HERE'S A NEW WAY TO HEAT YOUR CAR!

NEW BATTERY GUARANTEED AS LONG AS YOU OWN YOUR CAR!

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THE NEW Goodrich KATHNOLODE Electro-Pak

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Goodrich Super De Luxe HEATER

I'M SICK AND TIRED OF STALLING, SKIDDING AND SHIVERING, WHY DIDN'T WE GET OUR CAR READY FOR WINTER?

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Sioux City, Iowa  
3rd & Jackson Sts.

Sioux Falls, S. Dak.  
Main Ave. & 9th St.

Spokane, Wash.  
812 W. Second Ave.

Tacoma, Wash.  
320 & Pacific Ave.
The State, Game and Fur Farm at Poynette
Part of Wisconsin's Conservation Program

On the outskirts of the little town of Poynette, in Columbia County, on the Madison & Portage Line, Wisconsin's Conservation Commission is carrying on a project of quite major importance to hunters, trappers, commercial fur farmers and game breeders.

The big farm attracts many visitors throughout the season and after you have been "personally conducted" by guides trained in the business of propagation and care of wild life you come away with some very definite ideas; for instance, in regard to where the fur in madam's new fur coat, on master's overcoat collars, etc., comes from—the kind of animal that produces that big raccoon campus coat; the little hearts which supply the fur of our "Hudson seal" wraps, our Persian lamb, our marten, and of course all those intriguing fox specimens which most women would be willing to sell some of their eye teeth to possess.

In long rows, under the shade of a sheltering grove, are the animal pens; each one consisting of a low hut and a fenced "yard" all nicely carpeted with clean sand.

Your tour begins with a visit to the young raccoons—hundreds of them, all penned in, but yet very chivalrous in their welcome to the strangers. Coons are friendly little animals and offer you their arms to stroke through the wires, as you pass by. They climb up on the fencing and scramble around like jolly little pups, which they are.

Coons are being reared by the wholesale at the farm, or the "Fur Ranch," which seems to be the preferred title for this section of the farm; and they are to be distributed generously "in the natural coon country" of the state, where hunters and trappers will be the gatherers by means of the general "restocking" of the natural game hunts of the state.

Most of the raccoons seen this season at the Poynette ranch and now being released are the black variety. There have been crossed with the native gray, producing a superior grade of pelts. One may look for some very swanky coon coats at future football games for these black raccoons have very handsome overcoats.

Caracul sheep are being experimented, and the representative of that family, shown here, displays a coat which has passed the stages of fur value commercially, and she is now looked to as the future mother of prized peltries. Your guide explains the various stages of the so-called Caracul "O" Pans, Karakul "K." Persian lamb, broadtail and then the ultimate stage when the "wool" passes into different manufactured fabrics. In their native land, much of the Karakul sheep's wool is used in the manufacture of Oriental rugs. There is, it will be discovered, a subtle distinction between caserul, with two c's, and karakul, spelled with two k's; the former being the more choice. One learns, also with relief, that the use of unborn lamb peltry is forbidden by law, and the only "broadtail" on the market is from "stillborns." You will observe the bread, flat caudal appendage on the caracul sheep new maintained at the farm, and will be told that the "tail" is a reserve of fat and fuel energy made use of in dry seasons, just as a camel's hump is the storage plant of energy fuel for the "ships of the desert" when water and food are unobtainable. The caracul is a native of desert lands also.

At the fox pens, you are introduced to some very elegant looking Alaskan blue foxes. Some of these are youngsters ready for liberation—while others are the parent stock. Blue foxes are hard to raise in captivity, and the success so far at Poynette farm is quite encouraging, for during the "rock season" of this year, there were some litters of sixteen, ten and nine each. Breeding and rearing of the fox, however, is not confined to the blue variety, for the much esteemed silver fox, and the more common red fox are successfully reared, and distribution has been accomplished.

Beaver also belong to Wisconsin waters, and are being propagated for distribution. The pens for these an-

mals have pools of water for their enjoyment and well-being.

Mink in several varieties are propagated and distributed. This animal is native to Wisconsin, and is successfully trapped in many parts of the state. The fur of the Wisconsin mink is regarded as very choice—hence the care and attention given to increasing the supply of this fur bearing animal.

Other, several varieties of the marten, skunk (deodorized, let it be known), the Hudson Bay musquash, fish, muskrat and other fur-bearing animals of value, are being reared experimentally at the farm.

The farm maintains a so-called "clearing house" for all confiscated live animals and birds, and these, together with some exotic forms of wild life, form the nucleus of a projected zoo to be maintained in connection with the breeding and rearing activities in this section. There is an alpaca shorn whose pink eyes look out at you rather sourly, and he doesn't really seem to greatly enjoy being exhibited. He "rests" principally within his own particular hideout and has to be urged rather forcibly to come out and receive his visitors. Other and the more regular varieties of this animal are not so shy, and allow their keepers to take them up in their arms and show them off.

There is an old gray wolf, and a timber wolf in the zoo, as well as some black bear, some white rabbits that are destined for the research table; some porcupines, whose quills, you are told, form good eating for other animals of the collection; opossum hiding out as is their custom, wild cats, etc.

An interesting deer park occupies the sunny hillside above the animal enclosures. Here a number of white tail deer are kept—one especially interesting albinho. Pure white, pink eyes, and a pair of branching antlers, that at this season of the year have just discarded their "velvet."

The Wild Bird Life.

Over on the opposite corner of the Poynette farm is the preserve devoted to propagation of wild bird life, chief among
In another field is the huge brooder set up from which during the past season thousands of day-old chicks were sent out to sportsmen's clubs, 4-H clubs, and "cooperators" among the farmers who permit hunting on their premises during the season and who provide food and shelter for the young birds. Rearing of quail, grouse and prairie chickens are a part of the farm's game bird program and it should not be very long before the gentle call of the Bob White and the whir of grouse wings over the fields of Wisconsin become familiar sounds to the hunters' ears.

Establishment of the Experimental Farm
Wisconsin's game farm activities were begun in 1928 on a farm in Peninsula State Park, Door County. For resiliency, climatic conditions, costs, etc., impelled the Conservation Commission to seek a more favorable locality, which was found at Poynette. Here the soil as well as the climate was considered more congenial to the particular types of wild life that the Commission was anxious to develop. The present farm consists of 150 acres, part of which is devoted to rearing of game birds and a part to the "fur ranch" and its activities. A small portion is a nursery for food trees and plants.

The buildings already erected and in use on the farm include beside the homes of the manager and assistant manager, and garages, a large laboratory building where experiments and other work of the department pathologists are carried on. The laboratory is equipped with an automobile and electric oven for sterilizing purposes, a distiller, an incubator for bacteria, an operating table and a medicine cabinet. Microscopes and other instruments are provided for the use of the pathologists, and there is an ice box and a cage in which sick animals are confined while under close observation. The general farm office and reception room is also in this building.

Above, on the hill, is an assembly and dining hall for the use of various conservation organizations, in order that they may have a common meeting place. Sportsmen's clubs, commercial

(Continued on page 9)

Celebrated 300th Anniversary of Pere Marquette
Prairie du Chien Observed the Tercentenary of the Great Missionary

Historic old Prairie du Chien paid tribute to the memory of Father Marquette, the pioneer Jesuit Missionary on June 1st by observance of the three hundredth anniversary of his birth.

Pere Marquette in company with Louis Jollet, first looked upon the Mississippi River from the hills above Prairie du Chien, where the view looks down upon the vast delta where the Wisconsin River joins the Mississippi; and from this Lookout Point, the two white men, the first to gaze upon the upper reaches of the Mississippi, took possession of an unknown land, Jollet in the name of his king, Louis XIV of France and the priest in the name of God.

Father Marquette was born at Laon, France, and this year, the city of his birthplace also did him honor. A cask of water taken from the mouth of the Wisconsin River was sent to Laon for use in the ceremonies held there; while a chest of earth from his native soil came from France to be placed at the foot of the Marquette statue which stands atop a lofty fluted column overlooking the river.

Marquette was 36 years old when he accompanied Louis Jollet, commissioned by Count Frontenac, governor of New France, on a journey to the legendary "great river of the west" that for many years had intrigued the minds of the French explorers who from time to time flocked to the French Canadian colonies.

Leaving Montreal in the autumn of 1672, Jollet carried orders from the
When The Milwaukee Came to Town

By W. E. MARTIN

T WAS exactly eighty years to the minute, at 5:02 P. M., April 16th, 1857 that the first train on The Milwaukee Road reached the Mississippi River, and the shrill whistle of old No. 1 was greeted by the deep, hollow welcome of "Pig's Eye" at Prairie du Chien.

More than 400 people, their glee pitched to high excitement, were waiting to welcome "the iron horse" with its load of railroad officials and prominent citizens of Milwaukee, Waukesha and Madison.

The Milwaukee & Mississippi had successfully pushed across the state and the might of the iron steed responded to the glory of a new era in transportation which had hitherto been confined to overland stage and river routes.

The crowd went wild with joy when a delegation of officials of the new road—wearing gray silk "leapers" whose crowns were wider than the upturned rims—alighted from the train. The flags and banners which had been held taut in the breeze, and a bit gored by the smoke from the wood burner, had barely dropped into their folds when Mr. John Catlin, president, jumped off the high step of the first coach to extend the glad hand to Nelson Dewey, Mr. John Czek, president, and Prairie du Chien, who were among the present, including Alexander Mitchell, the Milwaukee banker.

The self-appointed reception committees included most of the officials and business men of "the Prairie" and the surrounding territory.

It was a joyous occasion, and after the handshaking and the eating, the delegation went to the Granite House where a banquet awaited them, and feasting and imbibing to the success of the new enterprise took place, and to "the 'iron horse' which could drink from the waters of Lake Michigan and the Mississippi on the same day." Great satisfaction was expressed by the local citizens present that it would no longer be necessary to purchase goods and supplies for one year, all at one time, with a Milwaukee market so accessible and within reach in so short a time.

The accomplishment of a rail line across Wisconsin eighty years ago was a herculean task, the 336 miles of main line. Plus 28 miles of side track had cost what at that time, was "a mint of money," being more than eight millions of dollars. Right of way, grading, bridges and buildings, water stations and machine shops had cost over six millions of dollars.

The rolling stock consisted of 44 locomotives, 33 passenger cars, 13 baggage and post-office cars, 448 "hobo cars," 107 flat cars, 49 gravel cars, 39 hand cars and 22 iron cars—valued to above eight hundred thousand dollars. The smallest item in the budget was the telegraph line between Milwaukee and Prairie du Chien, which was listed at $7,600.00.

The railroad officials took much satisfaction in the achievement, though it had taken seven years to complete the job. The road was built in sections, and as each link was completed it was put into immediate service and the stage coach route correspondingly diminished.

The speed of the passenger trains was about thirty miles an hour. While the old stage coach had been about thirty miles a day — and long days at that, with only "trails" to follow.

Edward Barber, who came to this country from England, had a brother and had bought a large tract of land near Madison for colonization, because interested in the M. & M. Railroad project because "it was knocking at the door of opportunity in a sparsely settled country" was the first agent of the railroad at Prairie du Chien. Barber had been there but nine weeks, when he was confronted with serious disaster in the form of a flood that swept down the Wisconsin River valley, taking with it twenty miles of the new railroad. And on the day the railroad was swept away, Barber had about 225 passengers on his hands desiring to move their interests out of there, and his big steamboat which had been in Iowa and Minnesota scouting around for desirable claims and were on their way back to Milwaukee.

He had no accidents during all these years. Has been kindly and tolerant to all which has been reflected in his good health and genial spirit.
P. E. Robinson, who owned the "Tish-barber's Steamboat," asked for the answer. Captain Woodman, the pilot, replied: "Take me over a large sized game. Hesitatingly, he asked if the old man would take a steamer up the Wisconsin twenty miles, and the answer came: "I'll take her to her to your money," Barber replied if there were any particular place that he did wish to avoid taking his passengers, it was to the place, just mentioned, but if they could be landed at Woodman, he would be satisfied. The bargain was struck for sixty dollars to the pilot and $300 for the use of the boat.

The water was so high it was difficult finding the channel where the Wisconsin flows into the Mississippi, and at the time the steamer made her way up, with its cargo of passengers evidences of the "worst flood since Noah's little affair" were apparent. Water covered the tops of tall trees in the lowlands and the river was given the only line that had been. Two men were rescued from the top of a tree, and found to be employees of the railroad. Then they were signaled from shore and on putting in, found Chief Engineer Brodhead at the head of the railroad. The Locomotive Dept. and the Car Department had been ordered the dangerous proceedings stopped and sent the steamers back to Prairie du Chien, where all the hotels were kept busy for nearly two weeks till the line could be reopened.

Such was the story of the great flood on the Wisconsin River. Barber expected to be reprimanded for his action but Brodhead had found the passengers had come from Milwaukee with a work train, had taken several men and pets ahead of the crew, and the rising water had cut them off, was glad to see Barber's steamer. After reaching Milwaukee repeated attempts were made to land the passengers, but Brodhead finally ordered the dangerous proceeding stopped and sent the steamers back to Prairie du Chien, where all the hotels were kept busy for nearly two weeks till the line could be reopened.

The Milwaukee & Mississippi Railroad was a true trail blazer and opened the way across the Wisconsin and eventually into the "Golden Northwest."

Milwaukee Road Employes Certified for Annuities Under the 1935 Railroad Retirement Act Reported to September 1st

Cantera fans in the group took many pictures to enter in an amateur photo contest sponsored by the road's employee Booster Club.

More than 300 Chicago employees of the Milwaukee Road made an educational and inspection tour on Sunday, September 19th, of the road's huge car and locomotive shops in Milwaukee, as well as at general offices. In special coaches attached to regular trains.

Many making the trip were junior employees, new in rail service and who had never previously traveled on their railroad.

Milwaukee Road Booster Club Educational Tour

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Many making the trip were junior employees, new in rail service and who had never previously traveled on their railroad.

The Locomotive Dept. and the Car Department, provided specially forty-five guides to escort small groups through the shops. The Locomotive Dept. men under the guidance of Jim McCormick wore white arm bands with "The Milwaukee Road" upon them and Mr. Peinich's Car Department men wore orange arm bands.

More than 35 per cent of the bonds representing the funded debt of the railroads are owned by insurance companies, according to a recent statement made by Charles B. Henderson, a director of the Reconstruction Finance Corporation.
Irrigation Stabilizes Farming—
Dakotas Study Water Resources

PRODUCERS of farm crops throughout the whole western portion of the country are more and more convinced that water during the growing season measures the success of the annual harvest. Each inch of rainfall at the proper time puts extra dollars in circulation.

Farmers who depend entirely or naturally on rain or irrigation in much of the prairie states conduct their business on a hazardous basis. Some cannot avoid doing so; others can eliminate a great part of the climate uncertainties by the use of irrigation. Many have done so. Each year there is a growing understanding of the importance of supplying irrigation waters to suitable soils and crops. Experiences of many of the farmers located on the older irrigated districts demonstrate how well irrigation improves annual production. Also how irrigating sizeable tracts of economically irrigable lands helps to bring about proper and dependable usage of the adjoining non-irrigated lands, thereby stabilizing the agricultural incomes of large farming districts.

The public demand for irrigation developed first in the more westerly states. That demand is now moving eastward. The vast expanses of prairie state have become "water Minds" and want development of irrigation districts as rapidly as investigations and surveys show them to be feasible.

Like all other things, irrigation has gone through the trial and error period and has gradually been improved upon. No one system of using available irrigation waters is thought to be best. Experience has adequately proven that the best method of irrigating a given area depends upon many factors.

Over the country there are several systems used to irrigate land and growing crops. In the beginning all irrigation was done by what is known as the gravity system; briefly, that of diverting water from streams by canals to lands below the canal intake, thus flooding the irrigable lands as often as needed, or water was available. While this system was a decided improvement over no irrigation, it, too, had its hazards. There was no assurance that there would be stream flow when the crops needed water most. So dams were the next step. By damming the streams thereby creating reservoirs, surplus stream flow could be held back and released in time of need.

But not all lands suited to irrigation are so located that they can be irrigated by a gravity system. Often one heard, "If we could only irrigate." That statement, repeated enough, brought attention from engineers, geologists, agricultural experts, soil technicians and many other individuals and groups. The result is irrigation by pumping from rivers, lakes, reservoirs and underground supplies. Travel where you will you will often hear the regular chug, chug of an electric motor hitched to a pump lifting water to thirsty land.

Irrigation by pumping greatly enlarged the number of acres that could be brought under water. Yet the best authorities on the subject state that very much less than five per cent of all the farm lands in the western states can be irrigated. Those same authorities further state that even though the percentage is small it is sufficient to stabilize farming in a great and growing part of the country.

It reminds us of a very successful business man who gave some free advice when we finished school. He said, "Always remember that the difference between success and failure or profit and loss is often less than two per cent. If you continue to lose as little as one per cent you will eventually go broke. If you continue to make as little as one per cent you will never go broke. The difference is two per cent or less." By this reasoning, possibly irrigating two per cent of the lands in states having light annual rainfall would change whole areas from losses to profits.

The citizens of the Dakotas have become irrigation conscious. All kinds of surveys and investigations are being made. Water use is the talk of many communities and a leading subject of discussion at most meetings, and well it may be. The reports of findings are weekly coming from reliable sources supported by practical experience, even though the experiences may have been on a small scale, indicating the progress that is being made. Groups of farmers and land owners are organizing to pool their rights in known supplies of water. Organizations of water users are being made to adjust differences of opinion and past provisions of law and to distribute benefits from proposed irrigation districts equitably between all affected parties.

This interest in the possibilities of irrigation is state wide. It is even reaching out into sources of government and centers of business. Many are offering helpful suggestions. And out of it all there will surely come greater stabilization to the agriculture of these states, a broader understanding of the problems to be confronted and a better unity of purpose.

To the distant observer there are plans being evolved that may become fundamental in the future development of irrigation areas not unlike those in the Dakotas.

BARLEY GRADING SCHOOLS

To Be Held in Several States

To GET the premiums offered by the trade is one of the major problems of handlers and producers of special crops. Each year something happens to the crop as a whole or to the crop produced in given areas, so that its quality does not merit full premium value.

This is a year when growers and handlers of malting barley are having

Continued on Page 11

The pictures on this page illustrate how the U. S. Indian Service is using irrigation to aid the Indians to provide for themselves. In this instance Indians are demonstrating what can be done when lands in the west are irrigated.
The Retirement List

For the information of all friends of, and of veteran employees themselves now on retirement, The Magazine wishes to explain its position in regard to the many notices and lists of those from the various divisions who have taken the Railroad Retirement Pension. The list is so large and constantly growing, and space in the Magazine so very limited, that after consultation with our executives, it was decided that in justice to all the loyal, faithful veterans now leaving active service, only the general list could be published, because, obviously, if division lists and individual notices were accepted, there would be little space left in each issue for any other news or reading matter. Therefore, the lists as they come from the Retirement Board will appear each month and Mr. Gillick's tribute in the August Magazine should be accepted as applying to each and everyone, who should realize that his good wishes belong to every member on the Retirement list.

James H. Currie

The many friends of James H. Currie of Seattle were inexpressibly grieved to learn of his death resulting from an automobile accident on August 21st, near Renton.

Mr. Currie, a native of Scotland, was a veteran of 40 years in Milwaukee Road service, and for the past 30 years had been employed in the office of the assistant treasurer in Seattle. He was 71 years old, and was about to apply for the retirement pension.

Mr. Currie's kindly, genial nature made friends for him everywhere and the accompanying tribute to him from one of his Seattle General Office associates will touch a responsive chord in the hearts of all who knew and loved "Jim Currie."

Funeral was under Masonic auspices and took place August 25th. Surviving are his widow, one daughter residing in Seattle and one son living in Louisiana.

A Tribute to Jim Currie

by his friend

Lon Cook

They say that some people are afraid to die because they haven't done anything that will live after they have gone. This may be true in some instances, but I am sure that your beloved friend Jim Currie has done enough on this earth for thousands of friends that will live for many generations.

They just needed a good auditor up there, Jim, and you simply had to change range. You will find lots of your old friends up there who will be awfully glad to see you. You know the great trouble is, Jim, a fellow has to move around occasionally to find out how many friends he has.

The first time I had any advice of your changing pastures was when I came down Sunday to get out that dog story that you and I were laughing about a few days ago. Someone in the telegraph office a part of the news and of course you know my health of late and what little bit of heart I had left, Jim—it 'darned' near took it all.

This paper seems a little damp and it's hard to write anything. Well, Jim, you may not believe it, but you are going to make it easier for lots of us to do something that will live after us.

Henry Charles Opie

Henry Charles Opie died Aug. 26, 1937, following a long period of failing health. He was born in Perranwell, England, May 25, 1855. He came to America as a young man and obtained employment with the Milwaukee Road as a blacksmith, being stationed at Dubuque and Sioux City in Iowa, and Glendive, Montana, before being transferred to Austin, where the family have since resided.

Mr. Opie was employed with the Milwaukee Road for 57 years. He and two brothers, Joe and Joel, together have served over 100 years of service with the Company. At present two sons and a grandson are employed with the C. M. St. P. & P. R.

In all Mr. Opie's 57 years of service, we was never compelled to lay off on account of an injury, which is a safety First record to be proud of.

George E. Stolp

At Tomahawk, Wisconsin, on September 22nd, occurred the death of George E. Stolp, Oriental Freight Agent for this company.

Mr. Stolp was a veteran in Milwaukee Road service, having entered the employ of the railroad in 1874, in the general offices in Chicago. He was for many years chief clerk in the office of the late vice-president, J. H. Hillard, handling oriental traffic matters. In 1918 he was placed in charge of the Oriental Freight Department, which position he occupied until his death.

Funeral services were held and burial took place in Chicago, September 25th. Mr. Stolp is survived by one son to whom the many friends of the Milwaukee Road extend their sympathy.

Retired

General office employees in the Union Station, and especially her co-workers in the traffic department, will miss the pleasant smile and cheerful greeting of Miss Jennie E. Pierpont, who retired from active service on Sept. 1.

Miss Pierpont's entire service with our company has been in the traffic department in various capacities, the last of which was as secretary to our chief traffic officer, H. E. Piepert, and we are sure we express the wish of all when we suppose in our hope that she may have many years in which to fully enjoy the period of leisure which she has so thoroughly earned.
A Faithful “Newsie”

RESIDENTS of metropolitan areas, long accustomed to finding their daily newspapers awaiting on their doorstep or at a nearby street corner, likely give little thought to the loyalty of the carrier or newsboy who each day serves them—rain or shine—or to the multitudinous problems involved in the mechanics of newspaper delivery.

From a traveler just returned from a vacation trip to the Pacific Northwest comes the tale of a canine “newsie”—whose faithfulness is recognized by railroad trainmen.

He is just a small-sized dog, Duke, by name; a police dog with maybe a strain of something else, and he lives with his master, Walter Carson, in an isolated shack near the abandoned station of Garcia, Washington, high in the Cascade Mountains. Carson is a railroad track-walker, a lonely job, and his sole companion is a strange dog instinct, Duke knows just what the trainmen want of him.

One day there were no papers on board, or perhaps there was no understanding training to toss them to the news carrier dog. Puzzled, Duke ran about and whined. As the train vanished, he was seen to lie down desolately, his head on his paw, perhaps feeling in his dog heart that he had failed somehow. But, in keeping with the best traditions of newspaper delivery service, he was on the job the following day and every day since, faithful to his trust to deliver the papers without interruption.

For more than two years Duke has been at his post, whatever the weather, through hot sun and deep snow. Now he is one of the traditions of Milwaukee Road train crews. Early rising passengers are told his story and crowd to the observation platform to watch him.

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A small section is also used for offices, for food and other supplies, and incubator service, together with the new refrigeration plant. This building, modern in every detail, includes an incinerator to dispose of waste, a killing room for the slaughtering of horses, which meet is largely used as food for the animals; a feed grinding and mixing room, where the horse meat, fish and other types of food are prepared for freezing and storage. Also is the large granary and animal barn, used for storing equipment, feeds and hay. Modern bins for grain used by the game birds and fur-bearing animals are on the upper floor while quarters for the small herd of karakul sheep occupy the lower floor. A small section is also used as an animal hospital.

On the game bird farm are buildings for offices, for food and other supplies, and incubator service, together with the unusual “brooder set-up” already noticed.

The activities of the farm are under the direct supervision of the farm manager and assistant manager. Expert propagation men are employed at the game bird farm, whose duties consist of caring for the birds and eggs produced during the summer. The personnel at the fur farm are men who have specialized for years in the feeding, breeding and caring for all types of animals kept at the farm.

The farm pathologist may well be called “the family doctor” as he presides over the good health of all the inarticulate creatures which inhabit the farm.

One aim of the Experimental Farm is the improvement of the fur industry of the state. With its natural resources and favorable locations Wisconsin should be the “fur-farm” Mecca of the world, since it has the most ideal climate to produce luster, color and all other desirable qualities in fur. The services of the Poynette laboratory will help to make fur-farming in the state a much safer venture than heretofore.

The other aim is production of game birds of superior quality and quantity, and to restock the woods and waters and fields with those species of wild life best adapted to climate and location.

Experimental Game and Fur Farm

(Continued from page 4)
A Year Round Snow and Ice Cave
A Remarkable Nature Freak in La Crosse County, Wisconsin

"ONE may stand on the steps with the lower part of the body in the chill of a freezing temperature, while the upper part is oppressed with wilting heat; and still there is no visible division between the layers of atmosphere."

That, on a blistering hot summer day certainly is the remarkable experience of a visit to the "Hydraulie Snow and Ice Cave" located up in the hills that border the Mississippi River in La Crosse County, five miles south of the town of Rockland.

On August 18th, just past, with a very deliciously torrid upper air, a visitor found there a five foot bank of snow just inside the cave entrance and the temperature registered by the thermometer was 81 degrees,—still freezing. The cave is not screened away from the outer air nor are there any divisions of any kind within the icy room, just crevices in the rocks that emit currents of icy air. The freezing takes place only a few feet from direct sunshine and snowballs can be made on the hottest summer day.

It is one of Madame Nature's phenomena of which so far she has offered no explanation. She permits one to visit her strange manifestations and find out the cause if one can, but gives no indication herself of the reasons why from some of her depths she spouts torrents of hissing steam and boiling water; and at others the cold shoulder is turned as she blows frigid air out of the bowels of the earth.

The cave was opened to the public on July 4th this year, and is a very much worth while visit to take just for the thrill of contacting one of Earth's mysterious manifestations.

Veteran Engineer Retires

On JUNE 11, 1937, occurred the retirement from active service of Thomas M. Maroney, who for the past 51 years has served the Milwaukee Road in engine service in the Chicago terminal. Engineer Maroney, or "Tom" as he is familiarly called, entered the service as a boilerman's helper in 1886 in the old Campbell Ave. roundhouse. He entered the engine service as a fireman in 1899.

Three years later he was promoted to engineer, and served in that capacity until his retirement. During his long association with our railroad Tom has made many friends and keeps them well pleased. This was accomplished by a party given in his honor on July 4, when a token in appreciation of that friendship was bestowed upon him—a special made watch charm with the emblems of the Milwaukee Road inscribed on it. From 1848 to 1897, his former fireman, Theodore Zippe, was given the honor of making the presentation, which was edifying and very impressive.

Tom wishes to tell his many friends that he is not saying 'goodbye,' but is going to use the expression the poet has found to bridge that feeling of saying "goodbye" they say "until we meet again." He will always remember the Milwaukee Road as one big happy family, and will continue to feel a part of it in his retirement.

Good old Tom takes into his retirement the best wishes of his many friends and associates, and that soft, congenial smile and voice of his will always be remembered.

Milwaukee Freight Shop News

Robert Harris

From records of the laboratory, might be an appropriate little article for our shop here. During the last few years our cars have received an average of 1500 inspections each, with a resulting number of 12000 sets of repairs or replacements. The cost of performing these operations is but a fraction of the cost of performing similar operations at a later date, and with far less efficiency.

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WATERWAY SUBSIDIES PENALIZE INLAND AREAS

Many Sections of Country Derive no Advantages From Water Routes, Yet Must Contribute to Support of Water Carriers.

ALTHOUGH they derive no direct benefit from waterway service, inland areas are compelled to contribute to subsidies which give water carriers undue preference over railroads, the Mississippi (Ohio) Independent points out in a recent editorial. "Railroads must compete with carriers on the highways and waterways for a very large portion of the traffic they transport," the editorial remarks. "These privileges, under current public policies—not only with respect to wages and working conditions of employees, taxation, uniformity and regularity of service, and initiation of new service—are substantial in competitive practices as well—that are withheld from railroads.

"The railroads, financed by private capital and subject to taxation that absorbs a substantial percentage of their gross revenues, must strive to earn both interest and taxes. They compete with rivals whose operations are largely made possible by expenditures of public funds, in provision of the facilities they need, and on which no earning is required to be shown, and against which no taxes are assessed.

Barge Lines Enjoy Arbitrary Preference Over Railroads.

"These privileges by whatever name designated or however disguised in the end are the same. As a practical result, as far as practical results are concerned, as direct subsidy. To a very great degree they develop advantage from a transportation standpoint to some shippers at the expense of others and to the ultimate damage of the country as a whole. As a consequence many shippers are penalized through public policies under which their rivals enjoy arbitrary privileges, and the railroads are directly dependent upon the railroads for the transportation without which they cannot continue production and marketing with profit. They derive no direct benefit from the water service, although the railroads are compelled, along with the rest of the country, to contribute to the subsidies, direct and indirect, which make water service possible for the benefit of other sections and other shippers."

Low Waterway Rates Burden to Taxpayer

ONLY because the taxpayer assumes the deficits of the Inland Waterways Corporation can the government afford lower freight rates to the shipping public, the Chicago Tribune contends in a current editorial. It says: "Both the Senate and House have now passed a measure that will enable the Inland Waterways Corporation to operate on the Savannah River, perhaps the least navigable tidal river on earth. It will be remembered that this government agency was organized directly after the war to conduct some 'experiments' in local waterway service on the lower Mississippi."

Barley Grading School

"Thal's right. What game is he going to teach you?"

"Thal's right, What game is he going to teach you?"

"That's right. What game is he going to teach you?"

"I think he called it solitaire."

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Celebrates Fifty Years of Service.

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"I think he called it solitaire."

Fifty Years of continuous service in the employ of the Milwaukee Road was marked September 1 by Frank M. McPherson, agent for the railroad at the Union Street freight station in Chicago. Wednesday, at 6:30 p.m., at the Hamilton club, Mr. McPherson was the guest of honor at a dinner tendered by a group of employees and officers of the railroad located in the Chicago area. J. L. Brown, general superintendent of transportation, president, C. L. Whiting, superintendent of the terminal division, presented Mr. McPherson with the 50 years gold button, emblematic of 50 years' service, and of membership in the Veteran Employees' association. He was also presented with a handsome electric clock, a gift of fellow employees. Mr. McPherson, who has an exceptionally wide acquaintance in Chicago's industrial and traffic circles, entered the service of the railroad at Chicago as a messenger September 1, 1887. For the past 15 years he has been agent in Chicago. His entire business career has been spent with The Milwaukee Road. "Mac" says he does not intend to retire presently, indicating that after a half century, railroad work still continues to fascinate him.
THE MILWAUKEE RAILROAD WOMEN'S CLUB

Report of Membership as of July 31, 1937, as compared with December 31, 1936.

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<th>Chapter</th>
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In $10.00 prize for increase in total membership.

Fullerton Avenue Chapter

FULTON AVENUE CHAPTER held its first fall meeting Tuesday evening, September 14th. Supper was served at five o'clock to a hundred and five members.

Our president, Mrs. Fraser, opened the meeting with renewed enthusiasm and plans for a very active winter.

Reorganization of the handcraft class, and the new bowling league are on the agenda. Join the class that interests you, we meet each and every Saturday to participate in all of our activities. We have a club to be proud of—let's make the most of it.

Mrs. Henry Knaebel, our membership chairman, announced a membership of 1,521, as of August 1, 1937. This is a record for the General Governing Board prize for exceeding our last year's membership. The Chapter is grateful for this and wishes to thank the Club for its interest.

Mrs. Reiners, our house and purchasing chairman, reported the need for a new Radio for her splendid work as membership chairman.

Mrs. erosion, our welfare chairman, spent the summer months taking care of the needy and reported an expenditure of $193.14 June, July, and August.

Mrs. Wm. Sloteway, our good cheer chairman, reported the need for a radio at the hospital. The members voted on requiring the Chapter to purchase a new one, if necessary.

Mrs. Wm. Sloteway, our good cheer chairman, spent the summer months taking care of the needy and reported an expenditure of $193.14 June, July, and August.

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Plans for a card party are in progress, Mrs. Sloteway's card party was given and all had a good time.

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June and the coveted prize of $30, from the General Governing Board, was earned. Thereafter, we thank all our members who cooperated with them in getting our membership to the top; they enjoyed meeting all old and new members.

A number of personal calls were made on the members during the past two months, at Baldo and Ainsworth, Mrs. Ross, Smith and Mrs. Flanagan arrived down from Fairchild, and the John Marsh's, Mr. Marsh being very ill. 

Mrs. Flanagan and Mrs. Yohn drove down to Shirland to visit Mrs. Putman, who, we are happy to report, has earned a hearty welcome. After a picnic dinner in the woods, all were invited to visit hard and fast, cards were enjoyed and all too soon it was time to go home. Mrs. Miller appreciated our visit very much and hopes that other members will also visit her in the near future.

Our club extends deepest sympathy to the following members in the loss of their dear ones.

Mrs. Jack Collins (husband), Mr. Frank Clussel (-wife), Mr. Harry Spear (-husband). Mrs. Jack Collins (wife), Mrs. Harry Spear (wife), Mrs. Harry Lombard (son-in-law), Mr. John Manh (husband), Mrs. John Manh (mother), and Mrs. John Manh (husband), Mrs. John Manh (mother).

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The Student's Alibi
Can't study in the fall—
Gotta play football—
Can't study in the winter—
Gotta play basketball—
Can't study in the spring—
Gotta run track—
Can't study in the summer—
Gotta job.

Easily Explained
Coach (to new player): "You're great! The way you handle the line, and tackle your man, and form through your opponents is simply marvelous."
New player (moderately): "I guess it all comes from my early training. You see, my mother used to take me shopping with her on bargain days."

A girl admires the tone of a bachelor's voice when there's a ring in it.—Tit-Bits.

A hint, if properly managed, may be given without offending.

"Are you still bothered with those relatives of yours who come down from town to get a big Sunday dinner and never invite you in return?" asked Mrs. Smith. "Yes," said the unfortunate victim. "They finally took the hint."

"What did you say to them?" asked Mrs. Smith eagerly.

"Nothing was said," explained the other. "But we served sponge cake every time they came."

Larceny
Mr.: "If I should steal a kiss, would it be paid larceny?"
Mrs.: "No, I think it would be grand."

Odoriferous
Two men were arguing as to which smelled worse, a tramp or a goat. They finally took the hint. "But we served sponge cake every time they came," said one of the men.

Helping His Buddy
Two men were out shooting. Suddenly a policeman popped on the scene and demanded to see their licenses. One immediately took to his heels and the cop rushed off in pursuit, which continued some ten or fifteen minutes when the man was caught. The latter surpassed the officer by pulling out a hunting license and presenting it.

"Well, why in the dickens did you run when I asked you if you had a license?" asked the cop.

"Well, you see, officer," was the calm reply, "the other fellow didn't.

Tit-for-Tat
Mr. Grouch—Woman is nothing but a brag, a groan and a tank of air.
Mrs. Grouch—Man is nothing but a brag, a groan and a tank of air.

Painting the Lily
Mother—How do you like your new French music teacher, Lena?
Lena—Oh, he's such a polite man, mother. When I made a mistake yesterday, he said: "Pray Mademoiselle, why do you take such pains to improve on Bouguereau?"

His Mistake
Judge—Didn't you feel the thief's hand going into your pocket?
Absent Minded Professor—Yes, I did. But I am so used to my wife going into my pockets, I paid no attention to it at the time.

Full Explanation
He was a poet, and he had named one of his effusions entitled, "Why Do I Love?" to the editor of the local paper, for a literary award.

The editor returned the poem with the following note, "You live because you didn't dare to bring it in yourself."

Virtue Triumphs
Judge—So you say you received $25 to vote conservative, and also received the same amount to vote liberal. Witnesses—Yes, my lord.
Judge—And for whom did you vote?
Witness—I voted according to my conscience, my lord.

Serves Him Right
"I hear Roverly is getting married next week."
"Good! I never liked the fellow."

Hard Times
Lady—Those frankfurters you want me to serve at one end and nothing but celery at the other end.
Rutcher—Yes, ma'am. Things are so high now it's mighty hard to make both ends meet.

Willing to Oblige
Custodian—Have you any wild ducks? Walker—No, sir, but we can take a tame one and irritate it for you.

He Knew
"Did you ever see a little bird with a big bill?"
"Yes, I once offered a quail on toast, at a fashionable restaurant."

Obeyed Literally
The tiny boy had been taken for a motor ride by a friend of the family. On his return his mother said to him: "Did you thank Mr. Brown for taking you for a ride?"
There was no answer. The mother repeated the question, but still there was no answer.

Jimmie, she said, "did you hear me? Did you thank Mr. Brown for taking you for a ride?"

"Yes," whispered Jimmie, "but he told me not to mention it."

Keeping the Faith
As the days got longer and warmer, the patience of the Tibetans family was taxing. One day the editor returned the poem with the following note, "You live because you didn't dare to bring it in yourself."

"What did you say to them?" asked Jimmie.

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SPECIAL COMMENDATION

Our Business Getters

The list below is furnished by the general passenger department which commends the employees for their interest and assistance.

J. R. Camp ............... Station Duty Conductor ........ Chicago
Clyde P. Downing ......... Room 314, Union Station ..... Chicago
Zane D. Jackson ......... Train Baggage Man ............... Sioux Falls, S. D.
A. Nicholas .............. Agent Office DE&PA .......... Chicago
U. R. Hagman ............. Agent Watertown, Wis.
Howard Walker ............ Gen'l Fire Dept ............... Chicago
Al Ludwick ................ Freight, Chicago Terminal .......... Chicago
Edna Dorothy Gruber .... Pickton Ave ................. Chicago
W. H. Woodhouse .......... Baggage Man ............. Mason City, Iowa
James D. Jenkins .......... Baggage Man Sioux Falls, S. D.
A. H. McAuley ........... Conductor Spokane, Wash.
Edward Hay ................ Asst. Fire Auditor ........... Chicago
Howard Walker .......... Gen'l Fire Dept .............. Chicago
V. W. Woodhouse .......... Baggage Man .......... Mason City, Iowa
J. H. Mortarly .......... Storekeeper Dept ............... Aberdeen, S. D.
Wm. Ritterord .......... Section Foreman ................. Roundup, Mont.
Madel Price .............. Store Office DE&PA .......... Chicago
J. Goodrich .............. Clerk of Claim Act .............. Chicago
T. W. Burton .......... Secretary, Milwaukee Road .......... Chicago
Little Seymour ............ Gen'l Car Dept ............... Chicago
C. E. Holmes ............. Conductor Spokane, Wash.
Elmer Satter .............. Conductor Spokane, Wash.
Gus. Louiselle ............ Conductor Spokane, Wash.
P. L. Haynes ............... Office Pncier ............. Spokane, Wash.
Mrs. Mary Eisey .......... Asst. Dept., Milwaukee Shops .......... Milwaukee
Walter Nahm .......... Office Manager DE&PA .......... Chicago
W. P. Miller ............... Fire Attendant ............... Chicago
W. O. Kieplin .............. Chef, Ch't, Gen'l Car Dept .......... Chicago
Henry Nelson ............... Fireman ............... Chicago
Ted Tolchester ............ Sleeping Car Conductor .......... Chicago
Frank E. Berg .......... Local Fire Office ............... Seattle
E. C. Hoefle .............. Night Register, Mississppi ....... Mississipp, Miss.
Fred C. Kuhn ............. Telegraph Operator ............... Mazomanie, Wis.
Mr. Salyer ........ Traveling Auditor .......... Chicago
Miss Rita L. Ziehak .......... Asst. General, Milwaukee RR. Women's Club .......... Chicago
Curtis Bennett .......... Clerk Office Gen'l Agt .......... Buffalo
Miss Mary Byrne .......... Asst. Invest. & F't. P't. Accts ........ Chicago
Howard Walker .......... Office Fire Traffic Mgr .......... Chicago
Frank Thomas .............. Examiner, SS&DC Dept .......... Chicago
E. E. Adams .......... Secretary, Milwaukee Station .......... Milwaukee
L. J. Beron .......... Gen'l Supt. Police ............... Milwaukee
R. W. Evans ............. Maintenance Way Dept .......... Chicago
Harry Erby .......... Water Tower Operator ............... Chicago
Miss Mable Chambers .......... Chief Telephone Operator .......... Milwaukee
A. J. V.ovic .......... Station Master .......... Milwaukee
Frank Klein .............. Office Fire Dept .......... Chicago
Mr. Whitney .............. Office Asst. to Vice-Pr'........ Chicago
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C. M. McCauley .......... Conductor .......... Spokane
Harry Miller .............. Coalier .......... Spokane
Palmer Satter .......... Store Dept .......... Milwaukee
Margaret Hickey .......... Steno. Sup't Office ............... Butte
Mabel Price .............. Steno., Office DE&PA .......... Butte
Katherine Spitz .......... Daughter of Substation Operator, C. E. Spitz .......... Chicago
Mrs. Bernice D. Churchill .......... Members of the Paking dept .......... Chicago
Carl Smith .............. Conductor .......... Chicago
Herbert Sandwick .......... Office Mgr. Office .......... Chicago
W. H. Woodhouse .......... Baggage Man .......... Mason City, Iowa
E. Handkett .......... Conductor .......... Mason City, Iowa

The following list of employees have interested themselves in securing revenue for the company, while in the conduct of other regular duties, and they are commended for their interest.

J. R. Rounding, T. N. Division conductor, one round trip ticket to Schenectady, N. Y.
S. W. Nelson, general yardmaster, Miles City to Omaha, two one way tickets Miles City to Pacific, Wis.
Joe Wolf, T. M. Div. brakeman, one round trip ticket, Miles City to Portland, Ore.
Arthur Althouse, machinist, one one way ticket, Miles City to Camp Douglas, Wis.
Arthur Blaske, T. M. Division conductor, one one way ticket, Miles City to Sioux City, Col.
Henry Hower, baggage man, Miles City, one one way ticket, Miles City to South Bend, Ind.
James Zierman, T. M. Division brakeman, one ticket, Miles City to Chicago, Ill.
Wm. Burton, switchman, Miles City, one ticket, Omaha to Minneapolis, and a number of tickets to the city and vicinity.

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Notes from Tacoma and Vicinity.

Coast Division West

On Sept 12, Mr. and Mrs. Frank C. Clever of Tacoma celebrated their golden wedding anniversary on the home of their son and daughter-in-law, Mr. and Mrs. Ray Clever, of Tacoma. We join in congratulating the happy couple on this memorable event. They are two of the many friends of the public who are away on vacation trips during which time they expect to visit their old homes in Montana and then go to New York City and Montreal. In fact, "Eiler" said that they would stop at any place where the hotel rates seemed to be good. This is his first vacation in seven years and we hope that he and the family may have a good time as they deserve.

Mrs. Clara Carver of Mr. Davis' office is back at work after two weeks vacation during which she visited Vancouver and Victoria, B.C., and to the delight of Puget Sounders.

Harry J. Johnson has been appointed agent at Byland, Washington, whose retirement we have already reported.

R. L. Raider from Snoqualmie Falls is new agent at Enumclaw and D. W. Boh, who has retired on the pension list. T. M. Durkin, who has been assistant superintendent of dining cars at Tacoma, has been appointed to act as assistant to superintendent of dining cars W. E. Delphi in Los Angeles, A. W. Olsen has been appointed in his position at Tacoma. Mr. Durkin, of course, appreciated the promotion but the increased degree of public service he will be required to do.

We haven't had the pleasure of meeting "Bylo" Shipley of late-who is one of the most popular of Tacoma officials. He is a frequent visitor at the depot and is always glad to see his friends. We are told that he is in excellent health and is doing well.

Mrs. Nora Deavers has been transferred to Chicago to act as assistant chief yard clerk at Tacoma, now a regular duty at the depot. Mrs. T. M. Durkin, who has retired on the pension list, has been appointed to act as chief yard clerk.

At the Milwaukee Division, a special train was sent to Seattle to carry a large shipment of cars to the Coast Division, where they will be used for the construction of a new highway bridge. The train was a great success and many of the cars were sold at a premium.

The Division News-Gatherers

Ralph Myker has transferred to the Milwaukee Division from the Coast Division, where he was in charge of the baggage department. He has been appointed agent at Chetek in place of J. E. Mahoney, who has now gone on the pension list. J. R. Pratt is now operating at Raymond. We are pleased to hear that our good friend Ray Smith is still on the job there, also at the station and as agent, Sam Whitmore.

Effective Sept 1, Lee Boyd was permanently appointed as assistant time recorder in the division, in place of the late J. E. Mahoney, who has now gone on the pension list. J. R. Pratt is now operating at Raymond. We are pleased to hear that our good friend Ray Smith is still on the job there, also at the station and as agent, Sam Whitmore.

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Operator R. D. Abernethy worked at Tacoma yard office while Clint Miles was away on vacation. Now he is back again, and we wish him a pleasant vacation.

Fred D. Fisk was appointed agent at Elbe, and operator P. H. Mosher has gone to work at Seattle relay office.

The new Tacoma-Oroville passenger train, which has just started the regular schedule, was running at 8:15 a.m. and 10:05 a.m. at the station, Sept. 11.

Mr. J. B. Eggert is now located in the office of Farmers' State Bank, and the branch office at Fort Lee has been closed.

The new Tacoma-Oroville passenger train has been delayed in its scheduled time of departure, and the train is now running 15 minutes late.

Miss Lillian Boothe, who attended summer school at Portland, Oregon, has returned home. While there she visited her sister, and the Negro family and friends and with Mr. and Mrs. Lovell Connings of Seattle.

Mr. and Mrs. F. R. Dodd of Sioux City spent a day here in the city of their friends, Mr. Dodd, Bert Dodd, and family, and are now back on the farm. They have spent several days at the city of Portland, but have left for the city of Seattle. They are spending the fall season in the state of Washington.

Mr. and Mrs. T. E. Dodd and family spent the last two weeks of vacation visiting at the city of Minneapolis and Duluth, Minnesota, and are now back on the farm.

Mrs. C. W. Nall and daughter Caroline have returned to the city of Seattle, and are now visiting at the city of Portland, Oregon.

Mrs. Williams and daughter Frances spent part of their vacation visiting Mrs. Williams' father, Mr. Sherman T. Williams, at Newport Beach, California, and with friends at the city of Portland, Oregon.

Our line had several specials to the event.

A special train was run from the city of Portland to the city of Seattle, and is expected to be back on the main line and on the Railroad by the end of the month.

Mr. and Mrs. L. D. Lyons and three children spent their two weeks' vacation visiting at the city of Minneapolis and Duluth, Minnesota. While at the city of Portland, they encountered Mr. and Mrs. R. S. Lewis, former residents, who are now comfortably located at the city of Portland. From the city of Seattle, Mrs. Williams and Frances went on to Yakima to visit relatives, and Mrs. Williams and Frances returned to the city of Portland, Oregon.

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

D. B. A.

Peterson, 30th A. M., who was born at New England, N. D., passed away August 12th at the Dickinson Hospital following an operation for appendicitis. He was born at New England on July 5th, 1897, and had completed sixty-one years of continuous service with the Missouri Pacific Railway. Following this incident in 1916 as editor and extra gang foreman on the Chicago and Southern Kliffk Division. Mr. J. T. Gillick paid this tribute to Mr. Johnson: "I am sorry to hear of the death of our old friend, Pete. He was with us a long time and did some very fine work as a foreman in building the Pacific Rail, and his death is a great blow to the Missouri Pacific family. His wife left him a widow, and his two daughters and two sisters are left to extend the love and sympathy of the Missouri Pacific family to the Johnson family.

Conductor James L. Dorns, who was born in Minnesota, is visiting at the home of his parents, , at Fort Lee, Minnesota. Ms. Johnson is a very long time with the Missouri Pacific Railway and is expected to return to the passenger train at Fort Lee.

Mr. and Mrs. W. H. Keating and son return from a vacation trip spent on the West coast.

Engineer Mr. C. McCullough called to Indianapolis, Indiana, by the unusual illness of his son.

Mr. and Mrs. D. H. Dorns were called to the home of Mr. and Mrs. Dorns, who is visiting at the home of her parents, at Fort Lee, Minnesota. The new train, which is expected to arrive at Fort Lee, Minnesota, is expected to return to the passenger train at Fort Lee.

Mrs. M. A. Johnson, who was born in Minnesota, is visiting at the home of her parents, at Fort Lee, Minnesota. Mr. and Mrs. Dorns, who is visiting at the home of his parents, at Fort Lee, Minnesota, and the new train, which is expected to arrive at Fort Lee, Minnesota, is expected to return to the passenger train at Fort Lee.

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La Crosse-River Valley

Second District

A R N O L D P E T E R S , who for several years was in charge of the Cannon Falls line, has resigned as division engineer. He will make his home in the near future.

H. W. Moore, formerly agent at Carvill, is the new agent at Hayfield. Mr. H. A. Obermoc has been assigned as new operator at Carville.

Mr. and Mrs. L. E. Nelson have taken the new Buick to Milwaukee, where they spent a week ago Bones. They are staying at the Old Mill Hotel. Their trip north and back on the road was a success. The new car is in fine shape.

The time is drawing nigh for the 1937 Insurance Exhibition. The 2nd Dist. will have a fine exhibit. We are glad to have them drop in at this writing and during his absence Mrs. Obermoc is helping out in the superintendent's office.

Mrs. J. A. Henne of Paisley, Wash., is spending her vacation at their home on Paul Lake. They are at this writing and during his absence Mrs. Obermoc is helping out in the superintendent's office.

Egan

Business was fairly brisk in the railroad town this week. The lumber and coal companies did a good business. The word is that the road will be in condition for the opening of the new season.

La Crosse

The city is all agog with the news of the new Buick. The car will be used for the freight office at Eau Claire during the construction of the new depot which will be started in the State and city center. It has been secured and bids are to be received.

The time is also near for the 1937 exhibition. The 2nd Dist. will have a fine exhibit. We are glad to have them drop in at this writing and during his absence Mrs. Obermoc is helping out in the superintendent's office.

Miss and Mr. C. C. Wilson have returned from a trip to Chicago. Miss Wilson has been with the company since 1892. Mr. Wilson has been with the company since 1892. The trip was made possible through the efforts of the engineering department. Watch for more news in the coming weeks.

The latest employe retiring on pension in the division is Mr. Y. A. Smith, who retired on April 30. He has been with the company since 1892.

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Twain City Terminals

B I L L C R E G H T Y was promoted to the new position of store department manager. He has been with the company since 1892. Mr. Creighton is a fine employee and we are glad to have him in the department.

Mr. and Mrs. H. A. Obermoc have been appointed as new operators at Dubuque shop and on the division were pleased to see John V. Rice, superintendent, Mr. W. F. Long, and Mr. F. J. W. deMorse, division engineers, at this writing and during his absence Mrs. Obermoc is helping out in the superintendent's office.

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Life's Railroad

To My Husband of Fifty Years

Out of the Station of Romance, Where all dreams are born. We boarded the Train of adventure One beautiful May morn. You may have had muggings, I had little. For love for your conductor I expected to make the run.

Faith was the engineer Who brought the itinerary that day; A home was our destination. With flowers along the way, The rails now are golden memories. Spinkled down by friends and children true, Who helped us over the rough spots, As we came journeying through.

But the journey is almost ended, One more tunnel to pass, And then into Grand Central Station, We shall arrive at last.

There we will meet the Great Commander, Who will know if we have done our best, And we will tell him, "Eater than into thy rest."

Mr. and Mrs. D. Mitchell. Mrs. Mitchell was presented with a silver spoon by the club, who much regret that she is leaving the group. Mr. and Mrs. Mitchell celebrated their golden wedding anniversary in July. Inpired by those years she signed the foregoing lines.

Wisconsin Valley Division

Lettén

ALEX COBMBELL was fishing at Worth, Texas, a guest in Minocqua, Wis., took a 20-pound, forty-two inch muskie from Lake Tomahawk, on July 9th. It was the largest muskie caught at Minocqua this season.

Camps in the northern lake region have been closing and special trains have been leaving from the various northern stations, carrying young people to their homes in the next instant after the Red Arrow and the short camps, closed on Wednesday, Aug. 26th; and on August 26th, Kawaga, Agawa and the T. M. C. A. camps closed, approximately 500 campers departing from that vicinity.

Mr. and Mrs. W. C. Mitchell spent two weeks at Minocqua, August 26th, out of Minocqua, August 26th. He is a frequent visitor to the North Woods country and this is his third trip up.

Arthur A. May of Chicago, who was vacationing at Camp Wayzata, caught a 41-pound muskie from Long Lake. He was guided by Mr. and Mrs. Nolen.

Mr. and Mrs. W. C. Mitchell were guests at Camp Wayzata for some time last week and were stopping at Camp Wayzata for some time last week. They are a frequent visitor to the Camp Wayzata country and this is his third trip up.

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Gallatin Gateway Inn for home, entertaining groups of Milwaukee passenger representatives; among those who have arrived so far, Mr. Jas. McCloud of New York City, Mr. Wm. A. Martin, Philadelphia, F. D. Dodge, Jr., Boston, Mr. G. C. Koon, Detroit, Mr. C. W. Hackett, Chicago, and several others whose names we did not learn. Well, they entered some country, and they saw dude ranches and favorite spots and places of the East Coast, and "we" gathered them all back again next June.

One of the most beautiful bouquets of flowers I have seen in a long while was given to me by roadmaster A. J. Wood, short time ago, just to prove that he can raise those lovely dahlias, and they are so wonderful you would have to see them to even imagine what they look like. I will never doubt his word again.

Mr. E. A. Lahr, assistant General Freight Agent for our line with headquarters at Milwaukee, was a visitor out this way recently.

Mrs. A. A. Torgrenson and daughter Alice spent a week in Missoula last of August visiting Herbert Torgrenson, who has lived there for some time. They report a good time and did not worry a bit if father could cook or not, as most of his time was taken up during their absence trying to decide whether or not to cover over the rose bushes with a tarp.

Conrad, Steel and Mrs. Steel have returned from a trip to see all around several states, including Idaho, Washington, Oregon and California. It was just as warm everywhere they went, as it was here, they report.

Elise Grace and Helen Pogue, nieces of Conrad, Pogue, have returned to their home in Milwaukee after a month spent visiting here at Hartland and Great Falls.

Mrs. Otto Hain and children left Sept. 9th for Butte where they will live in the future. Fireman Otto Hain has been assigned to boiler service in the Hartland roundhouse.

Operator Mark Hite and the Mrs. made a flying trip over to Missoula earlier in the month where they left Mark, Jr., who will attend the University there.

Conrad and Mrs. Wm. Cowlin have returned home from a week's visit with friends in Tacoma and Seattle and Mr. Cowlin is now assigned to passenger service on the Olympian.

Wishing to see them all again next August.

West Coast Wood Preserving Co.

[We are proud to serve "The Milwaukee Road" in]

supplying treated ties and structural timbers.

Office: 1118-4th Avenue, Seattle, Wash.  Plants: Eagle Harbor and West Seattle
the coast track in Three Forks for five or six days while Mr. and Mrs. Scandrett and party were elsewhere, and everyone reported a nice vacation week. The inn is a lovely place, and how people who have been there once can stay away is more than I can see.

Nick Littlejohn, for many years section foreman at Ringling, has been assigned to the Three Forks section. We are glad to welcome Nick to our town.

The first half of September, Brakeman Jepson arrived in town. Val Joe local was called suddenly to Grandinage where his father was very ill; he was relieved by brakeman Roy Burns.

Henry Kilpatrick, son of cood, Kilpatrick of this division, was called to the United States Navy early in the month. He is now in San Diego, Calif.

Pete O'Neal, eldest son of cood, and Mrs. Pegredo, who holds the position of cooress, Bingham San Francisco, has reported a few weeks' visit. Paul has not been home for two years, and has to stop first if he expects to do all the things John and Russell, not to forget mother and dad, and have planned for him to do while he is home.

Helen and Miss Chollar have gone to Los Angeles where they will enter school. Mr. and Mrs. Chollar went over to Butte to get them on the right track. Helen has been home all summer and with that hair and that new coat, she is going fast, if you ask me. Always had a feeling for Helen, though.

Mrs. O. D. Kettle has gone to Iowa for a visit with home folks in her home town. She expects to be gone a few weeks' visit with the home folks here. He walked in the station at Butte, and his mother was there waiting for a train, and she was surprised?

Colber and Mrs. Vanderwalker have returned from a nice visit with Mrs. Vanderwalker's parents and a sister in Michigan, Ohio, and two sons, who were there at the same time for a vacation. The Vanderwalker ladies are sisters. All report a swell time.

The big extra gang with Jensen, foreman, and the big extra crew, was got into the Canyon where they were for several weeks, and moved to the Northern Montana Division. They were working on the Silver line. Good work was done by this gang and the road held, which was newly graded, at a nice looking piece of work. Where there was a large camp, and we understood was exceptionally well handled and managed, everything clean and well ordered. A note mailed to us about this camp was not received in time, but last week's news to us consisted of mention it now. Kogas camp was working with them on the east end, and not many miles to the east, but as they are a small camp compared to Jensen's we don't worry too much when the block line rings. Also the timekeeper for Kogas is good natured and we impose on him, no doubt.

D&I Division—1st Dist.
E. S.

On August 19, in Elgin, occurred the marriage of Miss Edna D. Day, Savanna, and Mr. Charles Ceo. Hammerstein, Savanna, Iowa. The ceremony was in the pretty little church of the Catholic Church, and was witnessed by the home folks, and many friends which included the Seattle gang. The couple left this morning for Frankfort, Ill., to make their home. Sympathy is extended to Frank, and wishes for a speedy and complete recovery.

The Chicago Terminals, as well as other branches of the Milwaukee Railroad, have not in a long time received such a shock as the death of the late Bob Haskins, chief caller at Benzieville, Benzie County, Mich. In Benzieville they visited with their son-in-law and daughter, Mr. and Mrs. Mrs. Haskins.

Machine and Mrs. Alfred Hansen, Savanna, left Sept. 17 for Washington, D. C, where they will visit with Mrs. Hansen's sister, also in New York City and other eastern points.

Word was received that former Illinois Division eng. Philip Sturdevant, who just recently retired to take advantage of the pension, died at his home in Chicago, Ill., aged 66 years.

Sympathy is extended to Mrs. Sturdevant and the son and daughter who survive.

Chicago Terminals

What two of our department heads have taken up the ancient and honorable game of golf and can be seen quite frequently making wild and ineffective swings at a little white pill around the White Pines golf course after working hours? It's a long tough road, fellow sufferers, before you get to where par is feared of you.

At this writing, our department employee, James Patterson of Benzieville, is seriously ill at the Omnium Hospital. His many friends hope for a speedy and complete recovery.

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Lee Freight Hits New High in 1937

Over 50 loads to haul!

L E E, THE FASTEST SELLING RAILROAD OVERALL

You are helping railroad men's pay and boosting Lee men's pay by buying more and more Lee Overalls.


GUARANTEE: Lee Overalls are guaranteed better in every way or a new pair free.

FREE! Mail Penny for Free Time Book and Sample Jelt Denim.

FREE MADE-TO-MEASURE SIZE CHART TO FIT ANY MAN.

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Iowa Division (Middle and West)

Beverly Congell, daughter of Mr. and Mrs. Leonard Congell, and E. Bryant, of the Chicago Division, were selected as first prize winners in the baby contest at the Iowa State Fair.

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Lee, the fastest selling railroad overall

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MADISON DIVISION

QUITE a number of agents and telegraphers attended the Tablet Agents' Convention held in New York. Among them was George Gunderson, who packed a good supply of news because Frank Holmes, agent at Milwaukee, made a trip to Idaho, and wanted a short period at the Little Brown Church in the Vale, where he found hands with a man, and later joined the Convention itself. Frank has kept this a quiet secret, but we will find out about it when he returns.

There has been quite a change among agents in recent years. Many old friends are disappearing, as the young men are taking over.

E. W. Voss, veteran agent at Madison, finally closed the shoe, and is spending more time to play golf and has been succeeded by E. O. Caterton, formerly at Waukesha.

J. P. Clark, who was agent at Platteville for over thirty years, left it in early September, as he retired. He has been succeeded by E. W. Tooke.

G. E. Brockerich, operator at Maconaw, who used to handle teamsters and later as agent. He has been succeeded by B. C. Stone.

Many of the agents are working in other offices.

J. L. Fugel, agent at Mineral Point, who has worked there for four years as operator and later as agent, has decided to spend the rest of his life in Florida. He has told us that he will return to his old home at Platteville, and is working towards that end.

J. L. Murray, who has been agent at Rockford, has decided to retire and go back to his old home at Cedarburg, and raise bees.

E. K. Siegel, agent at Racine, is also retiring Sept. 30th. Now we are wondering who his successor will be.

B. L. Peterson, passenger conductor, gave up his run between Marion and Rockford August 17, and has retired, "full at 51", though what he thought was a dress suit was in reality 'VOCABULAR'. Was his face red?

Fred E. Schacht, captain of police at Marion City, joined his friends in the barber shop.

W. C. Keeney, roundhouse foreman, Maconaw, has been ailing for some time and at present is in the Methodist Hospital in Madison.

IOWA (East) Division and Colmar Line

MISS RUTH EVELYN MURPHY was married Saturday afternoon, August 28, at the home of her parents, Mr. and Mrs. Murphy, in Des Moines, to Joseph Nelson of Cedar Rapids. Miss Nelson graduated from school in 1914 and has been employed at various offices in the city. The couple will live in Des Moines.

Mrs. C. Arnot of Marion, returned August 23 from a Western trip, stopping at Victoria, British Columbia, and Lewiston, visiting relatives at Lewiston.

Mrs. H. C. Van Wagoner of Marion, re- turned the latter part of August after an extended visit at the Van Wagoner cottage at Osseo, Minn.

Neffe M. Murray, age 79, died in Des Moines, August 31, at the home of the family here in Marion, where he had lived for 72 years. Born October 14, 1857, he was married with relatives at a covered wagon at the age of five years.

For 47 years he had been an employee of the Milwaukee Road. Early in his railway career he worked as carpenter and helper, helped many of the depot between Marion and Kansas City, and 25 years as a conductor in the Chicago and St. Louis system.

He is survived by his wife, Mrs. Murray; his brother, T. H. Murray, and four grandchildren.

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The Most Liberal Accident and Sickness policies issued exclusively for Railroad Men since 1870.

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There is No Substitute for Natural Pure Water

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Carbon Paper
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"There's no other just as good"

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508 S. Dearborn St., Chicago

Serving the Milwaukee Road's urgent needs for STEEL
has been our privilege for many years

A. M. CASTLE & CO.
Makers of "The Milwaukee" Lite Case Welding Wire.
CHICAGO

were married August 25. A reception followed the wedding at the home of the bride's parents, which was attended by relatives and close friends. Both of the young people are graduates of Marion High School. Mr. Smith has been in the employ of the Standard Oil Co. The couple left August 27 for Los Angeles where Mr. Smith will be employed by Douglas Aircraft. The magazine extends very best wishes.

W. L. Ziegler has been appointed operator at Smith, 8 P. M. until 8 A. M., a new office established on account high business at that junction point during these hours.

Horace R. Leman, father of R. L. Leman, dispatcher, died at his home in Des Moines, Wednesday, August 25. Funeral services were held at Waverly, Iowa, Thursday, August 27. On behalf of many friends on the Division, the Milwaukee Magazine extends deep sympathy to dispatcher and Mrs. Leman in their bereavement.

Mr. and Mrs. J. Horace Johnson, of the superintendent's office, was away on a vacation the latter part of August.

Miss Alice Meuley spent the Labor Day weekend visiting friends in Chicago.

Third track operator Earl Merchant of Marion, was away on a three-weeks' vacation the latter part of August and first part of September, spending most of the time visiting relatives at Los Angeles. Mr. Evans has taken the night ticket job, relieving H. Van Wouwen, who goes to Cedar Rapids.

Operator Will Van Horne, furnished the home from the division for the September magazine. "Plough Hitches" for the regular reporter. He did a good job.

Thanks.

Mrs. and Mrs. E. O. Jefferson returned to Marion Sept. 7, after an extended visit to points in the northwest, including Seattle, Vancouver, Portland and Lake Tahoe.

Mr. and Mrs. George Engstrom and their daughter, Helen, and son, John, of Decorah, Ia., spent the week end and Labor Day visiting in Marion at the home of Mr. and Mrs. Eleanor Smith, and Miss Ruth Engstrom, the sister-in-law of Mr. Engstrom.

Members of the Milwaukee depot force and their families spent Sunday afternoon, August 29, at the golf club, where dinner was served to about thirty. In the afternoon there were golf tournaments.

In July we were greatly interested in a large illuminated picture of Sir William C. Van Horne, placed in a prominent niche in the rotunda, leading to the main dining room of the Chateau Frontenac, at Quebec. We at once recalled when Mr. Van Horne was general superintendent of the Milwaukee Road in 1880, and his being called at that time to take charge of the construction of the Canadian Pacific Railway, and his efforts to secure Mr. A. J. Marshall as his assistant on the big Canadian job. After Mr. Marshall decided to stay with the Milwaukee Road, Mr. Van Horne secured as his assistant, T. G. Shaughnessy, Storekeeper for the Milwaukee Road at Milwaukue. These men with their courageous spirit in putting through the C. P. Railway across Canada and then later putting it in operation, made a great name for themselves in Canada and throughout the railway world. While driving around Montreal, the taxi driver pointed out to the writer the residence, in a fine district, of "Sir William C. Van Horne" and "Lord T. C. Shaughnessy."

Mr. and Mrs. Frank J. Cleveland of Marion went to Mississippi Sept. 4, to visit for two weeks with relatives.

Mr. and Mrs. Ralph C. Seager motored to Toronto, Canada, Sept. 1, where they visited their daughter and husband, of Marion, made a brief trip through Missouri and Arkansas, Labor Day week end.

Mr. and Mrs. T. A. Klumph, of Marion, visited in Aurora, Ill., with Mr. Klumph's relatives.

Mr. and Mrs. Ralph C. Seager returned to Toronto, Canada, Sept. 7, where they visited Mrs. Seager's relatives.

Examination clauses on Standard Rules in Airco and Air Brake wire were condemned at Cedar Rapids and Savanna in September, by

AIRCO....

...For Everything Needed in Flame Cutting and Welding by Gas or Electric Arc...

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CHICAGO • MILWAUKEE • MINNEAPOLIS • SEATTLE

Family-own
trainmaster L. R. Shellenberger and traveling engineer E. D. Jefferson.

George Robinson died suddenly in Chicago on July 15, with his family some years ago, and was at one time a porter on the private car of Sept. Marshall and Sept. Marshall, who on the medical car. Of late he has been in charge of a Pullman car between Chicago and Omaha. Mr. Robinson was widely and favorably known among the Iowa Division employees and his sudden death is much regretted.

I. & S. M. East

J. S. E.

J. R. MQUAD, agent, Le Center, was off during week of August 3rd to 8th, due to a broken ankle. "Jim" reported back to work Monday, Aug. 10th, and was around on crutches, but expected to throw them away at the end of the week. Carl Udell of Pruebon relieved Mr. Munday.

Chief Dispatcher Valentine commenced his vacation Sept. 1st.

Condy Bill Massing had the misfortune of having his grip stolen from the closet at Holmdale. Maybe Dwight would do better.

Word has reached your correspondent that "Ink" Reckel, while painting up for a coming redee of similar effort, and the misfortune of having the horse fall on him. Well, carrying the horse, Ink?

All the boys were surprised to receive a 10 per cent dividend check from the Milwaukee Employlce Pension Association. No advance notice had been given that a second dividend was to be paid at this time.

V. R. West of Egan, S. D., has been appointed agent at Spring Valley, Minn. R. J. Behnke of Peterson was appointed agent at Egan.

J. W. Schulte was appointed agent at Austin due to former agent W. A. Seelien retiring on pension.

E. B. Fowlert relieved E. L. Wapots at Alden, Minn., beginning Sept. 16th.

P. B. Skinner relieved R. E. Halloran at Peterson for a few days.

J. T. Towa, new agent on the I. & S. M. Wm., relieved at Westford.

R. O. Hill is relieved at Rose, opp.

Mohrara H. Evenson relieved at Vitas for a few days before picking up at Augustana.

B. R. Woolworth, agent, Waldorf, was away Sept. 1st to 7th.

S. P. Luedtke, new agent on the I. & S. M. Div., is relieving at Zumbro Falls, Minn.

J. E. Iden, agent, Peterson, Minn., will leave on Sept. 15th for a trip to Sweden with his mother. He expects to be gone two or three months. Hope you have a nice trip, folks.

Two of our old-timers are taking the vacation, effective Oct. 1st. They are Geo. Linder, agent, Boss Lake, Minn., and James Snyder, agent, Pipestone, S. D. Hope you both enjoy your well-earned vacation.

West End Trans-Missouri Division

P. A. R.

Wm. M. Ewan, wife of retired machinist, Miles City, is reported to be very poorly at this time. We all hope she will soon be able to get out again, feeling fine.

Miss Barbara McManus, daughter of late Clerk, left Miles City last Saturday, October 12th for a vacation trip to New York City and other Eastern points.

H. W. Webster and family of Miles City, left September 30th for a vacation trip to New York City and other Eastern points.

R. H. Moen, son of former C. M. Co. agent, P. R. C. I. agent at Miles City, have gone to Tacoma, Wash., for a short vacation trip. Mr. James is relieved bachelor, agent at Miles City.

Miss June Speel, daughter of Frank Speel, conductor at Miles City, is planning on attending the University of Minnesota at Minneapolis this fall.

TONGUE BITE GONE!

Exclusive Edgeworth Method

PROCESS-AGING

Is Changing Smokers' Ideas

We guarantee Edgeworth will not bite the tongue. That is a strong statement, but we are willing to prove it at our risk.

The use of the finest Burley tobaccos alone will prevent tongue bite. It's the processing that does it. As every tobacco expert knows, pipe tobacco can be rushed through the plant and save big sums of money. But Edgeworth is not made that way.

Our method is PROCESS-AGING—a process as vital as the aging of old wines. There are twelve required steps, each under scientific control. It takes 4 to 7 times as long as might seem necessary. That's how we guarantee that Edgeworth will not bite the tongue.

We ask you to try it under our money-back guarantee. If Edgeworth bites your tongue, return it and get your money back. Isn't that fair enough?

NOTE: There are three kinds of Edgeworth for you to choose from:

1. Edgeworth Ready-Rubbed—4 cool, loose burning tobacco preferred by seasoned pipe smokers.

2. Edgeworth Plug Slides—for the pipe smoker who likes to crumble the tobacco in his hands until it's just right for him.

3. Edgeworth Jr.—for the pipe (and cigarette) smoker—the same tobacco also Process Aged, but cut for "one puff" use and manufactured to give a milder, more free-burning smoke.

EDGECART AND EDGECORTH JR.
Morden Security Adjustable Rail Braces

Standard on the Milwaukee Road. Designed for super-strength to meet the requirements of modern high-speed traffic.

WE MANUFACTURE


Morden Frog & Crossing Works

CHICAGO, ILLS.

Twenty-six
years ago. He is survived by a widow and two daughters. Funeral August 18th. Informant: Union cemetery.

On August 12th, Miss Lucetia J. Motouin passed away at her home, 733 North 38th Pl. She comes from a railroad family; her father was engineer at the Milwaukee Shops big mill for years, and two brothers, Natt and John P. Motouin, both deceased, wereollar's on the Milwaukee road. Miss Motouin was a school teacher in the public schools for 15 years and there are many of our employees who will remember her at their teacher when they attended the Grand Ave. school. Funeral services at 10:30 a.m., September 3rd. Burial at Valhalla cemetery.

Macmillan J. P. (RED) Carroll called on some of the employees at the Edward Kings Jr., Hospital at Elise, Illinois, Sunday, Sept. 5th, via auto.

Malcolm John W. Allen relieved general foreman William Rivers at Humboldt Ave., Chicago. St. yards, that the latter might go on vacation in August. Assistant Curtis was showing us a box of sardines which he said Rivers sent him from Roosevelt Creek, where he was fishing. Why did you not buy some fish, Bill?

We hear that yardman George (BOO) Winstrow is organizing a colored club and is being assisted by engineer Philip Keating. When these two retire on pension they will have a road show all ready for business. Yardman David Freedman played the piano and yardman, Wm. Reine, the accordion, when they sang.

"Drafts from the Drafting Room"

H. J. M.

AFTER a long period of illness due to the fact that there was nothing else to write about, our "drawer" and his notes will again rise to great heights.

First of all, Jack introduces a few of the new kids that have ventured into the drawing room in the past few months.

Leonard Cochran has been inserted into the locomotive department of our drawing room under the guiding hand of Oberst Konen, when Mr. LEVY has no need of his mustache. What have you done that you are trying to hide?

Fred Winstrow was a former freight shop walker and has been a helping hand on the drawing board. He's just like Royoet Jolly, that is he can draw (art) very well.

Mr. Bolter is another new lad who is now serving the locomotive department station.

Adam Kaelst is going on "Little Bob's" cut in the blueprint room. He has straightened out the ties in good order and also types when things are hot.

William Finch, a newcomer from machine shop, is now trying out his apprenticeship on the drafting board. He's a big fellow and has blonde hair.

Charles Kehlke, an apprentice from the boiler shop, has served his time on the drafting board under the guiding hand of Harold Chandler. Last heard of Clarence he was to be well. No cigars?

Dick Kimmecin, a busy 50-pounder from machine shop, serving his time on drawing board. Dick used to put on the party every week in the sheephead tourney.

Weslar Lefton has quit going for Reading to start going for Howard Moler. He has a draftsmanship as well. Adam in 2000 filling his shoes in Hinsb's chamber of labor.

Potter is very sore of late. Just a few teeth extracted and bridged.

Congratulations the extended to Mr. and Mrs. Arthur L. Schults on the birth of a boy, 7 pounds 4 oz., September 12th, 3:00 a.m.

Odegaard, the sage of Rice County, Minn., has been boasting what a good pitcher he is. He goes home to the farm during his vacation and, in and behold, he finds a threshing bee in progress. To cut the story short, Ode and didn't even get an honorable mention.

Bob Engleke had a great season in baseball. Wonderful pitcher, fooled by Jack Armstrong. Quite a fellow (Engleke).

Ernie North has just completed his vacation out to the wild and woolly west. He reports a swell trip and a restful one. The west is not wild and woolly any more.

Odegaard—the most unorthodox pitcher in the game. Throws right handed off the left hand corner. Lives right or he wouldn't get the scores he does.

Cochran was bayed by cheap cigars and thrown off his stride. Bowled 50 of the 100 games of the season with one ball. He bowled like Mickey Cochrane catches.

Lefton—a good bowler but can't stand the strain of bowling 2 games. First 2 games were good but he just didn't have the extra trip to last out and fell to barely over 100. Not bad for his first year of bowling—new style.

Jack Armstrong—quite a ball player. Started up the soft ball circuit this past summer, until a sprained ankle laid him low. Even then he pitched no-hit games and continued hitting home runs with all of a sub-runner. What a pitcher!

Cowper has been giving an apprenticeship on bookkeeping. Every Saturday and Sunday Dick has called the bowling man. Another year and we will have a first-class "bookkeeper."

Schroedel—took upon himself a little wife when he went west home during his vacation and brought her back with him. The happy young couple are to be congratulated and wished the best of luck on their venture at this time. Howard has been

SURE-FOOTED
and DRY
The Railroad Man's Ideal

SURE-FOOTED
and DRY
The Railroad Man's Ideal

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

"U.S." PORTLAND
This bote good-looking overshoe is built with an oversole sole and extension heel for heavy wear. The sole pattern is that of the Patrol, designed to give the maximum of grip where sure-footedness is all important. The upper is tough and smeared lined for extra warmth.

United States Rubber Company, Inc.

KERITE
Insulated Wires and Cables
For All Purposes
Under All Conditions
Gives Unequaled Service
Everywhere

"U.S." PORTLAND
This bote good-looking overshoe is built with an oversole sole and extension heel for heavy wear. The sole pattern is that of the Patrol, designed to give the maximum of grip where sure-footedness is all important. The upper is tough and smeared lined for extra warmth.

United States Rubber Company, Inc.
Twenty-eight

EIGHTY-TWO

Barney Armstrong started out on another successful bowling campaign. Not satisfied with the good record established last year, when he was one of the best of the yoke style of bowling, he now has set his sights on a "money bowler." He has made up his mind to make the best of his talent this season. "Money bowler"—that's what he wants to be. 

Mrs. Cannon underwent a major operation and is doing very nicely. The office force offers best wishes for speedy convalescence.

Reinke has acquired a new title, Mr. Reinke can and already has put up a single. He has passed the first round of the tournament and is now in the second round. He has high hopes of winning the title.

Dr. L. N. Cooper has been busy lining up new trains for the coming season. He has added several new cars to the fleet and is planning to introduce some new features to make travel more comfortable and enjoyable for the passengers.

The vertical yoke type of attachment, with cast iron yoke, offers the advantages of less parts, less weight, and less cost. This type is highly recommended by the Bird-Archer Company, manufacturers of Anti-foaming Compound.
Agent H. B. Lafferty has been appointed agent at New Lisbon.

J. C. Mayer, who relieved A. J. Naryman this summer on third track, Fortuna, has been made first assistant at Madison, Wis.

S. M. Fiddler is appointed to operate second track, Oconomowoc.

A. L. Wiler is the new agent at Chippewa.

E. F. Sandman is appointed third track operator at Oaks Park office, La Crosse.

Herb Back is working as agent at Hartland.

Orr. Butler relieved W. J. Hayes at Portage a few days before he saw the Cubs perform at Chicago.

Good Old Dubuque Shops

Lucille Miller

FRANCIS H. DERSCH, age 50, passed away at his home in Dubuque on August 28th, 1919. He was born in 1869 or 1870 in Eggendorf, and was the son of the late, Henry T. and Jane Miller.

Our sympathy goes, also, to Miss Emma Sack, the assistant superintendent of the Eggendorf town, who was a native of Dubuque.

Earl Thompson tells us that he believes we have a reputation for the prompt return of a valuable piece of property, as we have received a 50 year button from our railroad, having served as a general foreman at Dubuque Shops for a number of years. "Dad" Dersch has gone on, but his memory will linger long in the minds of many of the old timers.

He is survived by five daughters and three sons; of the latter, Henry T. of Dubuque, and Herman of Dubuque, are with the "Milwaukee." Sympathy is extended to all.

His children, you see, must be cared for, and the principle of economy will be observed.

But 1001 others at the good you are doing, and you are helping the world to go round.

EDWARD KEOGH
PRINTING COMPANY

Printers and Planographers

732-738 W. Van Buren St.
Phones: Monroe 0432-0433-0434
Chicago, Illinois

PROMPT AND EFFICIENT SERVICE

S.C.D Office on the Air

E. V. ROBERTS reports having had a wonderful time on their vacation and it seems no matter which way they went, east, west, or south, conditions were "just grand." Steve is one of the best to return, having brought the "wheat" to the "big city." When Steve got back he was back at a 45 degree angle. He says he don't know why, but he can't feel so. We all know he stood at the edge of the sidewalk looking at the tops of the tall buildings. He brought back some photos to prove that he really was there.

Volda went to the West Coast, Montana to Yellowstone Park, as did the Deppe family. Walter Stark just stood at the depot on the south side waiting for his pay check. Yes, he got it. One of the girls delivered it and says he gave a big sigh of relief when he handed it to her.

A duck dinner at any time is good, but when you can get a nice fat duck for only ten cents, well the dinner just tastes twice as good. Lucille is the lucky one, having won a five-pound duck which was raised on Miss Carpenter's farm.

And enjoy the vacation you've found!

SCD Office on the Air

CREOSOTED MATERIALS

and TOAL TAR PRODUCTS

Republic Creosoting Co.

Minneapolis

PETTIBONE MULLIKEN CORPORATION
Established 1883

The name of Pettibone Mulliken in connection with the following products is a guarantee of the increased safety and lower cost resulting from their application.

Frogs, Switches, Guard Rails, Crossings.

Open Hearth and Manganese.

Asselin Permanent Base Crossings.

High and Low Switch Stands.

Mechanical Switchman.

Miscellaneous Castings of Manganese, Carbon and Alloy Steel.

4710 W. Division Street, Chicago, Ill.
FOR SALE—Beagle banded pups from 1st class breeding dog and sire, Male, $500; Female, $150. Owner, W. H. Shriver, 195 M. Ave., Wisconsin Dells, Wis.

FOR SALE—Red velvet, pillow-warm featherbed, with two extra pillows. Cushions and pillows reversible. In excellent condition. H. L. Lawrence, 901 S. 9th Ter., Bethlehem, Ill., for appointment to see.

FOR RENT—Large light room, newly decorated and newly furnished; Northwest side of Chicago near Addison and three car lines. Will appeal to Pullman Office. For details contact two adults or other roommates. Reply to Dept. 7, Milwaukee Water.

FOR RENT—A 34x16 ft. center, modern 7 room frame house, a 30x16 ft. garage, Furnace heat, a 70x20 ft. garage and a 13x24 work shop, all improvements in law, all around house, fruit trees, flowers, bushes, and grapes, located 3 miles from Ketter. A new property. Located near depot. A nice home, newly decorated, selling price, $8,000. James H. Goff, 34 Lincol St., Bensenville, Ill.

FOR RENT—Four room flat near forest preserve on Church Road, Bensenville, Ill. Price $15. Phone 88W.

FOOD—Yellow Cold Watch, 51 journal open face 92x14 size, while riding mot. rail car between Wisconsin Rapids and two miles west of Eau Claire. Reward—P. M. Lottos, Waunake, Wis.

FOR SALE—Canoe, Port Moutain, xeren, $12.50; if not, $1.50; Cobus yellow or yellow with green. White blue CM 32 for match pair. Youngsters $16 each. Golden Seabright hens, $6.50 each. Earl A. Doug, 480 S. 2nd, Des Moines, Iowa.

RANCH FOR SALE—50 acre well improved irrigated ranch. West end of the Galavina Valley, Alta fir, good pasture, lots of trees and strawberry. Large 3 room house and two large barns, fruit and foliage. For someone taking the partner. Full particulars on request. R. P. Crocker, Owner, Jefferson Island.

FOR SALE—In Kansas City, Mo. 5 rooms, modern, block 25x30 ft. garage and shop, one block and half right from street car line, near schools and stores. Write for further information. W. B. Adams, 607 S. Monroe, Kansas City, Mo.

FOR SALE—A 41x15 ft. center, modern 7 room frame house, a 30x15 ft. garage, Furnace heat, a 40x21 ft. garage and a 13x24 work shop, all improvements in law, all around house, fruit trees, flowers, bushes, and grapes. Located 3 miles from depot. A new home, heavily decorated, selling price, $8,000. James H. Goff, 34 Lincol St., Bensenville, Ill.


FOR SALE—Building lot 50 foot frontage on Lath St., Harp, Ill. From block to station. Reasonable and owner will consider. C. D. Stewart, 764 Norman Blvd., Chicago, Ill.

FOR SALE—A beautiful two-story dwelling, all modern, Lot 14 x 150 ft. Fruit tree, large lawn and garden. 3 bedroom 2nd story, 2 blocks from Catholic church, 3 blocks from Episcopal church, 2 blocks from Protestant churches. A bargain that will soon be taken. Address R. E. Simpson, 440 Ave., Bensenville, Ill.


ATTENTION!—NOW!—More than ever Advertisers are seeking concentrated markets. The Milwaukee Magazine opens the door to a great railroad market. It's good business to talk to the railroad people through their own publication. If you know of a prospective advertiser who wants to know how to reach Milwaukee Road employees, tell him your campaign for the Milwaukee Magazine is one of the effective advertising tools of the railroad. Write to the Assistant Editor of the Milwaukee Magazine at The Equitable Life Building, Chicago, giving the name and address of the prospect. You will be doing both the advertiser and the Magazine a favor.

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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.

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Serving Hotels, Restaurants and Clubs

Our Specialty

North East Coast 1898, all departments

W. M. WALKER

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Mills Station

Car. Rache Ave. and 4th Place

CHICAGO

DELCIACIES FOR THE TABLE

Specialties

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

E. A. AARON & BROS.

CHICAGO, ILLINOIS

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A Year Around Snow and Ice Cave

Waterway Subsidies Penalize Inland Areas

Celebrates Fifty Years of Service

The Milwaukee Railroad Women's Club

Said to Be Humorous

Special Commendation

On the Steel Trail
BINKLEY COAL COMPANY

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

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

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

BINKLEY COAL COMPANY
230 North Michigan Avenue
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Branches in Minneapolis, St. Louis, Indianapolis.

Avoid Waste of Water

Dearborn Sealing Compound will stop the loss of water and treating material from your wooden tanks. It is a plastic material, which dries into a glossy black, non-porous coating, and makes a permanent seal. As illustrated, it is applied easily to the interior of the tank in % in. thickness. Dearborn Sealing Compound is odorless, non-deteriorating and non-inflammable, and is the economical means of extending the life of tanks and preventing water waste.

Inquiries will bring you data and recommendations.

DEARBORN CHEMICAL COMPANY
310 So. Michigan Avenue, CHICAGO
205 East 42nd Street, NEW YORK

MAGNUS METAL CORPORATION

Journal Bearings and Bronze Engine Castings

NEW YORK CHICAGO
FEW of us realize how true it is that a railroad is never completed.

Spectacular new trains, mighty locomotives, air conditioning, are only steps in a process of improvement that's continually going forward.

You can see it in the way the railroads do their job and the equipment with which they do it.

Freight moves fifty per cent faster, for example, than it did a few years ago.

Passenger trains are faster and smoother.

Service of all sorts is more dependable, more complete.

Light bridges have been replaced with stronger ones.

Thousands of miles of heavier rails have been laid.

Curves have been straightened out; grades have been cut down.

Without these improvements and the thousands of others which the railroads have made year by year, they would never have achieved their spectacular advance in service, in dependability, in speed, and in safety—the things that make railroad transportation the bargain it is today.

This steady march of progress cannot be continued if the railroads are burdened with laws and regulations which increase their costs of operation, or which handicap them in fair competition for business.

Only if railroads have equality of treatment and opportunity for adequate earnings, can the progress, which is so vital not only to the railroads but to industry, agriculture, all of us, be continued.