Purchasing Department	Chicago

J. Pfisterer, station baggageman, Janesville, Wis., secured sale of one way ticket, Janesville to Winnebago, Wis.

E. B. Nider, yard conductor, Tacoma, Wash., secured party of twenty en route to Oklahoma City, selling 20 one way tickets.

Wm. Dolphin, assistant supt. D. & S. Department, was instrumental in securing sale of one first class ticket, Tacoma to Woodbury, N. J., and four and one-half first class tickets, Tacoma to Peppercal, Mass., our line to Chicago.

G. I. Russell, station baggage agent, Tacoma, furnished tip securing sale of a round trip ticket, Tacoma to Minneapolis and return.

J. H. Vassey, Tacoma, furnished tip securing sale of one first class ticket, Tacoma to Spokane—party en route to Los Angeles.

F. J. Welch, lumber inspector, furnished tip securing sale of one first class ticket Tacoma to Chicago and return, our line to and from Chicago.

E. P. Allen, signal supervisor, Tacoma, was instrumental in securing one passenger, Chicago to Tacoma, party returning from an around the world trip.

Mrs. Mildred Rabus, Refrigeration and Claim Prevention Department, Chicago, secured sale of ticket, Portage to Minn., Wis.

Miss Harriet Schuster, Refrigeration and Claim Prevention Dept., was instrumental in securing sale of two first class tickets, Chicago to Milwaukee and return.

Miss C. Bell, employe of office of J. B. Clarke, Tacoma, furnished traffic tip, securing sale of one way ticket, Tacoma to Chicago.

A. H. Gleb, warehouseman, Tacoma, furnished tip securing sale of one-way ticket, Tacoma to Chicago.

Roy W. Johnson, clerk, Fairmont, Minn., gave advice on carload of fence posts and several cars of lumber to Fairmont.

S. J. Latrausch, brakeman, Dubuque, Iowa, secured movement for our line of one car of coal from eastern fields to Dubuque via Terre Haute Division.

ROBERT A. ERICKSON, night ticket clerk, Western Avenue, Chicago, saw a man walking the track opposite the station with a train approaching on the same track. He quickly gave the alarm and thus saved a serious and perhaps fatal injury.

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

John Hunter, K. C. Division, discovered a broken arch bar in train No. 86, June 12th, and car was set out.

Arthur Olsen, engine foreman, Chicago, while in charge of engine in Division St. district, August 29th, just prior to shoving cars onto one of the tracks, saw a man sitting on the rail, and by immediate action was able to stop the engine before hitting the man. The man was asleep.

John Montgomery, B. & B. Department, Austin, Minn., discovered about 30 inches missing from a flange on a car loaded with gravel, and promptly notified the trainmen. Car was set out.

Walton Carpenter, K. C. Division, while inspecting train, discovered broken arch bars in train No. 70, September 3rd.

H. & D. Division Conductor J. J. Barndt found broken brake rod on car in train 108, August 20th.

G. F. Dupuis, agent Mont Clare, Illinois, discovered a broken rail 100 feet west of the station, August 27th.

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, Marlo, 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. Hiddleson.....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. Maxelner.....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. Theile.....Local Freight Office, Spokane
 Miss Laura Babcock.....Care Local Freight Agent, Seattle

Kansas City Division

K. M. G.

JOSEPH W. CALVERT, pioneer Milwaukee employe, passed away at his home in Ottumwa on August 30, after an illness of one month. He was the oldest and longest in service of the four local railway agents in Ottumwa, having served as an agent on the Milwaukee for 76 years and being located in Ottumwa as agent since April of 1920. Mr. Calvert was often referred to as the "poet laureate of the Milwaukee" and at numerous times verses of his have been published in the *Employers' Magazine*. Funeral services were held at the Jay funeral home on the following Tuesday and burial in the Memorial Lawn cemetery, Ottumwa. Mr. Calvert is survived by his wife and eight children.

Another death among employes of the Milwaukee was that of M. Francis O'Donnell, age 31, extra gang foreman, which occurred at the Memorial hospital, Kansas City, on August 18, following an operation for appendicitis about a week previous. His remains were moved from Kansas City to Williamsburg, Iowa, the home of his parents, and funeral services were held there on the following Tuesday morning at nine o'clock. He is survived by his wife, his parents, seven brothers and one sister. Mr. O'Donnell was employed in the maintenance of way department for many years, spending his vacations working on the Williamsburg section and at the time of his death was foreman of the gang on the new double track on the west division with headquarters at Liberty, Missouri.

Injuries that proved to be fatal were received by John Lemon, pump repair foreman, at Sewal on Wednesday morning, August 15, when the motor car on which he was riding was struck by a freight train. He was taken to hospital in Centerville, where he passed away at 9:45 p. m. on the same day; remains were taken to Chillicothe, Missouri, for burial. Mr. Lemon is survived by his wife and one son, Roger, aged 12.

Lucille McBride, daughter of Engineer Roy McBride, departed the latter part of August from Ottumwa for Los Angeles, where she will resume her college work.

An extended western trip was started on September 8 by Engineer S. E. Yeoman and wife, who departed from Ottumwa on that date. They will go through the Grand Canyon, take in the San Diego Exposition, visit Boulder Dam, Hollywood, Catalina and Caliente, Mexico.

A vacation visiting with relatives in Chicago and friends in Terre Haute, Indiana, was enjoyed by trainmaster J. H. Stewart and family during the latter part of August.

J. C. Mills, cashier, Ottumwa freight house, attended the K. of P. convention in Waterloo on August 7, 8 and 9.

D. G. Higbee, conductor, accompanied by Mrs. Higbee, made a three weeks' tour of the west coast, stopping in Chicago en-

route to Seattle and visiting in Portland, Los Angeles and Catalina Island.

Agent G. Anderson and wife, of Rutledge, Iowa, were guests of Mr. Anderson's brother in Laramie, Wyo., during the latter part of August, spent some time in Denver and Colorado Springs, Colo., before returning home.

During the second week of August roadmaster F. M. Barnoske and wife entertained a large house party, including their son-in-law and daughter, Mr. and Mrs. Wade Smith and their four children; their son, Francis M. Barnoske, Jr., of Hastings, Nebr., and Mesdames Jess Case of Logan and Roy W. Davis of Persia, sisters of Mrs. Barnoske.

On August 24, Mrs. Mike Reynolds and son, Billy, departed from Ottumwa for New York City, after a short visit there journeyed to Augusta, Me., and visited with a niece, who is a nurse in a government hospital in that city. They were accompanied home by the niece of Mrs. Reynolds, the entire party stopping over in Chicago to visit with S. M. Reynolds, another son of Mrs. Reynolds, who is with a firm of lawyers in Chicago.

Mrs. E. McNamar, two sons and daughter, family of section laborer at Mystic, spent a month in Syracuse, Kansas, with relatives, departing on August 20 from Mystic.

Car repairer Ed Erland and wife of Ottumwa, spent the Labor Day holidays in Peoria, Ill., with relatives.

On September 4, Mrs. G. Heather and two daughters returned from a visit with relatives in Colorado, including a stop-over in Denver, Akron and Colorado Springs.

Roundhouse foreman A. L. Love and wife stopped in Detroit to visit the brother of Mrs. Love in the early part of August while enroute to New York City to spend a vacation with their son A. L. Love, professor at Columbia University, New York City; they were away for two weeks.

Peter J. Weiland, roadmaster, and family spent a vacation of one week in the Ozark Mountains. We expected to hear some rare fish stories, but maybe the fish were not biting in Lake Ozark during his visit there.

A vacation of two weeks was spent by agent P. H. Fluck of North English with his sister in Fargo, N. D. Enroute home he stopped in Milwaukee for a short visit with another sister.

Edwin James and wife of Chicago, stopped in Ottumwa for several days enroute to California to visit with the sister of Mr. James, Mrs. J. H. Stewart.

Mr. and Mrs. F. E. Orvis, Mr. and Mrs. Clyde Dornsife and T. H. Kemp motored to Brookfield, Missouri, to attend the B. of L. E. convention on September 10. From all reports they had a wonderful time and met with that genuine Missouri hospitality.

Sodie Blake of the store department, with his wife and daughter, were in Klamath Falls, Oregon, during August, visiting with relatives.

Seattle General Office

M. W. N.

MR. W. A. MacLEOD left for Vancouver last week, called there by the sudden death of his father, Mr. John O. MacLeod. Mr. MacLeod senior, seventy-four years old, was retired superintendent of Railway Mail service in British Columbia, and a distinguished pioneer of the Postal Department of Western Canada. He was mail officer of the first postal train to reach Vancouver in May of 1887, and has been prominent in Canadian Postal affairs over a period of many years. The news of his death was a matter of comment in Pacific Northwest newspapers, and the sympathy of the Traffic Department is extended to the family.

Mr. Hugo Engel, of the General Freight Department, is vacationing in Mexico, with his family, and has sent back the usual "wish you were here" so we assume he has not become involved in any of the local insurrections. In case they have trouble while he is there, and wish to resort to arbitration, Hugo is the logical man for the job.

Mr. John Agner, of the city office, is vacationing in this ideal weather in the vicinity of the San Juan Islands, cruising about in his boat, and communing with nature for the much advertised "change in rhythm" which a vacation is believed to confer.

Mr. Ed. Kennedy, of Mr. Buford's office, is wearing the smile that won't come off, and feeling very mellow toward the world in general these days, the occasion being the receipt of a cablegram from Australia, notifying him that he has become a grandfather. Congratulations, Mr. Kennedy, on account of the grandson, and because you don't look it.

Mr. H. B. Brownell is convalescing from a week's attendance at North Coast Docket meetings, and his path is not being unnecessarily crossed until his recovery is complete. Perhaps another reason for his Mood Indigo is that he burned a hole in his high-powered sleeping bag recently. We haven't learned the details; YOU can ask him.

Another good news item ruined: It seems that the tall, dark and handsome man who has been seen there and here with Miss Helen Jones is only a real estate man, and that it's all strictly business, as he's handling the sale of her summer cottage at Lake Sammamish. This must be true, because she says so herself.

Encouraged by the phenomenal success of Mr. Stablein, who took a bride last spring and still has her, Mr. M. H. Murtha of the Transportation Department became a blushing bridegroom two weeks ago. The bride is Miss Annette Standaert, former secretary to Mr. N. A. Meyer, and one of the most popular girls in the General Offices. The whole affair was managed with great caution, much to the disgust of the entire Transportation Department, who city would have been ready with many helpful and interesting suggestions, had

been consulted in time for the wedding.

Cupid has been practically running wild on the West End, the newest nuptials being those of Miss Eulalie Lasnier, of the Engineering Department, and Mr. Harry Morgan of the Electrification Division. The invitation to this wedding received in the Traffic Department had passed through several hands, and had many notations appended, one where Mr. Crane was demanding an AFE number to cover, and after another signature the familiar request, "Papers, please." Miss Lasnier's smile is one of the main attractions of that end of the building, and the consensus seems to be that Mr. Morgan has made a very happy selection. And we understand from Mr. Morgan's friends that Miss Lasnier didn't do so badly, either, so this seems to be one of the cases where everybody's pleased.

Twin City Terminals—Mechanical and Stores Department

N. A. H.

MR. JAMES DAWSON, retired veteran, South Minneapolis Shops, and daughter left October 1st to reside in Los Angeles for a year.

Air brake foreman H. C. Mayer is on a leave of absence due to poor health.

Mr. Frank Dvorak, boilermaker, South Minneapolis roundhouse, is confined to the hospital, having undergone an operation.

Twin City Terminal engineer John Marasek's mother passed away in Eau Claire; his father is a retired Milwaukee employe.

Walter Pierson, former clerk Minneapolis roundhouse, is again working in the roundhouse after long absence.

Paul Kronebusch, clerk in Minneapolis roundhouse, spent two weeks' vacation dodging the cold weather in the northern part of the state amongst the pines.

Machinist helper John Knoblauch's daughter Irene passed away September 7, 1935.

The high light of South Minneapolis Shops is the marriage of Ray Daniels, August 30, 1935. Mention was made a number of months ago of a "Love Nest" being prepared at Hopkins, Minn. One plus one still makes "ONE."

Another event was the marriage of our special apprentice Alva Kaliher of South Minneapolis Shops August 31st which took place at Tyler, Minn.

Congratulations to you ALL.

Mr. and Mrs. J. W. Tiffany returned from an extended trip through Canada and they tell how the folk up in Canada are clamoring for literature on the Hiawatha train and no doubt they will receive it. At any rate leave it to "Jay" to advertise this train and its service.

The Hiawatha going over big—a little girl told her mother on arrival at St. Paul from Chicago she wished she hadn't met her at St. Paul as she wanted to stay on the Hiawatha as long as possible—her destination being Minneapolis.

Miss Emma Zinn of the Store Department returned from a trip east on her vacation, visiting New York City and Niagara Falls.

The New Hub of the I. & D.

Wm. Lagan

CONDUCTOR Walter Shadle who was hurt recently in Sioux City is reported as somewhat better although he is still confined to the hospital in Sioux City. Walter was hit by an automobile while going to work at Sioux City.

Passenger brakeman Jack Clemens of Sioux City is visiting his parents in North Dakota.

Conductor Burt Small of Sioux City has returned from a vacation spent in Montana, and reports a nice time.

Miss Laura Sievert, assistant cashier at the Sioux Falls freight house is visiting relatives in North Dakota.

Chief dispatcher H. L. Hoskins is vacationing in California. While away dispatcher Elder is acting as chief.

Mr. F. W. Eilers, field representative of the B. of R. T., and brakeman Roy Leiper attended to business in Sioux Falls Thursday, September 12.

Conductor Wm. McCalmon has drawn the Egan turn-around run, and will be on his new job Saturday, September 14.

We are sorry to report the passing of travelling engineer W. J. Johnson of Mason City, Ia., who was accidentally killed in an automobile accident 12 miles west of Sioux Falls Saturday night, September 7th. Milwaukee employes at Sioux Falls wish to extend their sympathy to the bereaved members of the family.

General agent W. D. Griffiths of Sioux Falls, attended a staff meeting in Mason City, Iowa, Thursday, September 12th.

Henry Stueben of Sioux City has returned from the wilds of Montana with the biggest fish story of the season. Henry says that when he started railroading he used to have to pump one of these old-fashioned hand cars and that due to the strength of his arms and shoulders from this extremely hard labor he was able to pull out one of the biggest fish ever caught in Montana after a struggle of about an hour.

Items from the D. & I. Div., Second Dist.

C. A. P.

DUE to the fact that our correspondent, Miss Emma Sacks, is on her vacation at this writing, she has asked me if I would handle the news items for this month and I will endeavor to do the best I can but I fully realize I cannot handle it as well as she, so please excuse anything that is not just correct.

Our old friends, Mr. Samuels, the angle bar foreman, stopped in at the chief dispatcher's office on August 26th.

Conductor Wm. Cooper and wife left the latter part of August to spend their vacation at San Diego, Calif., looking over the exposition.

We hear that our old friend John Flsh, conductor, and Donna Rendell were united in marriage on August 27th.

Ed. Nicks, engineer, and party, just returned from a fishing trip in northern Minnesota. Ed says the weather was not so good for fishing but they had plenty to eat.

Engineer Wagner and family just returned from a week's fishing trip up in northern Minnesota. How was the fishing, Tony?

Fireman Chas. Hughes, who has been on the sick list for some time, is well on the road to recovery at this writing.

We understand that engineer Joe Sievers on the Preston line is on the sick list.

Engineer Jas. Fox and party just returned from a month's fishing trip up in Minnesota. Mrs. Fox says she would like to have stayed another month.

J. P. Whelan, freight agent, and family, have gone on a vacation trip at this writing. We cannot say where but we hope they have a pleasant trip just the same.

Geo. Graff and family just returned from an extended vacation trip. How is everything across the border, George?

Our Hon. Mr. Pat H. McGough, R. H. F., at Dubuque, just returned the first of September from a two weeks' vacation in the West. We understand he spent a few days over in Milwaukee. What was the attraction, Pat?

Business as a whole on the Dubuque Division has been holding its own pretty well and we are glad to see some of the boys like Heinle Wacker and Willis Kohl back on the list again.

Iowa (Middle and West) Division

Ruby Eckman

FRIENDS of the family of Engineer Thomas Pendy, who worked for many years on the Iowa division, will regret to learn of the death of Thomas Pendy, a son, who died the fore part of September

from electrical asphyxiation caused by defective wiring in a boiler on which he was working. Thomas learned the boiler-maker's trade in the Perry shops and for several years has been employed by a boiler repair company in Chicago. A wife and two daughters survive.

John Tilton, a brother-in-law of conductor Phil Aeck, died at his home in Sioux City the fore part of September. Mr. Tilton was employed at the Milwaukee freight house in Sioux City.

Traveling auditor J. B. Wallis and wife had a most pleasant vacation trip in September. They sailed from New York on a cruise through the Panama canal returning home by way of Los Angeles, Cal. Bob Smith, hostler at Perry round house returned the fore part of September from a several weeks' visit with relatives in Vermont.

Fred Mallas and his gang of track men have been on the Iowa division during the months of August and September.

William McGowan, clerk in the store department was in Cedar Rapids the fore part of September attending the funeral of his sister Mrs. Izer, who had been sick for some months.

A six and one-half pound son was born to Fireman Harley Woods and wife the fore part of September.

Lloyd Swanson of Chicago, a brother of machinists Lloyd and Levi Swanson of the Perry shops force while visiting relatives in Perry the fore part of September, had the misfortune to fall and break an arm while fixing the aerial at his mother's home.

Engineer F. L. Hanner and his brother had a family reunion the fore part of September when the four of them were together for several days.

Marie Stotts, daughter of Yard Clerk Marlow Stotts and Dorothy Goodwin daughter of Conductor Ralph Goodwin have entered Augustana Hospital in Chicago to commence training as nurses.

Friends on the Iowa division were sorry to hear of the death of Mrs. W. C. Kelley of Council Bluffs. Mr. Kelley was a Milwaukee train and yard man for many years.

E. E. Banyard and wife spent their vacation in August with W. J. Schmitz and wife of Montevideo at a lake resort in Minnesota. "Bob" had a lot of stories about the fish they caught, but knowing both Mr. Banyard and Mr. Schmitz pretty well their friends in Perry think if the crowd had fish to eat Mrs. Schmitz and Mrs. Banyard would have to haul them up.

Engineer Frank Millard who has been on a middle division work train for several weeks was off duty in August on account of the death of his sister.

Engineer Arthur Borg is a grandpa now. A six pound son born to Mr. and Mrs. Lee Jens of Glenwood, Iowa, is the first grandchild in the family.

Dispatcher R. P. Edson and Ralph Wright of the Perry office force spent their vacations in California.

William Carlson, son of Oscar Carlson of the Perry shops force was married August 17 to Blanche Wise, a young lady from Rippey, Iowa. The young people will live in Perry.

Friends of the W. C. Kelley family learned with regret of the death of Mrs. Kelley, which occurred at the home of her daughter in Omaha, on August 17th. The Kelley family lived for a long time in Perry, moving to Council Bluffs about twenty years ago when Mr. Kelley went to work on Council Bluffs yard as a switchman. The husband and two daughters survive.

Division master mechanic P. L. Mulke of Savanna, accompanied by his two children, Betty and Frank, and his sister, Miss Sadie Mullen, spent their vacation with relatives in Perry and at the Lakes in Northern Iowa in August.

E. Collings, retired chief carpenter of the Iowa division, who makes his home in Persia, Iowa, was in Perry the latter part of August attending to business matters and calling on his many friends. Ed is enjoying good health and a new auto.

Work for the relief agents and operators on both the first and second districts has been good the last few weeks and all of the men have been busy. W. J. Black was loaned to the Electric line again this year for two weeks' work at Toledo, Iowa, relieving the agent. The work trains on the middle division gave work to a couple of operators as two extra jobs were authorized for a short time.

Conductor Fred Briggles' daughter Betty is in the hospital the latter part of August for an operation for appendicitis. Mary Hall, daughter of Mrs. Curtis Marchant, also was in the hospital for an appendicitis operation.

Mrs. W. A. Brubaker was called to La Crosse, Wis., the latter part of August by the death of her aged mother, Mrs. Peterson, who was ninety-one years of age.

Thomas Beatty of the Perry round house force had a trip to St. Cloud, Minn., the middle of September, to attend a ceremony at the Veteran's hospital. Mr. Beatty's brother, Robert, a world war veteran, was one of a number of veterans at the hospital presented with The Purple Cross; a special decoration awarded by the Government for sacrifice and service on the battlefield. This particular medal is awarded only to disabled veterans. Robert was in the medical corps and was serving as a stretcher bearer when the incident occurred which merited the special decoration. A public ceremony was planned by the American Legion, V. F. W. and Disabled Veterans organizations to present the medals.

Boiler maker W. J. Barth has a new daughter-in-law. Announcement was made recently of the marriage of Will's only son, George, to Amelia Skininski of Grand Island, Neb. George, who is a graduate of the Grand Island Business College is employed by the college and the young people make their home in Grand Island.

Engineer Billie Howe and wife spent a pleasant vacation on a motor trip to Ohio, Indiana and Eastern Iowa. Engineer Frank Banyard and his wife took a motor trip to Tulsa and other points in Oklahoma for their vacation and Engineer Oliver Jensen and family drove to Denver for their holiday.

Wilma Krasche, daughter of Operator H. C. Krasche, who was one of the summer graduates from the Iowa State Teachers' college at Cedar Falls, was elected a position in the Rippey schools. Rippey is only a short distance from Perry, Wilma will be close to home.

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

R. R. T.

WE greatly regret to chronicle the passing away of Charles A. Martin, agent at Newport, who died on September 6th, of heart disease, after an illness of several months. The funeral took place at Newport. Mr. Martin reached an age of 65; he had been agent at Newport for more than twenty years and was widely known throughout that vicinity, being highly esteemed by all who knew him as a courteous and friendly gentleman. We join with his many friends in extending our profound sympathy to Mrs. Martin and all the family.

F. G. Socwell, who is on the extra board as relief agent, has been sick for the last ten days at his home in Spokane; we hope that he may be well again before this appears in print.

Kelly Hudson, the agent at Spirit Lake, has been absent from duty for six weeks on account of sickness and is still unable to return to work at this writing.

We are pleased to note that P. T. O'Neil, district master mechanic at Spokane, has fully recovered from his recent illness and is back on the job again.

P. L. Hays, the popular chief train dispatcher for the branch lines at Spokane, is

THE "GOLDEN RULE"

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OUR PATRONS'
SHIPMENTS
AS THOUGH
THEY WERE
YOUR OWN

ROUGH HANDLING

UNLOCATED

DAMAGE

(CARLOAD - LCL)

RESPONSIBLE

FOR "TWO-THIRDS"

OF OUR

TOTAL

CLAIM PAYMENTS

APPLY THE

"GOLDEN RULE"

back at work again after two weeks' vacation which he spent with Mrs. Hays at a beach cottage on Similkameen Bay, near Anacortes; they had with them their grandchildren, the children of Mr. and Mrs. L. W. Herman. The cottage is ideally located on the shore and Mr. Hays spent his time in fishing, clam-digging, oyster festivals, boating, and playing golf on an adjacent course. During his absence Fred B. Beal acted as chief dispatcher; his place at the telegraph office at Spokane was filled in the meanwhile by J. R. Cook.

Our good friend Henry McGinnis of the Spokane car repair force is still away at this writing in attendance at the International Carmen's Convention at Montreal, Quebec, though he should be on his way back at any time now. Being a recognized cross-word puzzle expert, he took some two dozen hard ones along on the trip, just to keep his hand in and expected to tackle some French ones at Montreal—with what luck, we expect to hear on his return. He will probably be accompanied by Mrs. McGinnis, who has been in Indiana, their old home, for some time, visiting friends and relatives. At the first opportunity after his return, Henry will make a hurried inspection trip to his famed ranch in the mountains of Montana, where the fish bite on cheese.

Conductor Fred Wilder, running on Nos. 7 and 8 between Spokane and Butte, is off for a few days' vacation just now, which he is spending on Lake Pend d'Oreille, where he has a twenty-seven foot power boat.

Engineer Thomas McCaul, also of Nos. 7 and 8 between Butte and Spokane, is off for a week or two at this writing, due to a visit from his son, living in California. Engineer Maxwell is on the run in the meanwhile.

Al Mueller of the Spokane freight house force was absent from duty for a month or thereabouts due to illness, but is back at work again feeling much improved after the rest cure. We are pleased to see our friend Nick Toma working at the freight house quite regularly again.

William Smith, the genial roundhouse foreman at Spokane, is on his vacation as we are writing this, but as far as we have heard he has not yet gone anywhere but is spending his leisure at home. We shall be glad to see his friendly smile again when he returns to work.

Another one who is off on vacation is R. Mellmoyle, the O. S. and D. man and claim clerk at the Spokane freight office; we understand he is spending part of it in and around Taconia. Henry Harris, our all-around utility man, is taking his place in the meanwhile.

Over the first of September and Labor Day two of our piscatorial artists, being none other than Harry Hill and John Stilz, accompanied by their respective wives and Johnnie (Norman) Stilz Junior, went on a fishing trip to Lake Kilbrennan. This time everything went off without a hitch, doubtless due to the expert planning of the ladies; nothing was forgotten and everyone in the party caught the full limit of fish, perhaps one or two over, for immediate consumption. We hear that Mrs. Hill particularly distinguished herself as an expert fisherwoman, but there were honors enough to go around, and the fish were very fine, as we know, because part of the catch went into a fish dinner for your correspondent. Many thanks. The only drawback on the expedition was that our city dwellers could not quite accustom themselves to the ways of the forest-dwellers. The first night was spent at an abandoned cabin and here the harmless pack rats disturbed the slumbers of Harry Hill, who had to sleep with one eye open to keep them from carrying off his shoes; the second night was spent at another cabin, but here there were not only pack rats, but also skunks to contend with, while the yelping of a pack of coyotes and the blood-curdling screech of a panther in the distance made the hair of the city folks stand on end—though we understand John slept quite undisturbed.

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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.

D. & I. Divn.—First District

E. S.

CONDUCTOR EMIL LARSON, D. & I. Divn.—First District, who had been on a leave of absence for many months account poor health, passed away at his home in Chicago, Aug. 30. Mr. Larson entered the employ of the Milwaukee Railroad as a passenger brakeman in 1896, was promoted to a conductor in 1903 and as a passenger conductor in 1921. Sympathy is extended to the widow and other relatives.

Sympathy is extended to Iowa Divn. engr. L. K. Owens and family and engineer and Mrs. Almond Johnson account the death of the wife and sister, Mrs. Owen, whose death occurred at the Owen home in Marion, Iowa, Sept. 13. Interment was made in the cemetery at Savanna, Ill.

The annual D. & I. Divn. picnic held in Old Mill Park, Savanna, Aug. 24, was attended by the usual good-sized crowd, out for an afternoon of fun. The superintendent's office team, we are sorry to say, was defeated by the mighty roundhouse team—but sometimes the mighty fall, too, and this team fell before the terrific onslaught of the track department's Ethiopians—much to the delight of our two roadmasters—the brown-skinned lads lived up to the reputation which had been broadcast for weeks ahead. There were games for the youngsters and bridge for the ladies, followed by a picnic dinner at 6 p. m., with all the good things to eat that are usually found at a picnic. The girls' ball game proved to be quite a game and added much to the enjoyment of the evening.

Our chief dispatcher, who so loyally supports the golf game, decided to see if he could do as well with tennis and much to his surprise and ours, returned to work with a sprained ankle—and from now on Mr. Lanning will stick to golfing.

Chicago Terminals

Guy E. Sampson

Said the knot to the tree

If it wasn't for me

You wouldn't be near

As tough as you be;

Said the tree to the knot

Please don't estimate higher

For mansions are built from

The best of us trees

While the "Tough Ones" are

Used to build fires.

Moral: If you expect to escape burning

don't get tough.

Laugh, and the world laughs with you

Weep and you do it alone.

If you can't overlook some

Of the other guy's faults,

You may have to shoulder

All of your own.

Moral: Learn to give and take.

Bensenville station agent, Floyd Sullivan and family spent a week's vacation around Byron, Lanark and other boyhood spots of Floyd. The old places all look familiar, Floyd says. Earnest LaRue attended to business at the depot while Sullivan was away.

Mrs. Gibson, wife of Ill. Div. Supt. Harry Gibson, visited a few days last

month in Bensenville and Mr. Gibson came in for a few hours on Sunday and accompanied his wife home. As they used to live in Bensenville, everybody knew them and were delighted to see them again.

Galewood train director Wm. Dorgan, wife and child, accompanied by Will's brother, his wife and their child all enjoyed a wonderful trip by auto to Yellowstone Park last month. Billie says they camped out and cooked every meal except three on all their trip. They made altogether over 3,000 miles, and had a time that none of them will ever forget.

Supt. of Terminals C. L. Whiting, was taken suddenly with acute appendicitis late Saturday night, August 31st, and was rushed to the Washington Boulevard hospital where Dr. Metz himself performed an emergency operation soon after midnight. The following day those who had personally conversed with the superintendent on Saturday, could not believe that he had been the victim of so sudden an attack. All reports are that he is now improving nicely and is very anxious to be back in the harness. District master mechanic C. L. Emmerson got his chance to return the superintendent's call as Mr. Whiting was one of the first to visit Mr. Emmerson when he underwent a like operation at the same hospital a few years back, and C. L. E. was one of the first to visit the superintendent in the hospital.

Workmen are very busy on the new addition being built on the Bensenville round house. The new addition, we are told, will house machinery for more extensive repair work that is to be done there. The old machine shop was built too far away from where the heavy work was needed and all parts had to be transported by electric crane to and from the old shop. The new shop will be much larger and we understand larger and more up to the minute machinery will be installed.

We learn that switchman Roy Wyman, who has been absent from regular duties for about 18 months is now returning to the Terminals.

Operator Wm. Brumfield, first trick operator at B 17 has been enjoying a few days of much needed rest. Opr. O'Connor relieved him.

Among the sons of our employes who will go to Urbana, Ill., to college this year are Bud Tinning, Leslie Ranking and one of ass't supt. A. T. Burg's sons. By the way, "Bud" got into the railroad game in earnest during vacation as he held down the long end of a No. 2 shovel with the section gang. And was he in shape for hard work in college? Well, just try it for a summer and see.

Charlie Kostoff, an employe at the Bensenville round house recently got an idea that he would take a little bicycle ride early on Sunday morning. He did and we saw him returning from that short(?) ride about 2 p. m. He had covered over 60 miles and was beginning to get quite tired. Come to find out Charlie's brother is champion bicycle rider in his native land, Bulgaria, and was a runner up in the candidates to represent Europe in a bicycle tournament held in the U. S. A. not so long ago. A family of cyclists, we would remark.

Two of our local baseball fans, Wm.

Cunneen and "Old Kickapoo," have been seen going cityward when an exciting game is on at one of the Chi ball parks. Both are anxious to see the world's Series come to Chi so they can see a real exciting game. Hope they get to, don't you?

Mrs. Sawyer, wife of car department employe Owen Sawyer, went to Missouri Sept. 12th where she will visit a couple of weeks and "hubby" will run down for a few days' visit in the old home town and return with the other half of his family.

Machinist Harry Peters, who has been in a Kansas City hospital for some time, has returned to his duties at the Bensen-ville roundhouse. All glad to see him.

Our Safety Record is still a matter of great interest in the Terminal and we are all pulling for a better record from year to year, so let's keep pulling together so as to eliminate ALL ACCIDENTS which could be counted in the avoidable column. It sure takes concerted action on the part of EVERY employe, but—"every employe" doesn't mean 9/10 of them, for the other tenth will spoil the good record we are all trying to make. LET'S KEEP BUSY.

West Coast Notes

MRS. FRANK LORAN, wife of assistant chief carpenter, passed away in St. Joseph's Hospital at Tacoma, August 27.

Operator John Hurley, of Tacoma Jct., dropped dead on the street at Puyallup, August 7.

Edward Henderson, former log-scaler, passed away at Sumner, August 14.

Charles Scott, brakeman, is confined in the hospital at Tacoma. They haven't as yet decided if an operation is required, but we hope that it will not be necessary.

William Miller, former chief clerk, superintendent's office, Tacoma, was a visitor here recently. Bill is now with the Southern Pacific in Los Angeles, and looks the picture of health.

An unusual ticket sale was recently completed by F. E. Stewart, agent at Morton. He made a sale of two tickets from Beyrouth, Syria, to Tacoma, via New York, and over our line from Chicago. It must have taken a lot of time to get all the data together, in order to arrive at a price, Beyrouth, as you will remember, isn't so far from Diyarbekir, which may be one reason for moving to Tacoma.

Children in Aberdeen, Washington, certainly must know their climate, as on a recent trip through there, the young folks all were wearing either rubbers or rubber boots, and rain-hats, although it was a nice day. Some even had their hats tied on tight.

Those of you who feel the urge to see the blue of the Bay of Naples, will get a much better view of really blue water, by taking a trip to Lake Crescent, on the Olympic Peninsula. We doubt very much if any other lake can compare with it for coloring.

Martin Burke, former yard conductor, Tacoma yards, passed away Sept. 9. He will be remembered by many of the old timers. Is survived by wife and four daughters.

Iowa (East) Division

I. T. Raymond

CHIEF Dispatcher H. C. Van Wormer of Marion went to Campbell, Minn., on a business trip to his farm.

Locomotive Engineer Frank Osborne is pulling Nos. 7 and 9 between Perry and Savanna, and Engineer Homer Scott is on Nos. 97 and 98 between Savanna and Clinton.

Mr. and Mrs. L. S. Dove and daughter Nadine, of Marlon, returned August 20th, after several weeks' visit with relatives at Eugene, Oregon.

Mr. and Mrs. George H. Hennessey, of Cedar Rapids, went to Milwaukee the latter part of August to visit J. J. Hennessey (Mr. Hennessey's father), who is 89

CURRENT EVENTS AND INTERESTING GEOGRAPHICAL FACTS

Question Box

1. Yellowstone National Park is in three states. What are they?
2. What city is used as the base of naval war games and maneuvers in the Pacific?
3. What is the capital of the country which lies between France and Spain?
4. What and where is the world's largest active volcano?
5. Where is the Riviera?
6. Of what country is Reykjavik the capital?
7. Name the Central American republics.
8. What is the name of and where is the island on which Napoleon died?
9. To what country is the name Antipodes sometimes applied?
10. Press reports say that Great Britain fears Japanese influence on Siam. What is the capital of this monarchy? See page 30.

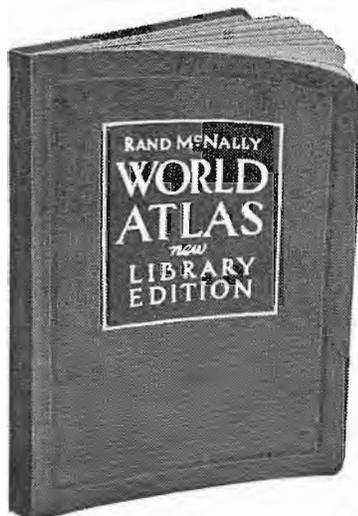
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years of age, and who is assistant superintendent, Car Department. Mr. Hennessey also visited John Horan (Soda Ash Johnny).

J. L. Franz of Chicago spent the week end of September 8th at Marion, meeting Mrs. Franz who had autoed from Mason City. After visiting relatives, they autoed back to Chicago.

Trainmaster W. J. Hotchkiss of Marion returned from Perry September 1st, after accompanying the extra gang putting in gravel for several weeks.

Miss Alice Shekelton of Marion, who was severely injured in an auto accident, was brought home from a Cedar Rapids hospital September 3rd, and is slowly improving.

Miss DeVeda Troy of Marion was taken to Cedar Rapids hospital for emergency treatment, and was brought back home the fore part of September and is slowly recovering.

Jennings Hotchkiss of Marion went to Iowa State College at Ames September 16th to resume his studies there.

Mr. and Mrs. Harry Murphy and their daughter Ruth spent the week end of September 8th with relatives at Kansas City.

Miss Margaret Reinheimer of Marion, and Mr. Thomas Ondrus of Chicago, were married at Marion September 1st at the home of the bride's parents. Mr. Ondrus was graduated from the Mar. High school in 1931 and for some time has been employed by the Iowa Electric Light Co. of Cedar Rapids. Mr. Ondrus was graduated in 1933 from the Civil Engineering department of the University of Illinois. He is an employe of the Engineering department of the Milwaukee Road at Chicago. They will reside at Berwyn, Ill. We extend our heartiest congratulations.

Locomotive Engineer Thomas A. Quinn, age 70, of Davenport, died at his home August 27th after a long illness. Funeral services were held from his home at Davenport Friday, August 30th. Mr. Quinn began work for the Milwaukee Road as fireman September 26th, 1889, and was promoted to engineer November 10th, 1898. He had a fine record as a loyal and faithful employe with the company during these years and has made many friends on the railroad who regret his death, and extend their deep sympathy to the bereaved family.

Trainmaster and Mrs. J. F. Hanson and children of Chicago Terminals visited with Mr. and Mrs. Guy Miller at Marion August 20th.

Mr. and Mrs. Willis Jordan of Marion left September 10th to spend a part of their vacation at Excelsior Springs, Mo.

Chief Dispatcher Charles D. Galliven of LaCrosse visited his uncle, J. T. Galliven and wife at Marion for several days early in September.

Mrs. Shekelton of Marion, widow of the deceased H. L. Shekelton, wishes through this column to express her thanks and appreciation to the Iowa Division employes for their acts of kindness and sympathy so generously expressed in person and by the beautiful flowers and gifts bestowed during the family's sudden bereavement.

Reducing process sent out by Dr. Metz has been tried out by numerous employes and is highly recommended.

Division Engineer H. Wuerth of Marion attended funeral of traveling engineer William Johnson at Mason City September 12th.

The sympathy of many of the Milwaukee employes is extended to engineer L. K. Owen and family on account of the death of Mrs. Owen which occurred September 13th. She was also a daughter of deceased veteran locomotive engineer John Benson.

Twin City Terminals

J. T. H.

LAST month we reported Mr. R. J. Roberts back from a trip through the East "full of vim, vigor and vitality," and so he was. However, shortly after this was necessary for R. J. to undergo operation, and his many friends will be glad to know he is well on the road to recovery and will soon be back in the harness.

Harry Hoyer, who works in the Accounting Department in the depot, suffered a very severe and painful injury recently. Harry was on a picnic near Taylor's Falls and fell off one of the cliffs there, breaking two vertebrae. Last report is he is doing as well as can be expected and everyone wishes him the best of luck and a speedy recovery.

Mr. O. H. Berg of the Legal Department recently went down to Chicago to participate in the National Roque Tournament and proceeded to prove to all concerned that he is the fifth best Roque player in the country by placing in that position in the meet.

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I WORK IN A TOBACCO SHOP

writes
Thomas Doyle
of Newburgh, N.Y.



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Larus & Bro. Co.
Richmond, Va.
Gentlemen:

January 17, 1935
285 Dupont Avenue
Newburgh, New York

I work in a store where they sell a large variety of smoking tobaccos.

During the last few months I have noticed that our sales of Edgeworth Tobacco have increased. On several occasions I have taken the liberty to ask some of our customers why they have changed to Edgeworth.

They all seem to agree that it is far more economical to smoke Edgeworth, for one pipeful will last them double the time of any other brand of smoking tobacco.

One of our customers has told me that a pipeful of Edgeworth will last him one hour and twenty minutes.

It is not any practice of mine to praise any one kind of tobacco, but I believe that you will be interested to know these facts.

Yours very truly,

Thomas Doyle

Miss Elizabeth O'Brien (who gets those telephone calls mixed up) recently spent a week end in Chicago and reports she had a very good time.

Mr. J. Phillips, who formerly worked in the dining and sleeping car department in Minneapolis, but who has been laid up for quite some time with a broken hip, was down at the depot recently to see the Hiawatha and say hello to everyone.

H. & D. Notes

"Walt"

THE H. & D. Division takes this opportunity of welcoming Messrs. Henry P. Lesler and D. W. Kettlestring, who have been added to the division engineer's force as rodmen. It is our hope that they will enjoy their work on the division and we wish them every success in their new endeavor.

Chief dispatcher Adams was away for a few days on his vacation and during his absence his work was nicely handled by trick dispatcher Keenan.

We are sorry to hear of the injuries suffered by Harry T. Porter, division water inspector, when his automobile was struck and demolished in a highway accident just north of Aberdeen. However, at this time Harry is back on the job, somewhat scarred but rarin' to go.

Relief train dispatcher Marlette is back on the job again after being on the sick list for two weeks.

Mr. J. J. Osie of St. Paul was a recent visitor at Aberdeen and attended the Traffic-Operating Meeting that was held on the 26th.

Mr. O. R. Anderson of the Passenger Department at St. Paul spent few days around Aberdeen lining up the "South Dakota Legion Special" which left Aberdeen on Sept. 21st for St. Louis, Mo.

Much has been column'd about the fishing ability of brakeman Cadwell, but to date no material evidence has been offered to substantiate some of the claims about the "big ones." We heard indirectly that the next one that "gives up the ghost" at St. Croix will be brought to the H. & D. as Exhibit "A" to take care of any false impressions that may prevail about Harry's fishing technique.

Traveling electrician Haglund who has been riding on Nos. 15 and 16 during the summer season has been doing an excellent job of keeping the air conditioning apparatus functioning in A-1 manner. More power to him—or should it be "more refrigeration"?

Adelaide Gunderson, daughter of yardman Gunderson of Montevideo and Dorothy Westfall, daughter of our genial low-voiced train director at Montevideo, are attending Teachers' College at Winona, Minn.

Agent Geiser has returned to work at White Rock after being absent for some time account sickness.

Mrs. Hills, wife of Ass't Supt. Hills at Montevideo is sojourning on the West Coast.

Mrs. E. M. Young and daughters, Ernestine, Bettibelle, and Maxine, wife and daughters of lineman Ernie Young, returned to Montevideo the first part of September after spending a week in the Black Hills.

Word reaches us that E. J. Scott, operator at Appleton, Minn., passed away at his home in Appleton on July 21st as a result of a cerebral hemorrhage.

Messrs. Whitt and Ketchpaw of the Accounting Department were recent visitors at Aberdeen.

Mr. W. L. Ennis spent Sept. 6th and 7th around Aberdeen checking the stock movement through that point.

Mr. and Mrs. Jerry Beck are the proud parents of a baby boy born July 12th. Mr. Beck is the second trick operator at Ortonville.

Seen about town: Bill Geer and his sorrel pony. Erwin Feddern and his new "Chevvy." Mel Ayars and his "Economic Transportation." C. N. Williams in a new "Olds." Former stockyard foreman Schmitzler around Montevideo after an extended trip on the coast.

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Madison Division

F. W. L.

THOS. McMAHON will spend the winter in California with his son who is connected with the Southern Pacific.

James Cavanaugh, for many years a passenger conductor, passed away at his home in Madison. Thos. J. Crawford, veteran agent at Readstown, died suddenly, having worked up to the time of his death. We will all miss them.

Harry A. G. Verch is back on the division after spending three months on the Valley doing a trick at Minocqua where he helped boost the trade.

High water on the La Farge line halted service for three weeks in August, but the line is back in service and doing a flourishing business with heavy movement of apples, etc. Instruments have been installed at Gays Mills and Readstown, and with new ballast you would hardly recognize the Kickapoo.

Dan Kiley has been running extra on trains 21 and 6. This is a new field for Dan but he managed it nicely. Some of his friends hardly recognized him in his new uniform and shiny shoes.

Oh yes, want to mention a new boy at the Cox home in Janesville. Congratulations, Vic.

The Chevrolet plant at Janesville has reduced its output temporarily to permit improvements and enlargements with view of increasing production. This is good news to all of us.

The tourists have about all returned. Geo. Dunn, Bob Rathbun and Geo. Barry tripped east to Roanoke; Chas. Rosellen to Yellowstone; Harry Lathrop visited his home in Lima, Ohio; Bill Kline fished on the Valley and Frank Lemanski motor-cycled into Canada. W. C. Kenney and wife will tour via Maine, Boston and Niagara Falls. Many others have taken trips and all report the travel generally heavier, which is encouraging.

Conductor Harry Rowland and O. E. Lloyd have been on the sick list and we are all glad to see them back at work.

Adam Tubaugh managed to get a Sunday off to spend with old friends—or was it a friend on K. C. Division?

Tom Pagel, veteran agent at Mineral Point, is planning on a trip to Florida. Some say he is going to invest in an orange grove.

A. H. Kading, agent at Platteville, is rejoicing over the recent stockyard improvements, and predicts heavy loading during the fall months.

Good Old Dubuque Shops

Lucille Millar

IF YOU don't think the depression is over, get a load of this: The following brothers are now the proud possessors of new cars, to-wit:

L. B. Faltinsky, a new Chrysler, and he put four thousand miles on it the first two weeks he had it—of course he had to go out of town to accomplish it, but he reports both the car and the trip "percolated" wonderfully.

H. A. Unmacth has made his initial purchase—in other words, he's starting out modestly with a nice little Chevy. His driving technique right now is terrible. Since we in the store department think he's a pretty swell boss, we're glad the other fellow took his car and is driving it on Herb's vacation in and around the Windy City.

Ed. Wiedner couldn't let his boss get ahead of him, so he up and gets himself a new Chrysler and a new daughter-in-law all in the same week.

Fred Taft has a spanking new bright shiny Chevy and Earl Lane an equally bright Pontiac. Watch those boys go places from now hence!

It's reported that "Smitty" would have got one too, but why go riding around in "a automobile" when he has a nice comfortable seat all day on his crane? How come, Fred and Earl, you didn't think of that before you purchased?

How come, Harry K., you didn't fall in line? As the tonsorial artist says to his customers, "You're next!"

Bill Stafford told me the other day that he does NOT like my verse, so I thought I'd give him a few lines of it (being as how we generally get what we don't want anyhow). Here 'tis, Willie:

Just three hundred and twenty days

Till I see D. C. once more—

Oh mercy, goodness gracious me,

That doll I just adore!

'Twas under the cherry blossoms

I kissed her a fond good-bye

[He had to borrow her powder-puff

For his eyes were far from dry]

Jake Kleeman has next summer in mind, for he picked out a nice cottage for himself up close to Specht's. I understand it's the general setup of the place that appeals to Jake, a place to sort of rough it, as it were.

We were glad to see our old friends around the plant recently—Gordon Parks and Clarence Brophy. Of course, we reminisced.

John Orvis and Stanley Lange are busily engaged in their canning activities these days. Don't get excited, they haven't got "housewifery"—it's just the sludge from the acetylene plant which is being shipped out from here.

Our friend and colleague in the train-master's office, Emma Sacks, is seeing Washington, D. C., in a big way.

Of course, the aforementioned Willie had given her a lineup on all the worthwhile night clubs to visit, so she should be going places and seeing things right now.

If Charlie Sisler keeps on trading cars

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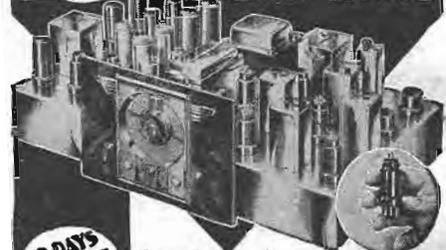
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Soft elk skin uppers. Double leather sole. Goodyear welt sewed construction. Sizes 5 to 12. Every pair all leather. Sold with money-back guarantee of satisfaction.

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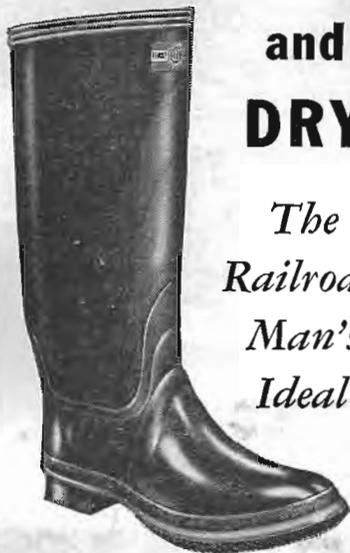


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Send shoe size. A great buy.

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The railroad man wants soles that will not slip. Whatever the type he likes best, it must be durable under the extreme demand of railroad service. It should be lightweight and comfortable. "U.S." boots have been standard railroad equipment for three-score years.



"U. S." PATROL

This red-soled, heavy, durable rubber has been probably the most popular with railroad men of all the "U.S." waterproof equipment. The sole pattern prevents slipping.



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This husky good-looking overshoe is built with an oversize sole and extension heel for heavy wear. The sole pattern is like that of the Patrol, designed to give the maximum of grip where sure-footedness is all important. The upper is tough and fleece lined for extra warmth.

United States Rubber Products, Inc.

United States Rubber Company

he'll soon have a brand new one. (That's the idea, Charles; they tell me if I could just get the first wheel I'd soon have a car in no time.)

While it's a little late for picnic gossip, here's a little hangover item from that never-to-be-forgotten picnic at Wiedner's cottage: A certain short fellow who comes to the call of "Gussie" had had trouble, and it seems his chapeau is still among the missing. Look a little bit out next time, Gussie, aint'?

Every year there has to be someone tell about the "big ones that got away." This time it's Archie Ruff. Oh but they were whoppers . . . gee whilickers but they would have made nice fries, etc., etc. Anyhow he had forethought enough to take a can of sardines with him—sooo he had fish!

To the family of the late John Abraham, who was employed in the store department at Dubuque shops for several years, we extend sincere sympathy. John passed away after an illness of only three days' duration.

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

Nora B. Decco

WELL, summer is about over when the folks from Gallatin Gateway Inn start shipping their white shoes and leather coats and camp outfits back to Chicago and points east and when the dudes call long distance to find out if they have enough money left without sending home for more to ship their cars by freight, and when the stock starts moving in trainloads and the "sound of the thrasher is loud in the fields," but—the best part is yet to come if they only knew it and stayed on for Indian summer, but we can enjoy it as we always have and no doubt some day they will find it out and wonder why they had not thought of it before nor believed any of us when we told them about it.

Plenty of passengers this season to keep almost every one busy, over 1900 in and out our Gateway, I understand, and Mr. Frank Kennedy with his good looking Mrs., and the rest of the force from the Inn including Dan Young with a stylish new white hat, have all returned to the bright lights for the winter; and as far as we know are like spring when it all starts over again. There were many special trains this summer, and the Yellowstone park business was never so large.

Lots of folks came and went while I took a few weeks off and the very day I failed to show up at the "Union passenger station" I guess things started happening as one day I heard there was some mail down there, and down I went and what had occurred but a fine big 8-pound boy born to Mr. and Mrs. C. C. Field at the Deer Lodge hospital August 3rd. Mr. Field is the happy operator at Deer Lodge, third trick and we congratulate both of them. Sorry it is so late but it will be news to many as it was to me.

Conductor Saint has gone back in the ring freight service and Conductor Vaninwegan is now in his turn on fifteen and sixteen. Mrs. Vaninwegan and June have returned to Seattle in time for school, after spending the summer here visiting with the Fairhurst family.

Operator Campbell was sent over to Great Falls, and to Lewistown and Harlowton several times. We hear he is now taking a ninety day leave of absence. Operator Jost is on the side table in Butte and not only likes the job but he handles it one hundred per cent. This will cost him fifty cents after being off two months, we just can't hand out these good compliments free for a while.

Mrs. Lieb has returned from a short trip to Seattle where she visited her son, and brought back a whole carload of fruit which she has been working day and night trying to get into glass jars . . . why is it grapes would so much rather ferment

than jell? That is what she wonders, too.

Conductor Dave Burrell was on the sick list for a while in the hospital at Deer Lodge. The Burrell family had Mrs. Burrell's sister, Mrs. Ball of St. Anthony, Idaho, for a guest for some time this summer.

Mrs. Pogreba, wife of Conductor Pogreba and her two sons, Russell and Dean, have returned from Willow Springs, Mo. where they visited home folks for a few weeks this summer. Mr. Pogreba plans to visit his mother for a couple of weeks in Minnesota, but was delayed on account of his sister-in-law, Mrs. Jess Pogreba, at Harlowton, passing away first of September; he expects to go on to Minnesota later from Harlowton.

Mrs. J. R. Mahone, wife of Engineer Mahone, visited friends and relatives in Chicago, Minneapolis and Aberdeen, South Dakota, during August. Did not learn if John went along, but I think she should make him stay home some times; they get so, they want to go everywhere all the time.

Conductor Ted Burow and Mrs. Burow have gone to Whitewater, Wis., for a visit with Mr. Burow's mother there.

Mrs. Fink and children have gone to Michigan for a two months' visit with relatives. Bill went along as far as Chicago and returned home again; think he had to paint the house or something, but Matt Voss got his eye on him and he has made so many trips he can hire the job done now.

Fireman Ed Brasch is back from Wisconsin where the family are now living. He showed us a picture of three pretty nice little folks that he will get lonesome for pretty soon, I imagine.

Mrs. John Smeltzer has returned from Rochester, Minn., where she has been for several weeks. She is much improved in health. She was accompanied home by her niece, Miss Bernice Kunze who, if you ask me, is a right good looking young lady and if some of the Three Forks boys don't see that she stays here, well, they are pretty slow, I'd say.

Conductor McDougall is working hard getting all the ditches all cleaned out along the Rocky Mountain division with Mr. H. L. Clemmon, ditcher, and they went and changed the number of the trouble shooter from 935020 to x501. Must have tired the operators out repeating it in the work orders. Am I glad?

Engineer Flynn and Mrs. Flynn had their son, Bill, home for a nice visit from Salt Lake City where he is employed on the Telegram there. Always said that boy would go a long way and I'll bet he has just started. Why on earth didn't I think of something smart like working on a new paper when I was his age, I wonder?

Mrs. Gladys Simmert, who used to be the best clerk and stenographer in the world, has again returned to service, having been assigned to the position of clerk-stenographer in the agent's office at Bozeman. We are glad to see her back again.

Mr. John Slavin of Miles City brought a stylish looking lady in and told us her name the other night, and it was Slavin, and she was his sister, but could he think of mine? Well, my goodness, and I have worked hard trying to keep it in front of everybody. Miss Slavin was enroute east after a visit with her brother at Miles City and a trip through the Park.

Mr. P. J. Nikolai, passenger agent at St. Paul, was a caller first of September, but I don't know where he was going where he had been, I was so busy putting figures on the train order blanks I just couldn't get time to visit with him.

We regret to write of the extreme illness of Mr. M. G. Murray, our district freight and passenger agent of Butte, who has been sick for two months and is now in very grave condition in Seattle. We certainly hope Mr. Murray can return home soon and will be well and out again as he is sadly missed in this district.

Wisconsin Valley Division

Lillian

MRS. HENRY KRIEL and son James left for an extended visit with relatives in South Dakota.

Mr. and Mrs. H. L. Vachreau observed their twenty-fifth wedding anniversary on September 11 with a family celebration. A luncheon was served at the Elks' clubhouse at noon.

Mrs. A. I. Lathrop is expected to return to her home at Wausau in the near future. She has been spending the past three months in the East visiting.

Engineer Frank Pond has been confined to his home for the past three weeks on account of illness.

W. F. Freeborn, division storekeeper, has returned from a two weeks' vacation. Clifford Johnson of La Crosse filled the vacancy during his absence.

Mrs. P. J. McGinley has returned from a visit with relatives and friends at Chicago and Milwaukee.

Mrs. Bert Rasmussen is recuperating at her home after an operation for appendicitis.

Mrs. Wm. McEwen is entertaining September 24 at a miscellaneous shower in honor of her daughter Mary who is to be a September bride.

Five dandy muskies were taken from Shisheogama Lake. Two were caught by Frank Bukhoz, Chicago, weighing 30 and 22 pounds; R. D. McClure, Chicago, brought in a 20 pounder, and Don Kennedy, Neenah, also caught a 20 pounder. Most of the northern lakes are still reporting very catches.

I. & D. Items

eca

IT WAS with deepest sorrow that the entire I. & D. Division learned of the sudden death of Wm. J. Johnston, traveling engineer and assistant trainmaster. Mr. Johnston sustained fatal injuries in an auto accident west of Sioux Falls, S. D., September 7 and died Monday morning at the Sioux Valley Hospital at Sioux Falls. He failed to regain consciousness following the crash and was apparently suffering from a skull fracture and internal injuries. Funeral services for Mr. Johnston were held at the Congregational church at Mason City, Iowa, Thursday afternoon, September 12. Burial services were conducted at the Elmwood cemetery, Mason City. An escort of Knights Templar attended the services. I. & D. engineers who acted as pallbearers were E. Hendrickson, W. L. Gaffney, E. J. Patton, L. I. Walter, W. H. McClintock and W. E. Barr. Surviving Mr. Johnston are his wife and daughter Mary, son Lloyd, four sisters, four brothers and his mother, Mrs. Mary Johnston, Chamberlain, S. D.

Mrs. Emily Jane Tripp, 83, died at the home of her son, John Tripp, Clear Lake, September 11, suffering from infirmities of old age. Mr. Tripp is section foreman at Clear Lake. The I. & D. Division extends sympathy to the family in their bereavement.

Mrs. S. E. Allen, wife of engineer, Mason City, died at her home September 12 from cerebral hemorrhage following an illness of 12 days. Sincere sympathy is extended to Mr. Allen and family in their sudden bereavement.

W. F. Ingraham's brother, S. G. Ingraham, and nephew, Garland, were visitors at Mason City the latter part of August.

F. J. Swanson, DMCEB, Minneapolis, was in Mason City on business September 3.

We extend sincere sympathy to family Engineer Wm. H. Hayes who died at his home in Mason City August 26 following a brief illness. Mr. Hayes had been in the service of the company as engineer since September, 1880.

Sympathy is extended to the family of O. L. Hopkins, agent, Chamberlain, S. D., who passed away September 11.

C. H. Tusler, recently appointed division engineer at Mason City, has now moved his family here.

E. W. Hall, agricultural agent, Aberdeen,



"GET WISE TO LAVA SOAP AND YOU'LL GET HOME EARLY"



LAVA'S THICK, HEAVY LATHER GETS THE SURFACE DIRT
ITS FINE POWDERY PUMICE GETS THE GROUND-IN DIRT
ITS GLYCERINE AND SOOTHING OILS PROTECT THE SKIN

Next time you notice one of these "early birds" who gets all finished washing up and goes home glowing like a locomotive headlight while you're still scrubbing away at the grime, bet somebody your bottom dollar that he uses Lava Soap. You're almost sure to win. For a Lava Soap user is just bound to get cleaned up faster.

Lava going after dirt reminds you of one of these new stream-lined jobs going after a new speed record. It's almost a case of one-two-three—and your hands are clean. And because Lava gets all the dirt, it helps prevent hand infections. Works well even in cold, hard water. Lasts much longer than ordinary soap. You need a cake of Lava after work and Lava at home. Get two cakes of Lava today.

LAVA SOAP GETS THE DIRT . . . PROTECTS THE SKIN



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I'M A LEE OVERALL, I DON'T GO ALL LIMP AND FLIMSY AFTER A WASHING OR TWO!

AW-LAY OFF! YOU'VE GOT EXTRA YARN... ALL I HAD WAS CHEAP FILLER AND STARCH... I'M JUST AN ORDINARY OVERALL!

I'M THE 1716 EXTRA FEET OF YARN IN EVERY PAIR OF LEE OVERALLS—AND BOY, AM I STRONG!

Amazing LEE JELT DENIM HAS MORE YARN PER SQUARE INCH...

Defies Rips... Hard Wear... Countless Washings!

CHEAP starch and filler can give the appearance of quality, but soak right out in the wash-tub. A LEE Overalls gets its good looks and long wear from 1716 EXTRA FEET OF YARN! Over 50 convenience features, too. INSIST on Lee next time!

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Dept. P-222

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stopped in the offices at Mason City August 15 on business.

E. W. Webb, claim adjuster, Des Moines, was in Mason City on business first week in September.

Harry Stern and Bill Griffiths, who were recently added to the division engineer's force at Mason City as rodmen, have now been transferred off the division. Mr. Griffiths was sent to La Crosse and Mr. Stern to Savanna.

Bridgemen under Foreman John Cewe commenced work on the division at Beulah September 13.

The gang under Foreman Thompson is now doing work between Ruthven and Spencer and a similar gang under the supervision of Foreman Carlson is doing work in the vicinity of Canton.

Effective September 9, A. W. Bahr is appointed roadmaster, I. & D. Division, with headquarters at Kaylor, S. D. Mr. Bahr and family will make their home at Yankton.

Effective September 9, C. E. Kemp is appointed roadmaster, I. & D. Division, with headquarters at Algona, Iowa.

O. Larson, car foreman, Mason City, returned to take up his duties Aug. 19 following two weeks' vacation.

R. P. McGovern, traveling time inspector, was in Mason City August 30 on business.

F. W. Covnick, traveling auditor, was in Mason City on business recently.

SWAP: One day's service of fall plowing for two second-hand golf clubs. C. E. M., Supt's. Office, Mason City.

Congratulations to Galen H. Meuwissen, son of Mr. and Mrs. L. R. Meuwissen, Mason City, who was married September 12 to Miss Phyllis Jean Snyder of Ames, Iowa. The ceremony took place in the First Congregational church in Ames.

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

D. H. A.

WE apologize for not appearing in the last issue of the magazine but the extreme heat got us. Now that the balmy Fall days are here again we will endeavor to do better.

The community was saddened by the passing of Conductor Grant R. Jacobs, whose death occurred on July 9th, from heart trouble, he having been in poor health for the past four years. Mr. Jacobs had made his home in Moberidge since 1909. And his kindly disposition and friendly ways endeared him to all. He leaves to mourn his loss his wife and young son, Bobbie; two sisters and four brothers, and a host of friends. Masonic services were held at the temple here, the remains being taken to Des Moines, Iowa, for burial. Mr. and Mrs. L. W. Clark and Mr. and Mrs. H. L. Steinstra accompanied Mrs. Jacobs and son to Des Moines. Sincere sympathy is extended to the bereaved family.

Cupid worked over time in railroad circles here during the month of July, three of our popular young people taking the fatal step. Miss Betty Conger was united in marriage to Walter J. Perry on July 27th. Betty has made her home with her uncle and aunt, Mr. and Mrs. Harry Conger, since infancy and is a graduate of the Moberidge high school. Mr. Perry has a position with the Moberidge Grocery Company and they are now comfortably settled in the Larson apartments. Miss Ann Halverson, only daughter of Mr. and Mrs. Herb Halverson, was married to Mr. Barton Skaaden on July 28th. They left on a wedding trip to Roslyn, S. D., to visit Mr. Skaaden's parents and spend some time at the lakes. Mrs. Skaaden is a graduate of the Moberidge high school.

Mr. Ambrose A. Revord, one of our confirmed bachelors, also got caught in Cupid's snares and was united in marriage to Miss Marion Wirtz on Wednesday, July 31st. They were attended by Mr. and Mrs. W. B. Donohue. They left on a wedding trip to St. Paul and Milwaukee and then to Watertown for a visit at the home of Miss Wirtz. Miss Wirtz was one of our popular teachers and "Hook," as we call him, has been an engineer on this division since 1908. We extend congratulations and best wishes to these three worthy couples and wish them much joy and happiness.

Mrs. Varena Holman and son Billy of Ottumwa, Iowa, stopped off here for a visit with old friends, from a trip to the west coast. While here she purchased a new Chevrolet coupe and they made the trip back to Ottumwa by car.

Chief Dispatcher W. P. Moran is overjoyed at having a full force of dispatchers at work again. Mr. E. A. Farr and Mr. Dave J. Haggerty of Miles City and Ding Childers of Walker have been added to the force.

Mrs. Ann Anderson of the superintendent's office at Miles City spent Labor Day here with her sister, Mrs. E. H. Pearson, and friends.

Mr. and Mrs. Thos. Milligan and daughter, Mercedes, have spent the past month in the Black Hills getting relief from hay fever.

Mr. and Mrs. H. A. Mosher and Mr. and Mrs. Ed. Sandals spent their vacation touring through the Black Hills.

Mrs. H. B. Wyman was the lucky winner of the \$25 prize given by Fett & Wilkinson for the most suitable name for their new grocery store. Her suggestion was "The Ideal Market."

Misses Frances and Helen Manley left September 8th for Yankton, S. D., where they will attend Yankton College this coming year.

Miss Francis Williams and Miss Helen Currah left September 16th for Northfield, Minn., where they will continue their studies. Miss Frances attending St. Olaf's College, and Miss Helen, Carleton College.

Miss Fern Heys of Glydon, Minn., who spent several weeks here visiting at the home of her aunt, Mrs. Roy Van Dyne, left last Sunday for her home. She plans to attend Moorhead Normal this year.

The following officials transacted business in Moberidge on September 10th: C. H. Buford and N. A. Meyer of Seattle, Supt. P. H. Nee and Division Engineer H. B. Christianson of Miles City.

G. A. Robison of Seattle spent several days here transacting business and visiting old friends. On his return he was accompanied by his daughter, Mrs. Milton Stencker.

Miss Fern Byington has returned from an extended trip to California. During her absence she was relieved by her cousin, Clara Byington. Miss Byington has the position of secretary at the Moberidge Clinic.

Mrs. Norman Hoppe left Saturday for a visit of several weeks at Dubuque, Iowa, and Chicago.

Mr. L. A. Hourigan and two daughters Delsia and Henrietta spent their vacation touring the Black Hills.

Mr. and Mrs. Emil Johnson and son, Dick, spent their vacation visiting relatives at Yakima, Wash., and with friends in Seattle.

Baggageman Tommy Miller, wife and son, Billie, have returned from a trip to Iowa. They visited his mother at Coon Rapids, Iowa, and a brother at Des Moines.

Kirk Schneider, who has a government position at Washington, D. C., spent some time here at the home of his parents, Mr. and Mrs. Carl Schneider.

Mr. and Mrs. Frank Schneider journeyed to Miles City for over Labor Day, where they were guests at the home of Mr. Schneider's parents.

Mrs. Bell Jackson left for Tacoma, Wash., where she will spend some time at the home of her daughter, Mrs. W. J. Fitzgerald.

Mr. Amund Brandon, who has made his home with his daughter, Mrs. J. L. Caldwell for several years passed away on August 14th at the age of 87 years.

We are proud to know that we have here in our midst—Jack Fuller, one of our husky boys saved the life of Laurel Sand, who was seized with cramps while swimming at Lake Evarts. Fuller who was on shore heard the cries for help and quickly swam to the rescue and brought him safely to shore. Much credit is due Jack for this heroic act.

Des Moines News

Thelma Newell

MISS LOTTIE DAVIS, clerk in the division freight and passenger office, has just returned from a vacation trip to the State of Washington. During her vacation she was in Seattle, Tacoma and Vancouver. While in Seattle, Miss Davis visited with Maude French. Most of us will remember "Frenchy" when she worked in the superintendent's office in the Union Station. Miss French is living with her sister and is working there in Seattle. She is in the best of health and apparently very happy.

O. M. Case, agent at Adel, laid off for a short time this summer to see big circus and attend the Iowa State F.

Relief agents have been kept busy this summer jumping from this station to that, so agents could take vacations at certain times. However, the relief agents are not complaining, in fact, they probably like it.

Mrs. W. L. Finnicum has been on the "Not Feeling So Good" list. We hope to hear she has fully recuperated very soon so she may again be with us. We do miss her a lot.

Engineer W. D. Chase has given up the

north end job and is now working out of Des Moines. Chase is better known as "Friend Bill," especially to his little friends all along the line. Bill invited one of his little eleven year old friends from Jolley, down to Des Moines this summer, to see the sights of the city. Bill showed him a fine time, and the youngster will probably always remember it.

Henry Corcoran, engineer, has moved his family to Des Moines from Rockwell City, Iowa, in order that his daughter may attend Des Moines school. Corcoran's Des Moines address is Elmwood Apartments, 2225 Grand Avenue.

Des Moines Division has recently been assigned another freight train between Rockwell City and Perry, several work trains have been out over the division—all of which helps make the boys more cheerful and optimistic.

Relief agent Dick Hill, we have just recently learned, was married in April of this year to Mabel Bean, of Redfield, Iowa. Mr. and Mrs. Hill make their home in Redfield. However, at this time, Mr. Hill is relieving the agent at Milford, Iowa.

During this summer we have noticed a great number of our members and their families have been lured to the cool spots around the Minnesota lakes. Conductor C. W. Moore and Mrs. Moore reported fishing not so good, but they enjoyed the trip a lot. On their return home, they drove through the states of Wisconsin and Illinois, stopping at places of interest.

Mr. and Mrs. Harry Garland and son, Gale, spent several weeks visiting Mrs. Garland's sister in Minnesota.

Mr. and Mrs. Mullenburg spent ten days fishing near Brainard and had a lovely time. Mrs. Mullenburg says this is the first vacation her husband has taken in fifteen years and he certainly did enjoy it. (Mr. Mullenburg is a machinist at the D. M. U. Roundhouse).

Mr. and Mrs. Henry Welsh, Mr. and Mrs. Shelby Moore and Mr. and Mrs. Ward Ewald and family, have spent at least part of the summer around the lakes in Minnesota.

Fullerton Avenue Building

A. M. D.

MISS CATHERINE MAU of the Ticket Auditor's office was married to Mr. Nicholas Wagner, August 3, 4:30 p. m., Techny, Ill.

Art Freitag of the ticket auditor's office is the proud father of a baby son on July 31. The youngster will be called LeRoy Albert.

Here is news! Herby Gumz of the ticket auditor's office will be married on the evening of November 27. The name of the lady of Herby's choice is unknown to the writer but we all join together in offering congratulations and best wishes.

Roy Teidje and Miss Eleanor Klotz were united in marriage on September 7. Mr. Teidje is employed in the ticket auditor's office and Miss Klotz was formerly employed in the central typing bureau. After the ceremony a reception was held at the home of the bride's parents. Mr. and Mrs. Teidje then took a honeymoon trip to New York and Washington. They will reside at Lockwood and Wrightwood avenues.

Another one of our hard-to-get boys will soon be joining the ranks of those who have fallen—Parnell Kelly of the ticket auditor's office will be married on November 5 in New York to Miss Dorthea Pandick of that city. The couple expect to reside in Rogers Park.

Henry Tobin of the central mailing bureau is the proud papa of a baby boy born July 29. Donald Henry is the newcomer's name.

Henry Koretke of the ticket auditor's office is also the proud father of a bouncing baby boy who will hereafter be known as William Francis Koretka.

Earl Darr formerly of the ticket auditor's office was married to Helen Elizabeth Webster July 6, 1935.

Mrs. Charles P. Zimmer, formerly Marion Northern of the freight auditor's office, is the mother of a baby boy, Rich-

ard Charles, born May 4, 1935.

Mr. and Mrs. J. A. Mooney celebrated their twenty-fifth wedding anniversary, Thursday, September 12, 1935, at their home, with the following guests: Mrs. Mary Ashe, Miss Esther Dougherty of Ottumwa, Iowa; Miss Roberta Sidebottom, Mr. and Mrs. R. J. Wheeler, Mr. and Mrs. S. F. Akers, Mr. and Mrs. G. E. Stickler and Mr. and Mrs. Shelby Grant. Mr. and Mrs. Mooney are the parents of four children, Geo. Hurst, Mary R., Donna Marie and John A., Jr., also two grandchildren, Robert Eugene and Janice Ann. The children were all at home, Mrs. Mary Heller, the only married daughter, making the trip from her home in Ottumwa, Iowa. A very enjoyable evening was spent by all. The guests presented Mr. and Mrs. Mooney with a silver platter and relish dish. Mr. Mooney is employed in the Southern District Accounting Bureau.

Watch for fashion show to be given by Fullerton Avenue Chapter of the Women's Club some time in October. Our own beautiful girls will act as models and music will be furnished by H. O. Silver also of Fullerton avenue building and his orchestra.

IN APPRECIATION

The boys of the Olympian Softball Team and their rooters who visited Milwaukee, Sunday, August 18, would again like to thank their Milwaukee friends for the wonderful time they had. The trip will long be remembered by all they sincerely hope they will have the pleasure of reciprocating in the near future.

Chicago Union Station

Ann Weber

Milwaukee Road Softball Championship Won by Freight Traffic Department

THE early twilight, the lengthening shadows and the pleasantly crisp, but not dependable, autumn weather has announced, all too soon, the termination of the 1935 season. It has been a very successful season for our newly-crowned champions, "The Milwaukee Road Softball Team," composed of employees of the Freight Traffic Department. Accepting every challenge, as well as being finalists in the Evening American Tournament, this team emerged with a record of fourteen victories against only four defeats, or an average for the season of .778—a record of which very few teams can boast.

On completion of the regular schedule, a series with the Booster Club "Hiawathas," and games with the Fullerton Avenue "Olympians" and the Passenger Department were arranged. Victories over all gave the G. F. D. boys exclusive right to the title.

The season's glorious climax came in the three game series with the strong "Hiawatha" team, composed of employees of the Fullerton avenue offices. After an exchange of victories, the third and deciding game was played in Wrightwood Playground, September 5. Due to the usual superb pitching of Joe Schmitt, the batting of the heavy-artillery boys, Klos, Hora, O'Brien, Bazil, and Niedzelik, and a wonderful display of defensive work by the entire team, the "Hiawathas" were completely overwhelmed by a score of 14 to 3, thereby joining the Champions' long list of victims.

Too much praise cannot be given to the work of Manager Klos and Captain Schmitt, whose leadership and ability has been an inspiration to the entire team.

At a very pretty church wedding, Ruth Barrington became Mrs. Edward Kaiser. Ruth surely made a lovely bride, and a host of her friends were present at the ceremony. Girls of the building at a shower, presented her with a Mixmaster, and her co-workers in the Accounting Department with a set of lamps.

Clayton Bowe is now secretary to Mr. Severs and Ellen Moulton shook the dust of the typing bureau from her heels to join agricultural Annie.

"WHEN SMOKE GETS IN YOUR EYES!"



IF the sour notes of that stewy old pipe make you gasp and gag, remind the smoker that pipes—like pianos—have got to be kept tuned. Let him scrape out the bowl, ream out the stem, fill up with Sir Walter Raleigh Smoking Tobacco, and the pleasant aroma of clean Kentucky Burleys will fill the air. By hard work (and a little luck) we've found a blend that is noticeably milder to the tongue and sweet music to the nose. It's kept fresh in heavy gold foil. Try a tin and sing for joy.

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FOR SALE—New Improved Model Vibroplex Bug, large size with case. Both in new condition; used very little. Will sell for \$14.00. L. W. Staeger, Babcock, Wis.

WILL EXCHANGE—60 different air-mail stamps, or 51 different British North America stamps, or 70 different commemorative stamps, for any U. S. uncirculated commemorative half dollar, except Columbian. Also have single stamps, sets, or packets of stamps to exchange for U. S. coins or currency. Advise description and condition of your coins. Address Gautchier, 3523 N. Marshfield Ave., Chicago, Ill.

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.

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 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—Five-room, modern brick bungalow, 2-car garage on lot 32x125 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.

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We understand the officers of Pioneer Post (Chicago) will be installed in office the first part of October. So, another pleasant event is in store.

Colonel Whiting has been missed the past several weeks account of illness and is doing first rate. Meanwhile, the Hansen-King-Sitler-Berg combination has been functioning in a most efficient manner.

Answers to Questions Contained in Current Events and Interesting Geographical Facts Question Box on Page 21.

1. Idaho, Montana, and Wyoming.
2. Honolulu, Hawaii.
3. Andorra la Vieja, capital of the principality of Andorra.
4. Kilauea, in Hawaii, which is in constant eruption and has a crater nine miles in circumference and 1,000 feet deep.
5. Along the Mediterranean from Cannes, France, to La Spezia, Italy.
6. Iceland.
7. Guatemala, Honduras, Costa Rica, Salvador, Nicaragua, and Panama.
8. St. Helena, in the Atlantic Ocean, 1,000 miles west of Angola, Africa.
9. New Zealand.
10. Bangkok.

FISTULA

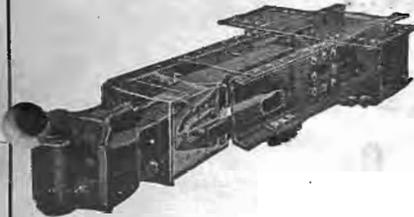
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Thirty

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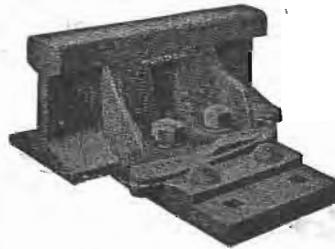
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