

The MILWAUKEE MAGAZINE

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JUNE, 1932



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C O N T E N T S

Summer Vacation Number

Courtesy and Service	J. T. Gillick	2
Chronicles of Olden Days in Sioux City, Ia.	Lillian Rose	3
Courageous Progress	D. E. Wood	5
The Indian Legend of the Mississippi River Lotus Beds.	Mrs. L. A. Monty	5
Every Day in a Large Coach Yard	Wm. Snell	6
Fifty Years an Engineer on The Milwaukee		6
Fifty-Four Years of Station Service		7
The Refrigerator and Claim Prevention Service		8
The Wood Trains	Stanley Lyons	8
In Memoriam		9
Mining Lead-Zinc Ore in Washington		9
A Low Excursion Rate to Yellowstone Park		10
The Friendly Road	Reta W. Rhynsburger	10
Demand Government Abandon Barge Lines		10
Governmental Expenditures Still Rising		11
Investigate Before Shipping by Truck Lines		11
Disaster for Railroads		11
Accident Prevention		12
The Agricultural and Colonization Department		14
Claim Prevention		16
Minerals Important to Health	B. B. Brooks	16
On the 5:15. The Smoker	H. Handalan	16
Said to Be Humorous		17
Milwaukee Employees Pension Association		18
Forty Thousand Peony Blooms		18
Old Days on the I. & D.	Geo. B. Bryan	18
Our Little Folk		19
The Patterns		20
Favorite Recipes		20
Fire Prevention	L. B. Benson	21
The Milwaukee Railroad Women's Club		22
Special Commendation		25
On the Steel Trail		28



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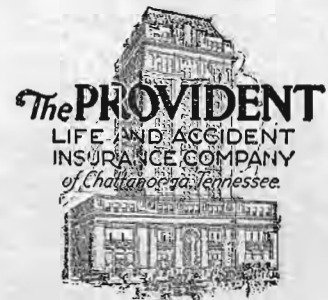
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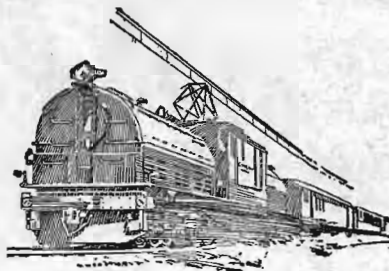


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+ COURTESY and SERVICE +

To be courteous is to be polite, gracious, considerate, civil and respectful. Courtesy is not something to be put on and off as a mere matter of policy for certain occasions or under trying circumstances. Rather aim to have courtesy become a fixed habit; think it, live it, practice it at all times, at home, with your superior officers, with subordinates, with fellow employes as well as with the public and, perforce, it will function automatically as a second nature in all your dealings and actions.

Many folks, as travelers, are uncommonly timid. To place them at their ease, to treat their seemingly unnecessary questions with every sympathetic consideration is to insure their friendship. The person who makes the fewest people feel uncomfortable is well bred and courtesy and good breeding are synonymous. Friendly criticisms and suggestions from the public should be extremely helpful and such suggestions and criticisms should be encouraged so that proper remedies may be applied. Taking the public into one's business confidence so far as it pertains to service promotes friendly relationships and we should all strive to deserve public approval.

Sentiment is becoming more and more favorable toward the railroads and the employes. Let's all endeavor to do our individual share to further promote and foster this paramount need.

(Contributed by C. W. Jacobs, Agent, Rock Valley, Iowa)

A stylized, handwritten signature in dark ink, reading "J. D. Gillick". The signature is fluid and cursive, with a long horizontal flourish extending to the right.

Vice-President



Chronicles of OLDEN DAYS

in SIOUX CITY, IOWA

By Lillian Rose

CONTINUOUSLY spinning a pattern into the web of life—sometimes with design and perhaps more often in seemingly mad abandon—the process of creation and continuation becomes history. With the earth, countless years were consumed in moulding its present shape, and even yet it undergoes constant change. With the earth's inhabitants, archaeology, geology, monumental and inscriptional survivals reveal the slow growth of the human race, up through the centuries of their primitive existence. Their painfully acquired knowledge gained step by step, their crude way of living, their means of sustenance, and later on their experience in cultivation, in order that they might be reasonably sure of continuous sustenance, might be called the birth of the greatest of all arts and sciences—AGRICULTURE. And paradoxical as it is, agronomy had its first beginnings in arid countries. Living today in the heart of the Great Agricultural Belt of America, it seems a strange statement. Here millions of years later, pioneering mankind, looking for and trying many other occupations, stumbled onto—quite by accident—the Garden of Eden.

Northwest Iowa, of which Sioux City is the shipping and shopping center, owes its natural riches to several glacial drifts, which slowly worked their way down from Canada at the beginning of the Pleocene age, and buried this territory under a mile of snow. This enormous ice sheet lasted thousands of years. By the slow and tedious process of formation—known only to Old Mother Nature—the Great Plains including Iowa were evolved. Nothing of lasting value is ever made in haste.

One of the richest farming sections in the world is the Missouri Bottoms, which lie directly south of Sioux City. This is the prize package of the silt and drift and loess picked up by those glacial drifts and so generously deposited in our yard and on our very doorstep. For this, and all our other many blessings, we thank the Agrarian gods.

The middle section of the United States including Iowa, came into political existence in 1493—following the first voyage of Columbus. The pope granted to Spain "dominion over all countries inhabited by infidels." In 1493 Henry the 7th of England granted John Cabot and his sons a patent of "discovery, possession and trade, to all lands they may discover and lay claim to in the name of the English crown." Later the French sent Jacques Cartier, and he discovered and laid claim to

all lands from the Great Lakes westward." The first time that Iowa, as *Iowa*, enters into the current of recorded history is with the discovery of, and subsequent trip up the Mississippi river by Hernando De Soto in 1541. This gallant gentleman carried the Spanish flag, and planting it, proclaimed "everything in sight, and whatever benefits should accrue from his expedition, as Spanish possession"—part and parcel of a world power of that day.

History has not provided us with any records of the aboriginal inhabitants of that period, but in 1607 such famous tribes as the Dakotas, Siousas (Sioux), Otoes, Winnebagoes, Fox, Ioways, and Yanktons were well known. The Ioways and Siousas "were of enormous physique, courageous, goodhearted," somewhat "rude in thare maners perhaps oeing in sum masher to thare leadig an obsger life in the planes."

In 1620, Great Britain ignored the pope and all other "spurious claims" and granted the Plymouth Company "all lands between 40 and 48 parallels north latitude extending from sea to sea." Some 50 years later, from the Canadian Indians living around Quebec, Fathers Allowez, Dablon and Marquette heard reports of a great river to the westward, and were at once eager to embark upon an expedition of discovery of waterways and gold, and the establishment of the Christian faith.

Thus it came about in June, 1673, Louis Jolliet and Father Marquette came to a country "of mystery and beauty" lying between two great rivers. These zealous Frenchmen—like many who came after them—"saw these sunny

slopes with pleasant streams and far horizons, covered with luxuriant grasses, birds golden and scarlet, and a riot of flowers."

An abundance of wild animals roamed the prairies, and lived by the near-by streams—beaver, otter, mink, muskrat, racoon, cat, panther, elk and to some extent the bison. During the next century an extensive fur trade—with markets in Europe—developed and the rich good earth with her bosom full of the life-giving sustenance, gently smiled to herself and marked time. For well she knew, wild animals could not roam free and unmolested over tilled and fertile fields.

"I have given England a rival," chuckled Napoleon, with no little malice, when he signed the sales agreement which verified the transfer of 827,000 square miles of territory for \$15,000,000, or about 3c an acre, this deed known as the Louisiana purchase of 1803. Soon after acquiring this vast territory, President Jefferson decided to have it thoroughly explored. Early the following year an expedition under the leadership of Captains Merriwether Lewis and William Clark of the regular army, left St. Louis and began the ascent of the Missouri, primarily to ascertain if there was a water route to the Pacific. The company consisted of fourteen regular soldiers, nine men from Kentucky, two French voyageurs, an Indian interpreter and hunter, and a negro servant belonging to Capt. Clark. Their main vessel was a keel boat 55 feet long with 22 oars and drawing three feet of water. It was provided with a large square sail to be used when the wind was favorable. There was a cabin in which were kept all valuable articles, such as scientific in-



Scene on the Big Sioux River

struments, papers, etc. There were two pirogues with six and seven oars respectively. Two horses were led along the bank to be used in hunting.

About the middle of August, Sergt. Charles Floyd, a member of the company, became seriously ill. From their records we copy the following quaint and descriptive narrative: "20 August Monday 1804—We set out under a gentle breeze from s.e. and proceeded verry well Sergt Floyd as bad as he can be, no pulse and nothing will stay a moment on his stomach. Passed 2 islands on the SS (starboard side) and at the First Bluff Sergt Floyd Died with a great deal of composure, before his Death he said to me, 'I am going away I want you to write me a letter.' We buried him on top of the bluff $\frac{1}{2}$ mile below a small river to Which we gave his Name. He was buried with the Honors of War and much lamented. A Seeder (cedar) post with Sergt Floyd buried here was fixed at the Head of his Grave. This man at all times gave us proof of his Firmness and Determined resolution to doe Service to his Country. After paying all Honor to our Deceased brother we then camped in the mouth of Floyd's river which is about 300 yards wide, a butifull evening." Twice owing to floods his remains have been reburied. They now repose under a beautiful shaft "on top of the bluff above the river," a shrine and a pilgrimage.

With such equipment and the shadow of death always lurking in forest and on prairie, these intrepid men added to the weaving of the continuous fabric of history, recking not that the inexorable wheels of time would some day grind out so enchanting a pattern from such simple beginnings.

In 1822 the Astors of New York established a branch of the American Fur Company at St. Louis with the definite purpose of competing with the western merchants already established there. Their ventures were so successful they replaced their slow going keel with steam boats and in 1831 the "Yellowstone," the pioneer of their new craft, made her maiden voyage to the upper Missouri, having among her passengers George Catlin, the famous Indian painter of that period. In one of his letters he thus describes his visit to Floyd's grave. "I landed my canoe in front of his grass covered mound, and all hands being fatigued, we encamped a couple of days at its base. I several times ascended it and sat upon his grave, overgrown with grass and the most delicate wild flowers. Where I sat, I contemplated the solitude and stillness of this tenanted mound, and beheld from its top the windings infinite of the Missouri and its thousand hills and domes of green vanishing into blue in the distance."

In 1832 came Capt. Allen and Company encircling what is now known as N. W. Iowa and rediscovering a river. Their journal entries are not quite sure whether "it be the Floyd or the Big Sioux." Capt. Allen's chief aim was to



Floyd Monument, Sioux City, Iowa



War Eagle Monument on the Banks of the Big Sioux

find the mouth of the river which his expedition had been following down from the north. "We encountered bluffs, ravines, vines, valleys, tall grass and swamp plum brush and willow thickets worse than any we had seen; but working our way along, and, in the distance of seven miles reached the point where this river unites with the Missouri. It comes in a due south course and meets the Missouri perpendicularly." At that time neither McCook nor Crystal lakes had been formed, and even now a part of this old dry river bed is quite plainly discernible.

As if the pattern needed new wool in the design to soften and enrich the weaving, Theophile Bruguiere, a young French-Canadian from Montreal, whose heart had been broken by the untimely death of his sweetheart, came up the river from St. Louis—an American Fur Company employe in 1846, and looking over the Missouri river and its tributaries, within the rim of the prairies—which through countless ages Old Mother Nature had been so cunningly divising—he also, had visions and dreamed dreams. He resigned from the company and sought solace in the unlimited reaches of this beautiful domain. He joined the Yankton-and-Sioux Indians, and being a man of peaceful intentions, acted as mediary between the red men and the encroaching white trappers and traders in their disputes of territorial jurisdiction. Within three years he became a leader of the tribes and during that time married three of the Chieftain's daughters. Some time later he left the exacting confines of tribal life and removed down the river a ways with his rapidly accumulating family and located on the ground which years later became the Milwaukee railroad right-of-way between Sioux City proper and Riverside. A siding and a bridge were named after him and were in constant use until the new double track was built two years ago, when it

was finally abandoned. His home became a store and a trading house, a wayside hotel for trappers going up and down the river and a great place for the gathering of his wives' Indian relatives. Always on friendliest terms with War Eagle (his father-in-law) his cabin was lonely only in the sense of its being the only one for miles around, while in reality it was a mecca for many a cosmopolitan gathering, in which many grievances were ironed out sans shooting and bloodshed.

Thus it was that these early settlers learned that nobility of character, gentleness and justice and the rights of both peoples could be defended from invasion and trespass much better through amicability of red and white man seeking a living along the banks of the Big Muddy near the future site of Sioux City. Theophile's Indian wives were "tall and good looking and made genuine effort to master and practice the arts of a more exacting civilization than to which they had been accustomed. Of fine character and devoted to their children, who could talk to their mothers in Sioux, their father in French and the settlers in English, these daughters of War Eagle inspired trust and confidence in their neighbors as well as their Indian relatives."

Years later, after the death of his Indian wives, Bruguiere sold out and went back to St. Louis. There he married a French woman, Victoria. But the bluffs and rivers called him back and he returned to a farm which he purchased, some miles southeast of Sioux City. There in an abandoned cemetery he rests, with an insignificant fallen headstone to mark the spot. Victoria did not care much for her Indian stepchildren, and eventually Grandmother War Eagle took them back to the Yankton tribe in Dakota. They were welcomed by their mother's people because of their education and refinement.

War Eagle and his daughters now repose—like Sergt. Floyd—on the summit of a lofty bluff near the mouth of the Big Sioux. From this spot may be seen for many miles the windings of the broad Missouri, the far off Black-bird hills of Nebraska, the islands, the lakes of the old river bed, the rich bottom lands and the groves of the three states. Some years ago, Sioux City erected a monument to War Eagle on this bluff, in recognition of the valued services of this noble Indian warrior. War Eagle was a cousin to Col. Robert Dickson's wife, who was a full blood Santee.

In the spring of 1859, Sioux City boasted of two log cabins, a post office and a United States land office. That same year another steamer, the Antelope, belonging to the American Fur Company, lost several of their employes when they arrived at Sioux City. Among them were Joseph Leonais, who bought out Bruguiere, also Eusebe (Joe) La Plant, father of Tref La Plant, engineer (C. M. St. P. and P.) also of Sioux City, and many others. The fur trade was growing rapidly. Leonais

had a small store, the size in nowise commensurate with the volume of business. Joe La Plant first settled where the stockyards are today, and later moved west of town and for many years he also maintained a thriving store in Riverside, finally moving still farther west to the present site to Jefferson. Some of these French men besides Theophile Brugnieur married Indian maids, whose life span seemed to have been considerably shortened by contacts with civilization, and the bereaved spouses later found solace and matrimony with women of their own race, when in the late 60s a number of them came out from Canada in response to invitations sent back by their wandering brothers and cousins. Simple, friendly, hospitable and peaceful, they typified the Acadian dwellers, so poignantly pictured in Longfellow's *Evangeline*.

(To be continued)

Courageous Progress

By D. E. Wood

WHAT HO, brother worker! Art thou worried at the times? Is thy situation seemingly becoming serious? Dost thou give thought at all to the meanings of it?

Every event in this world occurs according to the operation of law. Chance or luck existeth not. If this were not true, chaos and turmoil would replace order and rhythm. Man in an apparently turbulent state and things "going wrong" indicate that the trouble must be with man or the things man wants, since the law controlling both is inviolable in its operation.

Man lives on earth for a purpose—to learn lessons which will prepare him for greater responsibilities. These are not given to him to bear, until he is ready for and worthy of them. Trials and the solving of problems teach us our lessons with far greater certainty than any other method. Overcoming obstacles thrown in our path, teach us to "do the work, that we may have the power"—of knowledge. To know, comes surest from the actual experience of doing. Without trials, troubles, problems, obstacles, our life lessons would not be learned.

When Thomas Paine wrote "these are the times that try men's souls," our federal constitution was about to be written. Trouble, struggle, strife, and conquest filled the air. About the same time, Patrick Henry said, "Give me liberty, or give me death." He voiced the ideas then in the minds of most people.

In 1932, not only the United States of America, but the entire world is being tried, tested, and taught cosmic enactments. The preparatory changes which have been going on during the last two hundred years or more, are culminating now. Those changes might be likened to the gradual falling of a wall, the foundation of which has been slowly undermined. The crash is the

But if the prairies and rivers were full of beauty, to the incoming settlers they were also formidable—something to be tamed. Somehow in the years following his death, the gentleness of War Eagle became superceded with distrust between the two peoples, and with Brugnieur away in St. Louis, there seemed to be no one able to step into the picture and hold the peace of former years. Indian customs and intermarriages shocked the settlers' delicacy of feeling and their religious ideas—so into the pattern that had been so wondrously and finely woven, there crept some shoddy threads and ragged ends that roughened up the hitherto smooth surface, and in some instances stained it with blood in order that the supremacy of the white race might be maintained, and that this glorious north-west Iowa agricultural belt might come into its own.

final end-result, even as the present time represents the culmination of forces which have been operating these many years.

Our concern, however, is not so much the causes of our present situations, as it is to ascertain what to do for the consequences of the causes, what to do for those good men, women and children who are suffering from conditions resulting from causes over which they seemingly have had no control. What can each one of us do to help the helpless. Here are my suggestions:

Always be optimistic. Look into the faces of those who are worse off than you are, and smile kindly. Find something to say by way of encouragement. Conditions were never so bad but that they might be much worse.

Be cheerful. Always wreath your face with a smile. Sing a song, hum a tune. Whistle. Nothing is gained by showing how unhappy you may feel. After all, such a feeling only shows how selfish one is. The world has no use for a grouch, a pouter, who is only interested in himself. If you like company, smile; if you don't go off to the deep and dark woods, by yourself, and eat wooly worms. WHO CARES!

Live TODAY. Forget the past and let go of it, so it may sink into oblivion. More people suffer by living in the past and remembering the money they never had, than by appreciating the money in their pockets now. You can't use your past fortune, except to make yourself unhappy. Each moment, as it comes, is the best time in all your life—it is a "new time" which you never contacted before. It is full of immense possibilities, which you can capitalize and make of as you wish. All things considered, you are better off today than you have ever been. "Let the dead past bury its dead." It had its day and has passed onward, even as you and I are doing now.

Be AMERICAN. This is the best country on earth in which to live. The common people here right now have more money in their pockets, better living, finer homes, greater opportunities, easier lives, and superabundant advantages to be thankful for than anybody else, anywhere. Our government is the most representative in form, and gives us the best service, even if a few officials are so weak as to need replacing with stronger characters.

Never stop aiming for a high goal. Man is ever climbing the ladder of progress. The greater effort he puts forth, the greater height he will attain. There is more room at the top than at the bottom, where the crowd always lingers. If you wish to get out of the mob, you must rise above them by your own efforts. "God helps him who helps himself."

Think and talk constructively. See the DOUGHNUT, not the hole—that can't do you any good. Build up in your mind; tear down only to replace with something better. The Master "came not to destroy, but to fulfill"—fill full. Be a Master too!



Mississippi River Lotus Beds

The Indian Legend of the Mississippi River Lotus Beds

Mrs. L. A. Monty

A BEAUTIFUL sight in August is the lovely water flower bed of great waxy white and cream color Lotus blossoms, so beautiful in their waxen loveliness that thousands come every summer to see this floating bed of blossoms.

From Indian lore we find a pretty Indian legend about the Mississippi river lotus, and this region was once the home of some of our most famous Indian tribes. The legend:

THE CONSTELLATION OF THE SEVEN SISTER STARS

There were two Indian tribes constantly at war. The chief of one had a beautiful daughter, the chief of the other a splendid son. These two young people loved each other, but because of the tribal enmity, they were forbidden to marry. They decided to run away, but before they were well on their way in their canoe, they were pursued by their people. They paddled fiercely. The seven Sister Stars watched from their seats in the sky. As the pursuers were almost upon them, one of the sisters leaned too far out from her seat and fell with a splash in the Mississippi river between the lovers and their pursuers.

As she struck the water, there was a shower of sparks and every spark formed into a water lily with the leaves and pads intertwining until they prevented further progress of the pursuers.

EVERY DAY *in a* LARGE COACH YARD

By Wm. Snell, General Car Dept.
Supervisor, Chicago, Ill.

TRAVELLERS when boarding their trains starting out from the big cities on long or short trips, find themselves in cars which are clean, well ventilated, comfortably heated, and properly lighted, but seldom does the public give thought to the vast amount of work and expense the railroad is put to in providing equipment in such condition.

To take care of these requirements for passenger train travel, the railroad must maintain coach yards, varying in size, equipment and personnel with the number of trains terminating in the cities. Then too, thought is given to the class of work handled because at some of the terminals more of the heavier cleaning and maintenance work is handled than at others.

It is my thought that our readers would be interested in a description of the work performed in a coach yard where all of the various phases of cleaning and terminal maintenance of passenger train cars must be taken care of. Let us take you to the largest coach yard on the Milwaukee Road. Here we find in direct charge a Coach Yard Foreman whose many and varied duties require that he have general supervision of all work, co-operating closely with the Operating Department. He must know the make-up of all trains leaving his yard and arrange for substitution of equipment when regular cars in the trains must be held out on account of repair work, necessitating holding of cars out of their regular run.

Assisting him on shifts covering 24 hours daily, and seven days each and every week, are supervisors assigned to crews of employees handling the many details of the work. I shall not attempt to cover all phases of the work they handle, but will endeavor to outline just what attention cars receive from the time they enter the yard until the train is ready to proceed to the station for reception of passengers, baggage, express and mail. Assignment of the work to the several crews depends on arrival of train in yard and when it is due to depart from same, also the class of the equipment, and the amount and nature of work required.

Arriving at the yard or as soon thereafter as is necessary, the cars are given careful inspection, such attention as only employees thoroughly trained in their work are able to give. This covers the trucks, wheels, axles and bearings; couplers, draft gear and all attachments thereto; buffers and safety appliances. Inspection of the interior is another job handled by men trained in that work. When repairs to the trucks, or wheel changes are necessary, the latter, and in some cases the former



William Snell

work, requires that cars be switched to what is known as the wheel pit. These are pits arranged in the yard (and there are several such pits), where wheels can be lowered in the track and exchanged for wheels in proper condition. This work requires very close supervision and care on the part of men employed to see that a careful and exact job is performed to prevent undue heating of

the journals and bearings, which is liable to occur when work is not most carefully performed, especially on first trip after wheels have been renewed. The movement of the cars to the wheel pit tracks and back again into their proper places in the train necessitates prompt handling on the part of switching crews, and in a large yard a yardmaster is usually employed to supervise the many switch movements of cars which are necessary throughout the day.

The air brakes of cars are tested with special apparatus provided for that purpose to detect any faulty operation of the brakes, and at prescribed intervals the air brakes must be cleaned regardless of condition, and the delicate triple valves removed and taken to the shop for cleaning, testing and possible repairs, depending on condition. Brake levers must be checked carefully, and the brake cylinder pistons checked and adjusted when not proper. Brake shoes must be renewed when worn to the extent that it would be doubtful if sufficient wearing metal is left to permit making another trip. This one phase of the work in the coach yard is a very important one as the air brakes, unless in proper adjustment, can result in discomfort to passengers.

The steam heating must be tested out and this work is even necessary during summer months on many trains, because of the steam being required for heating wash water in sleeping cars, etc. Likewise, because of transcontinental trains operating through climates where heating of the cars is necessary even during summer months, it is important that the heating apparatus be in first class condition at all times.

While these things are going on, the



William Wallace Bowers and Grandson William Wallace, Jr.

Fifty Years an Engineer on The Milwaukee

Wm. Wallace Bowers entered Milwaukee service in the year 1879 at Hastings, Minn.; beginning as wiper in the round house, in which capacity he served nine days, when he was called to fire wood burner engine No. 13 for D. W. Davis,

known in those days as "Black Davis," on the Hastings and Dakota Division between Hastings and Glencoe, Minn. He continued as fireman on the H. & D. and River Divisions alternately until April, 1883, when he was promoted to the position of engineer.

On September 26, 1881 the wood burner engine 70 blew up three and one-half miles east of Shakopee, Minn., killing Engineer Bradbury instantly and landing W. W. Bowers in a plowed field 247 feet distant. In the Pioneer Press the next morning appeared the following note: "W. W. Bowers died at his home in Hastings at 4 o'clock following accident," which as Mark Twain once observed about an announcement of his own death, "was greatly exaggerated," as he is now rounding out his fifty years of service as engineer.

In the spring of 1887 he was sent to Sioux City, Iowa, for 30 days to fill a vacancy, which continued until fall when he was transferred to the Sioux City Division, on which line he was given a passenger run in October, 1888.

At present he is running between Sioux Falls and Bristol, S. D.

The child in the photo is his great-grandson, W. W. Bowers, Jr., son of Philip G. Bowers, agent for the Milwaukee at Ruthven, Iowa.

electricians also have their part to perform, and are inspecting and testing the lighting equipment. They also check batteries to see that they are charged and where not, they put up charge lines so that the batteries are properly charged when leaving the coachyard. Likewise axle generators underneath cars, which generate current for lighting cars and charging the batteries en route, need expert attention. When necessary, parts are removed and taken into the shop in coach yard for repairs. Some of our dining cars are equipped with electrically operated refrigerators, the mechanism of which must be inspected and adjusted where necessary. Radios, with which many of our club and observation cars are equipped, require testing and renewal of tubes, and this in itself is an important part of the electrician's work.

On the interior of cars, inspection also is made of door locks, window locks, and in fact the many parts of the interior of the car which might get out of order, and the men making this inspection carry their kit of tools and make repairs as they find same necessary. Repairs to seat coverings, shades, and in company owned sleeping cars, berth curtains, mattresses, etc., all require inspection and attention for which the services of employees trained in that work are required. I could go on at length describing the many things which are found in the daily operation of the coach yard which require attention. Of course, all of this work must be closely supervised.

While much of this maintenance work is being done, a very important part of the work is also receiving attention, and that is the cleaning of the cars. Crews are assigned to washing of the exterior of the cars, which crew usually consists of three men, one of whom handles the hose for washing down the car, after which two men follow with brushes to thoroughly brush loose the dirt. The man with the hose then follows after and rinses the car. When in the judgment of the supervisor the cars require special exterior cleaning, an oxalic acid solution is used in connection with the cleaning just mentioned.

While the exterior of the cars is being cleaned another crew is working on the interior, vacuum cleaning all upholstery, wiping down the woodwork, cleaning windows, and mopping floors. The facilities in the washrooms are also cleaned and polished. Periodically the ceilings of the cars must be washed and all woodwork renovated with a polish. Rubber tiling in hallways and washrooms must be scrubbed, also platforms and steps receive this attention. To take care of this cleaning work, it is necessary to have an adequate supply of warm water for which provision has been made by installation of heating tanks at advantageous points throughout the yard. Of course, the lighting facilities are all cleaned. Occasionally a car requires fumigation or other treatment. This is closely watched by employees on trains and such condition

reported on arrival of car at coach yard so prompt steps can be taken to do the necessary work. I might also mention that in equipment such as sleeping parlor and club cars, rugs and pads underneath same are removed from cars frequently and thoroughly blown and cleaned. In company owned sleeping cars, our forces are also required to handle the cleaning and airing of bedding, which must be removed from the cars for that purpose.

Another feature of the work is the repainting of floors in coaches, painting of steam pipes where exposed, touching up of marred woodwork, etc.

What has been said about the cleaning of passenger carrying equipment, applied equally to mail cars and express cars.

In all equipment having water coolers, and this applies to practically all cars, it is necessary that these coolers be removed from the cars and thoroughly sterilized with steam. This must be done at least once in every seven days to avoid contamination.

In addition to the repairs and cleaning of equipment the coach yard forces must also see that on cars having oil lamps that same are in good condition for use in emergency and supply of oil must be replenished if necessary, and wicks properly trimmed.

It is also the job of the coach yard

forces to fill all water coolers before departure from yard, also fill underneath and overhead water tanks, ice water coolers and ice boxes in dining cars—supply coal to dining cars, and see that the coal supply is replenished necessary in cars equipped with stoves or Baker heaters.

Finally, the supervisors carefully go over cars for a final inspection to see that nothing has been overlooked.

All of the repair work and cleaning operations require that employees working be protected against movement of cars while thus engaged, and accordingly the end of each train is protected with the blue flag.

When one considers that the Milwaukee owns approximately 1,300 passenger train cars, and that a very large portion of them terminate and are handled in the coach yard I am writing about, it is readily understood that to handle the work successfully it is necessary that the entire operation must function without any lost motions.

I have endeavored to give you some idea of the work handled but I am sure our readers who are acquainted with this feature of the operation of the railroad could tell you of many more things which must be looked for and taken care of every day in a large coach yard.



"Jim" Sweeney, Agent, Freeport, Ill.

Fifty-Four Years of Station Service

The Record of "Jim" Sweeney, Agent at Freeport, Ill.

The Freeport Journal-Standard publishes this interesting story of our popular representative in that busy little Illinois city:

Recalls Early Methods

Harking back to the earlier days an interesting sidelight on the method of travel, the ways and means of handling freight and transporting passengers by rail in this community, will come as somewhat of a surprise to the present generation used to the speedier methods of "going somewhere."

Probably no one in local railroad circles is better able to relate incidents of this earlier period than is James Sweeney, agent for the Chicago, Milwaukee, St. Paul & Pacific railroad, who as boy and man has seen service under the banner of one system, which has frequently changed its name, over a period of 54 years.

In the 70's a part of the railroad known through many later years as the "Milwaukee," was called the Western Union. Its employees were recruited mostly from among the local families of the "Ould Sod," the boys of the neighborhood in E. Freeport growing up to follow in the footsteps of their fathers as railroad men. Among the Irish lads frequenting the yards none was more keen to some day join the force than was "Jim" Sweeney. That boyish ambition was later to be fulfilled, and in 1878 young Sweeney became a messenger (as have so many others now high in railroad circles) and between his duties as messenger calling train crews, he found time to learn the Morse code and receive instruction under the supervision of John Flanagan, brother of Martin G. Flanagan, retired Illinois Central trainmaster.

Telegrapher at \$12 a Month

A year as messenger, at a salary of \$12 a month, and he was made a telegrapher in 1879. At that time the division extended from Rock Island on the south—general headquarters of the road—to Freeport, and thence to Racine, Wis. The Freeport roundhouse was a beehive of activity and all engines except those on passenger trains were serviced here. Between 600 and 700 local em-

ployes were on the pay roll and there was plenty of snap and go in railroad-ing then.

After ten years as telegrapher here, Mr. Sweeney was promoted to agent at Durand in 1889, where he remained for two years, and for the ensuing six months acted as agent at Delavan, Wis.

In the old days weather and track conditions were taken as they came. The public was served regardless of unusual happenings. The veterans of today were learning railroading from the "ground up," and all assisted in keeping the wheels of traffic moving even with somewhat primitive equipment, regardless of snow, floods, or bad weather. Employees had no easy task in those days when station masters often were baggagemen, telegraphers and general men of all work.

In recalling his earlier experiences Mr. Sweeney said: "It seems a great change from the present way of conducting affairs in offices, equipment and general conditions as compared with the

system under which I came into the railroad game.

"Conductors received \$75 a month, engineers and firemen the same, or in some cases slightly less, and brakemen \$50. This was flat monthly pay, with no overtime. If a crew, after running from Freeport to Racine and return, arrived back here at midnight, or even later, that was their hard luck. It meant a long day but no extra pay."

Mr. Sweeney, who was born in Lena, came to Freeport with his parents, Mr. and Mrs. Peter Sweeney, when a young lad. His father was for many years a car repairman for the same road which his son has since served for more than half a century.

None of Mr. Sweeney's associates who began their railroad training with him are living. In fact he is the third oldest employe in years of service on this division. One veteran residing at Rockton, and another at E. Moline hold priority over him in number of years served.

The Wood Train

Senior English Theme Horicon, Wisconsin High School, Class of 1932

MISS HAZEL WHITTY of the Roadmaster's office, Northern Division, has endeavored each year to have one of the senior class of the Horicon High School take a railroad topic for his thesis. There have been some fine ones in years past, and this year's is written by Stanley Lyons, a son of Patrick Lyons, Milwaukee Road engineer, living in Horicon. It is one of the best yet submitted.

"In Dodge County, as elsewhere, the first railroad trains were hauled by Wood Burners. As the name signifies, these engines depended on wood as their source of fuel. A great deal of wood was consumed, and it was necessary to haul the fuel from well wooded spots to various places called Wood Yards. For this task of hauling, the Wood Trains were employed.

The Wood Train operating in Dodge County supplied practically all of the Northern Division, Horicon being the terminus. The train would start out in the morning from Horicon with a string of empty flat cars, perhaps twenty to twenty-five, and a caboose. The crew consisted of the regular train crew and the Wood Crew of twenty or thirty men. Most of the wood was obtained from Germantown and Richfield, very little being cut within the county.

In the winter, the farmers along the right-of-way cut down the trees and sledged them to the tracks. There the logs were piled on the level or on top of a cut, never at a fill. It was the duty of the Wood Train to pick up this wood and freight it to the Wood Yards. A trainload of wood averaged about two hundred cord, selling for less than two dollars a cord.

The Wood Yards in Dodge County, two in number, were located at Horicon and at Fox Lake. The yard at Horicon was situated west of the present depot, near the roundhouse. The other was on the south side of Fox Lake. Here the wood brought in by the trains was cut and piled, ready to be consumed by the greedy locomotives.

The last Wood Burner was discarded in 1888. For a short time the Wood Trains hauled wood for kindling purposes, but that was soon abandoned.

Some rather peculiar accidents occurred. On one occasion a log fell from a car and killed one of the crew who happened to be in the way. Another time a log fell from the tender, knocking the wheels from under the tender, leaving it setting upon the rails. Nobody was hurt in the latter accident.

Few of the crew are left. Some of those who have passed away are Neitzel, Deikelman, and William Schilling. My dad, Pat Lyons, carried water on the train when he was sixteen. Two of my uncles, John and Hugh Lyons, also were employed on the trains, the latter (deceased) having been a conductor and the former a fireman. John was promoted for he had the privilege of running the last Wood Train. August Bugda and Fred Schilling still survive.

A picture of the last wood train is hanging in the watchman's shanty on Main Street in Horicon. The train pictured is composed of an engine, a flat car holding the crew, and a caboose."

The Refrigerator and Claim Prevention Service



W. L. Ennis

MR. W. L. Ennis has charge of the Refrigerator Service and Claim Prevention Department which was organized to educate railroad employes on the proper methods of handling traffic with a minimum of loss and damage, and consequently a minimum of annoyance to shippers and consignees.

The Refrigerator Service Department maintains a corps of Inspectors located at all terminal and division points on the railroad who are charged with the responsibility of furnishing suitable equipment, properly iced, ventilated or heated, for transporting perishable shipments in accordance with shippers' instructions and desires. Their work makes it possible for every family throughout the country to have fresh fruits and vegetables, meat, packing house products, poultry, butter and eggs, fresh at all times of the year, although produced in remote sections and

transported during hot or severe cold weather.

The Milwaukee Road's loss and damage claims on perishable freight have been reduced in ten years 84%, although perishable freight traffic increased in the same period 33%.

We realize that a damaged or delayed shipment never satisfied a patron of our railroad; therefore, this department maintains Traveling Inspectors whose duties are constantly to check the handling of business, informing employes as to the proper methods of caring for both carload and LCL shipments; checking the loading, blocking and bracing methods used by various shippers. These employes have opportunity to inspect thousands of cars of freight annually, giving them a detailed knowledge of the best methods of loading and blocking which are passed on to shippers in order that their business may be handled over our railroad with a minimum of loss or damage.

Livestock is handled in a similar manner to perishable freight. Feed yards are located at various points and maintained at a high standard to provide proper service, including feed and water. Showering devices are located at many points on a division and at all terminal and division points for proper showering of hogs during hot weather. Numerous other important functions are carried on under the supervision of this department in the interest of the public. The intensive supervision of claim prevention matters has reduced our loss and damage claims 83% in the past ten years and has undoubtedly resulted in many satisfied patrons.

Milwaukee Employes' Slogan—"Handle Freight Shipments As Though They Were Your Own."

Make Claim Prevention a Habit.

In Memoriam

Milwaukee Employees Pension Association

Resolution

WHEREAS, Our beloved friend and associate, Charles Wright Mitchell, having been called to his reward by his Creator; and,

WHEREAS, Mr. Mitchell, at the time of his death, was a member of the Board of Directors of the Milwaukee Employees' Pension Association, and its Secretary-Treasurer;

BE IT RESOLVED, That the memorial, herewith submitted, be spread upon the minutes of this special meeting of the Board of Directors of the Milwaukee Employees' Pension Association, held at the headquarters of the Association in the City of Chicago, this 22nd day of April, 1932, and the Secretary directed to transmit a copy of this memorial, in suitable form, to the widow of our late friend and associate, together with a copy of this resolution.

L. C. Boyle,	Wm. R. Barber,
J. T. Gillick,	Otto F. Hoppe,
H. B. Earling,	R. J. Walker,
G. A. VanDyke,	M. J. Larson,

Board of Directors.

Charles Wright Mitchell

Born March 8, 1856,
at Somers, Wisconsin.
Died April 1, 1932,
at Milwaukee, Wisconsin.

"When hearts, whose truth was proven
Like thine, are laid in earth,
There should a wreath be woven
To tell the world their worth."

—Halleck.

In the passing of our dear friend and beloved associate, Charles Wright Mitchell, there was, indeed, a heart laid in earth whose truth was proven. His sterling character, throughout the many years of his useful life, was ever manifested in his earnest desire to do right. His integrity was most pure; his justice most inflexible—no motives of friendship or hatred being able to bias his decision. He was, indeed, a wise, an honest, and a great man. His keen interest in the welfare of his fellow men prompted him to take an active, energetic, and responsible part in the formation of the Milwaukee Employees' Pension Association. He was a director of the organization from its inception until his death.

Upon the persistent urging of his associates he was persuaded to accept the office of Secretary-Treasurer, assuming this additional responsibility in August, 1925, to fill the vacancy created by the demise of his predecessor. His deliberate and comprehensive mentality and the paternal care with which, at all times, he watched over the affairs entrusted to him, his probity, inherent virtue, capable and efficient management, demonstrated his worth and fully confirmed the high esteem and confidence of his associates. He was loyal to every trust.

Our hearts are heavy and sad with grief, mourning the loss of our friend and associate. But his memory will ever remain

with us and be our inspiration and encouragement to carry on the laudable undertaking to which he gave so unstintingly of his time and talents.

"His sterling worth, which words cannot express,

Lives with his friends, their pride and their distress."

—Crabbe.

Joseph A. Frundle

Joseph A. Frundle, station agent at Lemmon, S. D., for the past 15 years, and pioneer employe on the Trans-Missouri Division, died April 2nd, 1932, of apoplexy. Mr. Frundle was stricken while at his work Thursday afternoon, March 31st. Death came very sudden and unexpected. Funeral services were held from the Masonic Temple in charge of the Lemmon Knights Templars, and burial took place at Slater, Iowa. Quite properly the people of Lemmon acclaimed him their "best loved citizen" and the tributes paid to his memory by his fellow townsmen were eloquent indeed. For a quarter of a century Joe Frundle labored untiringly for his company and friends in the West River country. He was the first agent and opened Reeder station November 20th, 1907. No man was ever more devoted to his task and none could be more loyal to his friends than he. He will be missed in days to come. He has thrown the torch to us, we have caught it and will carry on.

"The days grow shorter, the nights grow longer,

The headstones thicken along the way;

And life grows sadder, but love grows stronger

For those who walk with us day by day.

Then let us clasp hands as we walk together,

And let us speak softly, in loves sweet tone,

Mining Lead-Zinc Ore in Washington

Lon Cook



Entrance to the Josephine Mine

MINING men numbering 75 or more visited Metaline Falls at noon June 25th as the guests of the Pend Oreille County Development league, dined and marveled at the advance in mining development.

They entered the Cascade tunnel of the Josephine mine, where a block of ground containing lead-zinc ore in area of 500 by 500 feet is being opened at a depth of 500 feet by the Pend Oreille Mines and Metals Company.

On the 300 foot level they saw a chamber 100 feet high, 110 feet wide and 140 feet long that has been emptied of ore,

For no man knows, on the morrow, whether

We two pass by, or but one alone."

Contributed by O. B. Tripp.

Charles M. Jones

ON APRIL 23, at the home of his son in Minneapolis, occurred the death of veteran Engineer Charles M. Jones at the age of 85 years. Mr. Jones retired in 1930, at which time he had been in active service sixty-six years and was the oldest engineer-man in years of service on The Milwaukee Road west of the Mississippi River. For many years he was on the passenger run between Minneapolis and LaCrosse and for a short time before his retirement he was on light duty about the Minneapolis roundhouse.

Mr. Jones was a member of the Brotherhood of Locomotive Engineers, of the Milwaukee Veteran Employees Association and president emeritus of the Minnesota Central, I. & M. and McGregor Western veterans. He was also a member of Zion Commandery, Knights Templar, and had the distinction of being the oldest Knight Templar in the Commandery.

He is survived by a sister, two sons and three grandchildren. A picture of Mr. Jones and a record of his career was published in the August, 1931, issue of The Milwaukee Magazine.

Orville H. Silvernail

Mr. Orville H. Silvernail, who entered the employ of the Milwaukee Railroad in June, 1887, passed away at his home, 7550 Paxton Ave., Chicago, April 23, at the age of seventy-two years. Mr. Silvernail was a member of the Veteran Employees' Association, his forty-five years of service having been spent in the Engineering Department. His long association in this department imprints a treasured memory on his fellow associates who mourn his passing and extend to Mrs. Silvernail and her family their sincerest sympathy.

and chambers near by being opened to supply the 250 ton mill that is to be succeeded soon by a 750 ton plant. They were informed that 1200 to 1500 tons of concentrate were being shipped monthly, containing up to 63 per cent zinc and 70 per cent lead. Seventy-five are being employed. C. A. R. Lambley, general superintendent, and R. W. Loyd, mill superintendent, received the guests.

L. K. Armstrong, representing the Washington Natural Resources Society, spoke brilliantly to the 75 or 100 present at dinner in behalf of forestry protection and restoration. He said the government had promised a resumption of the topographic survey in the Metaline quadrangle this year and asked the league to resist transfer of public lands to the state.

Plans for the irrigation of 40,000 acres in Pend Oreille country were revealed by county Commissioner V. P. Campbell of Newport and general plans for industrial improvements were outlined by H. G. Sewell, president of the league. Mr. W. P. Warner and C. C. McCormick were present. It will be remembered that the Metaline Falls branch is one of the Milwaukee's best feeders.



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CARPENTER KENDALL, *Editor*

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

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A Low Rate Excursion to Yellowstone Park

AN EXPERIMENT in the operation of coach excursion trains that is expected to be studied with interest by western railroad officials will be conducted next month by the Milwaukee Road, when a 1c per mile excursion will be operated from Chicago to Yellowstone National Park and return. This is the lowest rail fare ever authorized in the history of the Park.

Influenced by the success of recent tours operated to places of historical interest in the East, the Milwaukee Road has scheduled the tour on a sensationally low cost "all-expense" plan. Coaches, dining cars and observation cars will be carried in a special train which will operate on a fast schedule, stopping en route to permit sightseeing. Passengers will also board the train at Milwaukee, St. Paul, Minneapolis and other places along the way.

Leaving Chicago late in the forenoon of Saturday, June 25, the excursionists will be assigned to numbered seats in the coaches, which will be loaded to only 50 per cent capacity. A fast run will be made to St. Paul, where the party will detrain, spending the night at a leading hotel in rooms that have been previously assigned. Sunday morning, following a sightseeing tour of the twin cities of St. Paul and Minneapolis, the party will board the train at Minneapolis at 9:30 and continue westward. At Wakpala, South Dakota, on the standing Rock Indian Reservation, a tribe of Sioux Indians will stage a traditional ceremonial, including a war dance, as an entertainment feature.

Monday noon the train will reach Gallatin Gateway, Montana, where, following luncheon at Gallatin Gateway Inn, the party will board motor coaches of the Yellowstone Transportation Company for the tour of the park, reaching Old Faithful Inn in time for dinner.

Completing the Park tour, which will be speeded to include all of the places visited in the standard tour ordinarily requiring four and a half days, the excursionists will board the train at Gallatin Gateway early Wednesday evening. On the return trip, special stops will be made for sightseeing, arriving in the Twin Cities Thursday night and in Milwaukee and Chicago early Friday morning. Nearly 3000 miles will be covered by rail and more than 350 miles by motor coach.

The cost of the entire trip, including meals and lodging, the tour of Yellow-

stone Park, sightseeing en route and "tips" is \$79 from Chicago, with corresponding reductions from points along the way. The summer fare from Chi-

the tour will be under the constant supervision of trained tour conductors."

The passenger list is limited to 300 to prevent overtaxing of motor transportation facilities in Yellowstone Park.

The Friendly Road

Reta Willert Rhynsburger

(Note. The following verses were prompted by certain criticism overheard in a Seattle depot recently.)

Won't you find me a friendly road
As I travel forth today?
The laughing hills and the rippling rills
And the scenery on the way
Are not enough to make return
For what I have to pay.

Won't you find me a friendly road
To take me the weary mile?
For friendliness means a lot, it seems,
And the kindly human smile
Is just the thing to make me feel
That traveling is worth while.

Won't you find me a friendly road
Without frown or unkind voice;
Where every man does all he can
To make his road my choice?
Just this is quite enough to make
A patron's heart rejoice.

Won't you find me a friendly road
That is interested in me;
Whether I'm first-class or on a pass
Or on a tourist fee;
Where kindness and tact are shown
By every employee?

Just let me travel that friendly road
From start to journey's end,
And I'll advertise, not criticize,
And on this you may depend—
That he who rides will not forget
The road that is a friend.

For friendliness is an asset rare;
Its worth is hard to measure,
But once its warmth and wealth are felt,
It becomes a priceless treasure.
There is no other thing can take its place
In giving a traveller pleasure.

cago to Yellowstone Park and return, exclusive of meals and berth en route, is \$59.35 and the minimum rate for the standard four and a half day tour of the park is \$45.

Considering the trend of the times, this travel bargain seems an answer to the vacation problem of this year. Yellowstone is the oldest and perhaps the most popular of our National Parks and has always had an appeal for vacationists. En route passengers will see the most interesting sections of seven western states. Comfortable equipment will be provided and

Demand Government Abandon Barge Lines

Growing opposition to government in business is evidenced by the organization at Centralia, Illinois, of the Inland Transportation Protective Association for the express purpose of demanding that the United States Government discontinue the operation of barge lines on the inland waterways in competition with private enterprise.

This is the second organization of citizens recently formed in Illinois to oppose government barge operations on the rivers, the previous organization being the National Inland Shippers Association, which was organized in Springfield, Decatur and Bloomington, Illinois, in December.

Citing figures to show that the federal government has spent more than \$475,000,000 of taxpayers' money to improve the Mississippi and Ohio river systems, and \$24,000,000 more for barges and towboats, while telling the taxpayers that river transportation is cheaper than rail transportation, John W. Stedelin, president of the new association and chairman of the transportation committee of the Centralia Chamber of Commerce, declared that there is no evidence to prove that river transportation is actually cheaper than rail transportation.

Spends Millions on Waterways

"The rivers have been improved by the government, and the government is spending millions of dollars a year to keep them navigable," he said. "By reason of these huge government expenditures the barge line rates are kept 20 per cent below rail rates. If the government would purchase from the railway companies their rights-of-way, rails and stations, and would assume the expense of maintaining them and would then permit the railroads to operate their trains on these roads without charge, it would be doing for the railroads what it is now doing for the barges; it would be placing railroads and barges on a par.

"This is not a railroad fight; it is a fight of the people," he declared, adding: "When railway tonnage is reduced because of competition, rates must be advanced to meet the costs of operation. Inland communities depend almost wholly upon rail transportation twelve months of the year, and all river towns north of Cairo depend on railroads about six months of the year, because winter makes river navigation impossible."

Governmental Expenditures Still Rising

THE combined governmental expenditures, federal, state and local, for the fiscal year ended in 1929, as computed by the statisticians of the Conference Board, amounted to \$13,048,000,000. This was an increase of 3.5 per cent, or 439,000,000, over the preceding year. It represented a per capita cost of \$107.37, as compared with \$105.20 in the preceding year.

In 16 years, from 1913 to 1929, the cost of all the governments in the United States increased 347 per cent, while in the same period the national income increased 148 per cent and the population only 25.9 per cent. In other words, governmental expenditures grew more than twice as fast as national income and more than three times as fast as the population.

The proportion of the state and local expenditures to the combined total has increased during recent years, with a corresponding decline in the federal proportion, although net federal expenditures have increased. In 1929, state and local governments spent 70 per cent of the 13 billion dollar combined total.

—National Industrial Conference Board.

Investigate Before Shipping by Truck

The following article is copied from THE CREAMERY JOURNAL, May 1932 issue, page 23, published by the Butter-makers Publishing Company, Waterloo, Iowa.

CREAMERIES that ship by truck should understand that there is an element of risk connected with it that is not generally understood, and as a consequence many have found themselves involved in damage suits on account of property loss and personal injury, the result of carelessness on the part of the truck driver or imperfection in the truck. Many erroneously assume that when a truck is engaged to transport property, that the truck owner assumes all the risk as a common carrier. That may or may not be so. It depends on the circumstances surrounding each case. Much depends on the arrangement. And in any event, a damage suit for property loss or personal injury can be brought against the owner of the property shipped by truck, even though there would be no merit to the case. Yet it would be necessary to appear in court and answer and fight the matter out to a conclusion. Otherwise, judgment could be rendered by default.

The Clinton Manufacturers and Shippers' Association of Clinton, Iowa, has issued a circular, reading as follows:

"If you ship by truck you should inform yourself on the following subjects:

"Is the truck line insured against property loss and damage and to what amount? This does not mean only the loss or damage to the goods in transit but should also cover the damage to any property caused by the truck.

"Is the truck line insured against personal liability and to what amount?

"With what insurance company does the truck line carry insurance and what is the expiration date of the policy?

"If you contract with the truck line to haul freight for you and the truck line has an accident while your merchandise is being transported, do you know that you are a party to that act?

"We are sending out this warning because recently two cases have come to our attention where trucks caused the death of persons and were sued for \$10,000. The trucks were not covered by insurance and the trucks were mortgaged to the limit. Joint suits were instigated, the owners of the merchandise

were responsible concerns and they were held for payment.

"Some truck lines carry only the minimum insurance. This would not be sufficient to cover if several persons lost their lives or if severe property damage was caused.

"It is highly important for everyone using truck service to inform themselves as to whether or not they would be dragged into a costly suit if the truck line carrying their merchandise had an accident.

Disaster for the Railroads

Nineteen-thirty-one, according to a railroad spokesman, was the most disastrous year in the rails' history. In the face of that, their taxes aggregated about four times the sum available for dividends, and amounted to \$2.65 for every man, woman and child in the entire country. Federal taxes, which are based on net income, were naturally lower than in other years, but all other forms of railroad taxes were higher. The tax collector absorbed \$7.30 out of every hundred dollars of gross revenue—the largest proportion on record.

On the one hand, we have made the railroads one of our foremost taxpayers, and on the other, we have allowed com-

peting forms of transport, regulated and taxed to a far lesser degree, to obtain a great volume of business that once went to the rails. We have paralleled the railroad tracks with fine highways, partly built at railroad expense, and along these highways roll the trucks and buses over which the interstate commerce commission has no authority. The inland waterways float boats which furnish government subsidized transport.

Unless immediate steps are taken to correct this condition, the railroads are doomed to failure. There is no other way out. The rail industry is the greatest single employer and purchaser of supplies in the country—and if it goes into bankruptcy, the public will be the principal sufferer.

Tribune,
Terre Haute, Ind.

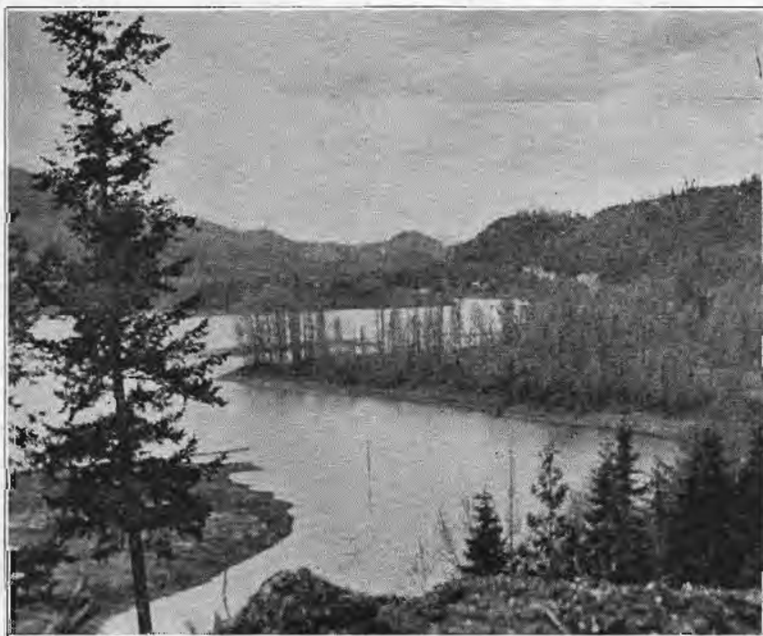
Intelligence, fairness and our own selfish interests demand the formulation of a regulatory policy that will apply equitably to all forms of transportation.

More Unprofitable Competition

Formerly we have quoted official figures showing that motor carrier operations in Washington and Illinois, although diverting millions of dollars of revenue from the railways, have not been profitable to the highway carriers.

Below is a tabulation compiled from reports of Interstate and Intercity Bus Lines to the State of Minnesota for the year 1931, which shows that, as a whole, these carriers also failed to earn their expenses and taxes, although they greatly reduced the gross revenues of the railroads upon which railroad taxes are based in that state.

Route Miles	\$ 12,965
Investment	7,239,202
Gross Revenues	5,371,687
Operating Expenses	4,955,231
Taxes and Fees	499,912
Net Deficit	83,456



Pend Oreille River Above Metaline Falls

ACCIDENT SAFETY FIRST PREVENTION

First Aid and Method of Applying Artificial Respiration

By E. L. Cleveland, Trainmaster,
Coast Division

SAFETY First and First Aid go hand in hand. Of course, we do not want anyone to get hurt, and the main object in view in our Safety First program is to prevent injuries from occurring. In recent years, we have been making wonderful progress along these lines, as shown by the decrease in reportable and fatal accidents. In spite of that fact, injuries do occur now and then in our work, in going to and from home, and at home. If we know what to do until the doctor comes, it may be the means of preventing a lot of suffering, and in some cases, loss of life.

Some time ago on the Coast Division we started instructing all of our men on the artificial method of respiration. I had the privilege of attending a number of first aid lectures, given by a man who was sent out by the Department of Commerce, and who lectures to all the miners. All miners in this State have to pass an examination on first aid and resuscitation methods, on account of their insurance. I have picked out about 45 minutes of these lectures, which I shall talk about tonight. I think you will agree that a knowledge of this subject will make you realize more fully the seriousness of injuries, and that thereby you will be a better Safety First man.

Briefly, I want to talk first about your blood circulation, and what may be the result in case you have a serious cut, or lose an arm or leg. You have about $2\frac{1}{2}$ quarts of blood in your body. The center of the circulatory system is the heart, a muscular organ located in the left side of the chest. The heart consists of four chambers, two auricles and two ventricles. It beats about 72 times a minute, unless you are working hard, pumping this blood through the arteries to all parts of the body; then through the veins back to the heart, thence to the lungs, where it is purified again and returns to the heart. This process takes about $2\frac{3}{4}$ minutes.

If you should have an arm or leg cut off, you would bleed to death in 7 minutes, unless the flow of blood were stopped. There is a way to stop most of these arterial cuts with finger pressure on the arteries in your body, which will prevent bleeding to death. Remember that when the arteries are cut, they give forth the blood in spurts, and it is bright red. Blood from veins flows slowly, is dark red in color, and when veins are cut, it is not so serious. With an artery cut, it is mighty important to stop loss of blood, as it is liable to cause death.



Resuscitation and First Aid

This picture shows Trainmaster E. L. Cleveland giving a demonstration of artificial respiration to a group of employees at Hyak, Wash. Hyak is an isolated point high up in the mountains with a small population, nevertheless, Mr. Cleveland was able to gather practically every available man in town for this demonstration, indicating the interest which our employees are taking in the work of resuscitation and first aid.

Mr. Cleveland has made a very thorough study of the first aid methods which particularly interest the employees in the electrified territory and the classes he has held demonstrating artificial respiration methods will undoubtedly result in much good in case of an emergency.

An address which Mr. Cleveland made on this subject at a recent safety meeting appears in this issue for the benefit of all employees.

The booklet gotten out by the Department of Commerce shows where you can place your finger and stop the flow of blood. For example, in case any of you should have a severe cut in your scalp, which causes it to bleed pretty bad, reach right up and put your finger on the small artery which flows up over your temple, just in front of your ear. Push it down against the bone, and you will stop the flow of blood. There are two of these arteries, one on each side, and they furnish the sole supply of blood for the scalp.

Here is what to do in case you have a severe cut in the cheek, ear or nose (and this includes nosebleed). All of the blood for your cheek, ear and nose comes up through a small artery on each side that flows alongside the jaw. To find this artery, run your finger along the lower edge of your jawbone near the back until you locate a small depression, through which the artery flows. A short time ago, in one of the sleeping cars on No. 15, a seven-year-old boy had a very severe case

of nosebleed. One of our brakemen, knowing about the pressure method, put his finger on the boy's jawbone and stopped the nosebleed.

When an arm is cut off near the shoulder, it severs the artery that supplies the arm, which is about the size of a lead pencil. There is an artery on each side right down next to the top rib that feeds the arm. You can reach with your finger down under the collar bone and apply pressure to this artery, stopping the flow of blood. If the patient must be transported some distance to the doctor, you should take hold of the severed end of

the artery, pull it out a ways and tie a string on it, which will stop the loss of blood until medical attention is given.

When the injury occurs down below the shoulder, it is more simple. This large artery flows down on the inside of the biceps muscle and against the bone. If the arm is cut off at the elbow, by pushing this artery against the bone you can stop the flow of blood. Below the elbow, this large artery branches off into two parts, one going down the side of the forearm toward the thumb, supplying the thumb and first finger. The one on the other side supplies the other three fingers, and the hand and forearm on that side. If you have a cut below the elbow, you can stop the flow of blood by applying pressure on the inside of the elbow.

Nature put the arteries deep in the flesh, and this is true of the large artery supplying the leg. It flows down the inner side of the thigh, about 2 or 3 inches deep, and is about the size of your little finger. In the case of a bad cut in the leg, pressure should be applied to this large artery about 3 or 4 inches below the crotch, pressing it against the bone.

Your artery divides in your leg just as it does in the arm. If you should have a foot injury, pressure applied right immediately behind the ankle bone will shut off the flow of blood to the foot. The branch of the artery on the inner side of the ankle supplies the big toe and the toe next to it. The other branch on the outer side of the ankle supplies the other three toes and that side of the foot.

Applying a Tourniquet

The next thing to do is to apply a tourniquet. In the case of the arm, for example, pressure should be applied under the biceps muscle. Pick up some small, hard object, such as a piece of rock, coal or a jack-knife, and place this against the arm on the inner side, just below the biceps muscle.

For a tourniquet, do not use a piece of wire or bell cord, as these will cut into the flesh. Tear off a piece of a shirt, or use a handkerchief, a part of a bed sheet,

or any plain piece of cloth, preferably about a yard square. Fold it on the bias first (diagonally). Fold again about two inches down; then take the point and make two folds in the other direction. Then you have it thick in the middle, forming a sort of pad, and thin at the ends, so you can tie a knot in it. With the small, hard object against the artery, put the tourniquet around the arm once at that place and tie a single knot; then two inches above the arm tie a hard knot.

Use a stick about the size of a ruler, place it through the opening just below the hard knot and twist. As you twist, lift up, in order to avoid injuring the skin on the outer side of the arm. You can see that this twisting brings the hard object up tight against the large artery, pressing it against the bone. (Mr. Cleveland fully demonstrated this process by applying a tourniquet on the arm of an employe present.)

After the tourniquet is twisted up tight, lay it down and bind it to the arm. Here is something to remember. Whenever you put a tourniquet on a man, and considerable time will be taken in getting him to the doctor, every 20 minutes release the tourniquet and let the wound bleed a little; then tighten it up again. If you would twist up on the tourniquet and leave it that way for two or three hours, all the small vessels in the arm would become congested. In about two days the arm would start to turn black, as gangrene would set in, and the arm would have to be amputated. So don't forget to slack off every 20 minutes.

A similar tourniquet can be applied to the head, in the case of scalp or facial cuts. One may also be applied to the leg, and a jack-knife is a good object to place against the thigh for shutting off the blood from an arterial cut in the leg.

(Continued Next Month)

Accident Prevention

Accident prevention is a subject which calls for the best thought of all. The cultivation of a Safety First habit of mind is a chief factor in the prevention of accidents and the man who has got the Safety First idea uppermost in his mind, has reduced to a minimum the hazards of the work, both to himself and his fellows. Always, he is efficient and dependable and leaves nothing to chance. He knows the rules governing his work, and abides by them and is ever on the alert.

Roundup Rock Quarry Has Good Safety Record

Few employes know that the Milwaukee operates a rock quarry at Roundup, Mont. The quarry was operated from January 27th, 1932 until March 15th under the supervision of Chief Carpenter O. E. Blake and Foreman E. M. Erickson, the latter being in direct charge of a crew of 11 men who, during the period specified quarried out and loaded onto cars 6,249 cubic yards of stone, supplying all of the riprap requirements on the Trans Missouri Division. The crew worked a total of 3,926 man hours without even a minor injury.



He Complied With the Goggle Rule

The above picture shows a pair of prescription ground lens goggles worn by Boilermaker Hugh Fuller at Milwaukee roundhouse, one lens of which was shattered by a piece of steel which broke off of the rivet set which is also shown in the picture.

There is no question but that this employe would have lost the sight of his eye had he not been complying with the goggle rule. Mr. Fuller's statement, which is quoted below, gives you the story complete and it would be well for all employes to take heed and make it their business to comply with the goggle rule whenever performing work requiring the wearing of goggles.

"On March 22nd, I was assigned to expand the flues on engine 7246. I was using air hammer and $\frac{3}{4}$ inch rivet set. A piece of the rivet set broke off and hit the lens in right side of goggles that I was wearing. This piece that broke off was about 1 inch long and $\frac{5}{8}$ of an inch wide and it hit the goggles so hard that the frame hurt the forehead. In this particular case I feel that had I not been wearing goggles I would have lost the sight of right eye, for the piece that broke off hit right in the center of the goggles and I am certainly glad that instructions have been issued to wear goggles doing this class of work, and I would like to see this called to the attention of everyone not only doing this class of work but any work done with a hammer. The defect in the $\frac{3}{4}$ inch rivet set was such that it could not have been discovered, for the fracture seems to have started on the inside and worked towards the center."

A Creditable Job

BELOW is a letter which Superintendent Valentine wrote Pile Driver Foreman Edw. Meyer in connection with the work handled on the Terre Haute Division, in which no injuries were sustained:

Mr. Edw. Meyer,
Pile Driver Foreman,
DeKalb, Ill.
Dear Sir:

I noticed that your outfit moved from the Terre Haute Division last night after having been located on the Terre Haute Division from February 25th to March 22nd, driving piling at various points.

The records indicate that you had a total of twelve men, and during the entire period there were no personal injuries reported, even of a minor nature, therefore, I am writing you this letter to tell you and your men that we feel you did a creditable job while you were on the Terre Haute Division in Safety First work, aside from the good service that you rendered, and we feel also that you and your men should be commended for it.

Wishing you the best of success in this work for the remainder of the season,

Yours very truly,
(Sgd.) J. H. Valentine,
Superintendent.

Some "Don'ts"

(Continued from May Magazine)

No. 11—DON'T leave a switch closed when it is not in use.

No. 12—DON'T close a switch in a hesitating manner.

No. 13—DON'T make a practice of operating a switch board where no rubber mat is provided to stand on.

No. 14—DON'T work on a circuit unless you have personally satisfied yourself that it is dead.

No. 15—DON'T use Pyrene to extinguish a fire where electric wiring is involved until the voltage has been removed.

Read and understand Rules 9-a, 16, 17, 18 and 23. Vigilance and watchfulness promote safety, so as to avoid danger adopt the safe course. Do not rely on the care exercised by others when your own safety is involved.

Personal Injury Record

The personal injury figures for the month of February, 1932, are as follows:

	February, 1932			February, 1931			Increase or Decrease		
	Fatal	Reportable	Lost Time	Fatal	Reportable	Lost Time	Fatal	Reportable	Lost Time
Lines East...	1	10	6	1	9	7	—	+1	—1
Lines West...	—	1	1	—	1	1	—	—	—
System	1	11	7	1	10	8	—	+1	—1

St. Paul Roundhouse Has Good Record

The roundhouse force at St. Paul, consisting of about 130 employes, under the supervision of Roundhouse Foreman J. L. Brossard, Assistant Foreman M. L. Mettinger and O. D. Wolke, have completed a period of more than three consecutive years without a lost time or reportable injury. This is a mighty fine record.

Divisions With Clear Reportable Injury Records During the Month of March, 1932

The records show that the following divisions completed the month of March, 1932, without a reportable injury, and those marked with an asterik also went through the month without a lost time injury.

*Iowa	*Madison	*La Crosse	Iowa and S. M.
*Terre Haute	*Milwaukee Terminal	*River	*Rocky Mountain

The Agricultural and Colonization Department

All States Getting Settlers

Evidence of New Farmers in Communities We Serve

"Will you please send me 50 more booklets like the one enclosed, as I am mailing out a lot of them and this booklet has helped me to sell farms No. 3 and 4 to four different parties, there being four farms in the two descriptions." That is only one paragraph from a letter received May 2 from E. G. Sauld, Pembine, Wisconsin.

Land is not only selling in Wisconsin. It is also being purchased by farm-minded families who are moving to our states further west. During the past few weeks farmers have moved to lands served by our road at Selfridge, N. D.; Drummond, Mont.; Fairfield, Mont.; Aberdeen, S. D.; Lily, S. D.; Peever, S. D.; McIntosh, S. D.; Hoquiam, Wash.; Bowman, N. D.; Mott, N. D.; Stamford, S. D.; Gallatin Gateway, Mont.; Rapid City, S. D.; Stickney, S. D.; Belvidere, S. D.; Buffalo Springs, N. D.; Corsica, S. D.; Faith, S. D.; Interior, S. D.; Canton, S. D.; Lantry, S. D.; Hickson, S. D.; and Cogswell, N. D. Some of these points were fortunate in having several families pick homes near them.

That these new families mean to make their new homes into real productive farms is indicated by the numbers of livestock and kinds of farm machinery they shipped to start spring work with the opening of the crop year. These new settlers had 147 cows, 11 calves, 68 horses and 21 hogs in their emigrant cars. In addition, there were chickens, and all kinds of machinery; in fact, everything to start spring work so that the families might become a permanent part of the community into which they had moved.

Musselshell Reclamation

U. S. Engineer Reports His Findings

THE prospects of storing water in the Musselshell Basin, to be used for the production of feed for livestock, appears sufficiently attractive to warrant further investigations. With the return of normal economic conditions, engineers believe a feasible construction program can be worked out. J. R. Iakisch, an engineer for the U. S. Reclamation Service, recently made a report of his findings.

While the report states that the bringing of new land under cultivation and irrigation through new projects are unattractive, it states that storage of water for existing farms that are under ditch has possibilities. The Deadman's Basin storage, which could provide water for the 20,000 acres below Barber, appears to be the most logical storage site. The report goes into detail pertaining to proposed storage sites, looking with favor on some under certain conditions, and adversely towards others, with more detailed information needed on other storage areas.

The general summary and conclusions of the entire report are as follows:

1. The late seasonal flows of the Musselshell River and its principal tributaries are but rarely sufficient for maximum crop production in the tributary irrigated areas. Rather frequent seasonal shortages in water supply have occurred which caused an unstable condition and loss in the livestock industry, which is largely dependent upon winter feed from the irrigated lands. A supplemental water supply for these lands would help to stabilize this industry.

2. Previous investigations have been directed to the irrigation of new lands by means of reservoirs to store surplus local waters and waters imported from Smith and Sweetgrass watersheds. A review of the data on these projects, supplemented by recent runoff data, indicates that most, if not all, of these projects are infeasible by reason of inadequate water supply, underestimated costs, and inferior land, singly or in combination. The best use of local surplus waters is to store them and furnish a supplemental supply for lands now irrigated, together with additional areas that may be irrigated by minor enlargements and extensions of existing canals. Importation of waters from other watersheds is considered impracticable.

3. If economical storage can be provided for the excess flood runoff of the Musselshell River and its principal tributaries, a supplemental water supply can be developed for the irrigated and irrigable lands which will be adequate for the requirements except in occasional years of extreme low runoff. Data now available are inadequate to permit reliable estimates

of cost for such plans. As an offhand opinion, the prospects appear sufficiently attractive to warrant further investigations whenever there are good prospects that funds can be secured to carry out any construction program that may prove economically feasible.

4. Abnormal rainfall over periods of years has in many Montana localities reacted unfavorably to sustained irrigation. With repayment of construction costs extending over long periods of time, and involving annual costs far exceeding present outlays, there must be assurance, backed by past operations, that additional works will be fully used at all times.

Grain Grading Schools Success

Elevator Managers Tell of Their Benefits

REPORTS from every place indicate that the Grain Grading Schools went over big. At each place the conference, exhibit and grading car was filled to capacity with elevator managers and farmers. Stops were made at several towns along our lines in Minnesota, North and South Dakota.

The car was furnished and operated by our road. Its exhibits and the speaker-demonstrators were supplied by the U. S. Bureau of Grain Grading, State Agricultural Colleges, and the Northwest Crop Improvement Association. The farmers and elevator managers were given a thorough day's schooling on the proper methods of grading all kinds of grain, best varieties to be grown from a production, as well as marketability, viewpoint, grain crop disease



Grading Grains and Studying Adaptable Varieties in Milwaukee Road Coach

prevention, especially smut control and several other production, transportation and marketing questions. Every person who attended worked with actual grain samples, as you will note by the accompanying picture of one of the schools.

The value of these schools is best told in the words of the men who attended them. So we quote from a few of the letters received:

"I am frank to say that this was the best meeting of that kind that I have attended yet. I have made arrangements for my two second men to attend the meeting at Hettinger, N. D. That's just how much I think of it. I have bought grain in North Dakota for over 20 years, and still this was worth a whole lot to me."

Math. Bayer, Manager,

Regent Co-op. Equity Exchange.

"While we are not situated extensively on your lines, apparently a good many of our men have attended your meetings and have obtained considerable information and much benefit from them. Permit us to congratulate you on this very fine work."

F. P. Heffelfinger,

Vice President and General Manager,
Monarch Elevator Company,
Minneapolis, Minnesota.

"I attended the meeting in the conference coach at Montevideo. I learned a great deal about the different varieties of wheat, barley and oats; also about dockage and grade. I also learned considerable about loading cars as to plugging and over loading."

Ernest Goulet, Elevator Manager,
Green Valley, Minnesota.

"I learned a lot of things at the Graceville meeting, as to varieties of grain best adapted for my locality, grading, foul seeds, dockage, and about smut, its cause, treatment and prevention. I now feel I can talk these subjects to my grain customers and get results. I hope we have more of these meetings."

M. L. Granoski, Elevator Manager,
Browns Valley, Minnesota.

Wisconsin Has Own Method Contract Cooperative Marketing of Livestock

WISCONSIN farmers are becoming more and more cooperative minded. With the growth of cooperation they have demanded and secured legislation from their state legislative body which protects the membership of their organizations, and assures them a sufficient period of operation to demonstrate the desirability of grouping together when marketing their farm produce.

Briefly, these cooperatives sign up their members on a so-called self renewing contract. The first term of the contract is for a three-year period and without written notice the contract is automatically renewed for five years and so on. The Supreme Court has already held the law to be constitutional in one test case.

By so contracting the members of the cooperatives, the managers have definite knowledge of the business they are to conduct and can thereby perfect sales outlets on a known basis. It also gives the cooperatives a definite group of known producers with whom they may work on long

time programs, such as standardization of quality, grading and distribution of production over a whole year's cycle, so that the highs and lows may be more evenly ironed out to avoid extremes in supply and demand.

One such organization is the Sauk Live Stock Association Cooperative having considerably over 1000 contract members from whom 553 decks of livestock were marketed in 1931. An example of how well such a cooperative can serve its members on long time programs is illustrated by this cooperative. At the 1931 International Live Stock Show, the Sauk Live Stock Association Cooperative showed the grand champion carload of hogs. The hogs in the load came from several farmers and were living examples of what may be accomplished when neighbors in a community get down to seriously working together.

Our road serves sixteen of these contract cooperatives in Wisconsin. Practically every animal marketed by them is shipped by rail to the packing plants. Their organization and their marketing experiences invite the serious study of farmers living along our lines, not only in other Milwaukee towns in Wisconsin, but in the other states we serve as well.

Land Settlement Advertising Homeseekers Given Sound Advice Before Making Purchases

THIS department has arranged to carry on a small advertising campaign in daily and Sunday newspapers in Chicago and other large industrial centers. The campaign is planned to reach men who are now out of work, who have had farm experience in the past, and who have a small amount of capital they desire investing in tangible property that will provide permanent, profitable and health giving employment.

We have pointed out that there are now splendid opportunities for farm minded families to return to the land in Wisconsin, upper Michigan, the Dakotas, and our western states of Montana, Idaho and Washington. These unusual opportunities to secure farms have been surveyed by our road, and we have selected for recommendation only such lands on which the purchasers may confidently expect to succeed. Farm land is, at present, lower priced than it has been for several decades, taxes are

being reduced, materials and labor are at rock bottom, and farm stock has not been as low in over thirty years. Now is the time for the man with a small amount of money to make his start as a farmer. He is likely to never be able, during his life time, to buy and equip a farm at lower price levels.

No doubt, our general unemployment situation could be somewhat relieved by carefully directing many of our city unemployed back to the land. To do this so that society as a whole shall be benefited, only such persons should be taken to the country as have a natural liking for rural life. Those who are placed on land must be directed to soil and surroundings where they may succeed.

When properly located, these new farm owners should easily become self-reliant, honorable citizens of the community into which they become land owners. In fact, they should easily change themselves from possible society charges to that of society assets bearing their full share of citizenship.

Railroads may be accused of being selfish in their desires. It is certain that The Milwaukee Road is not selfish to the extent that it would move to the land or even recommend moving to the land families that are not likely to succeed. We will even go a step farther and say that we will not be a party to recommending the sale of land upon which honest, industrious farm families cannot hope to make a living in normal times. We are aware of the fact that only successful settlers are an asset to the community in which they settle. And as our success is in proportion to the success of the communities we serve, so it behooves us to recommend wisely, advise correctly and choose carefully when offering land for settlement along our lines.

All railways serving undeveloped territory in the Northwest are endeavoring to arrive at the best methods by which this development and land settlement work can be accomplished. The failures of the past have taught us that the advertising of a territory and the direction of new enterprises to locations therein without a careful study of such localities and the honest, intelligent direction of the individual in the selection of his location far too often leads to disappointment, discouragement and abandonment of what, with proper direction, might have become a productive and a prosperous enterprise. Those of us who have had years of experience in this work are altogether too familiar with the monuments to deserted hopes which stand throughout much of our newer country as testimony of misdirected, even though conscientious, effort on the part of the early endeavors for development and land settlement.

Many localities tributary to The Milwaukee Road offer real opportunities for successful land settlement founded upon the prosperity of the individual settler, and it is the policy of this Department to actively and energetically further the colonization and settlement of such areas with resultant increases in agricultural and livestock production and the bringing of new lands into a state of cultivation, keeping in mind always the proper land utilization and farm management methods necessary in each locality for successful profitable operation.



Old Block House, San Juan Island, Washington

Minerals Are Important to Health

Barbara B. Brooks, Home Economics
Department, Kellogg Company,
Battle Creek, Michigan

PICTURE in your mind's eye a mound of lime or calcium weighing three pounds. Do you know that your own body (providing you are a normal adult) contains approximately that much lime? Furthermore are you aware that there are about two pounds of phosphorous and one-half ounce of iron besides other minerals in your body? The three specifically mentioned are the ones most often found lacking in diets and therefore they are more widely recognized than the others.

The calcium and phosphorous are distributed for the most part in the bones and teeth—about 99% of them. The other one per cent is found in the cells, where it performs a very important bodily function. If there is a lack of either of these two minerals, the bones become soft and pliable and the teeth become crumbly and develop cavities. This condition in a baby is known as rickets and often causes bowed legs or some bone deformity.

A good insurance against a lack of calcium or phosphorous is to include a quart of milk a day in your meals. Milk is our best source of these minerals, and it is so easy to take. It can be taken as a beverage, in cream soups, in creamed or scalloped dishes and on ready-to-eat cereals. Milk has been called "the almost perfect food." When eaten with cereals and fruit the dish is nutritionally adequate—all the food elements are present which are necessary to make the combination a balanced meal.

The absence of the proper amount of iron in our diet, and consequently in our bodies, causes a condition known as anemia. The person who has anemia has a decreased quantity of normal red blood cells. Red blood cells perform very important functions in the body and naturally if there is a deficient amount of normal ones, it is disastrous. Many people have anemia following accidents in which there is a loss of blood or hemorrhages. Some have it simply because they do not eat a diet rich in iron. People often have likes or dislikes in food which can seriously affect their health. In late years the world in general has become more or less interested in diet, with a result that more of us know what is right to eat.

Spinach gained in popularity because scientists discovered that it was rich in iron. Liver gained a reputation the same way. Some of the other foods rich in iron are chard, dandelion greens, peas, lentils, beans, egg yolk, molasses and whole grains.

Bran is an excellent source of iron. It contains twice as much by weight as an equal amount of beef liver. The iron in bran is particularly good because it is accompanied by traces of copper, which seems to add to iron's effectiveness in blood regeneration.

Bran may be purchased as a palatable cereal and may be eaten as such with milk or cream or it may be added to muffins, cookies or breads. It is a natural food, palatable and nutritious, yet endowed with true medicinal qualities.

Sixteen

CLAIM PREVENTION

One Way
To Satisfy Our Patrons

Prevent Loss and
Damage
By
Handling the Company's
Business
As Though It Were
Your Own

Loss, Damage or Delay
Usually Results in
Dissatisfied Patrons
and
the Loss of Business

On the 5:15

H. Handelan

If the blooming landscape didn't change every day, our trip would be more monotonous.

Looking at card games may be some diversion, but our necks get tired. While looking out the windows at the scenery our heads move about like caged lions, and it takes all the kinks out.

Every window in the coach frames a picture; moving pictures as the train rambles on, dark and dreary at times, but sunny most of the time. Spring, Summer, Autumn and Winter scenes vary in color and effect momentarily, and we see fifty-seven thousand varieties on our way down.

The hunter looks for pheasants,
The farmer at the crops,
The sleepy guys all close their eyes
And open up their chops.

The poker players play, you know,
And lose a pretty penny,
But I would never play for dough,
Because I haven't any.

The most depressing fellows are
The ones that read the market,
They may have dough but do not know
Where in hell to park it.

Some talk on business all the way,
A lot of boring stuff,
There's no such animal today,
But some will make a bluff.

And those whose feet are on a seat
Oft' gaze into a book,
When some one comes they should retreat
But never even look.

Some work on cross word puzzles
And forget they're on a train,
But I relax; I hate to tax
My peace of mind and brain.

The Smoker

H. Handelan

Gentlemen from near and far
All prefer the smoking car,
Ride in comfort and at ease,
Smoking, joking, as they please,
Swapping yarns of fishing fables,
Boozing friends, with pre-war labels.
There are saps that talk pink tea
And their monkey ancestry,
Priests and preachers, holy smoke
(Sorry that I thusly spoke).
The smoking car's most interesting
In our daily journeying.

Traveling near or traveling far,
Nothing like the smoking car
In the morning and at night,
"Hey, there, buddy, save that light,"
Reading papers, playing poker,
Pranks and puns from jesting joker,
High brows, brains, well, holy-gee,
Talking Einstein's theory,
Discussions, arguments and oaths,
Fishing, hunting, motor boats.
Our daily grind is interesting,
Killing time, while journeying.

Pipes, cigars and cigarettes,
I've met a dry, the rest are wets.
Gazing at the country lane
And the sky, predicting rain,
Birds and bugs and gardening,
Spades and hoes and everything.
Petty talks of tire troubles,
Of investments, bursting bubbles,
Talking, squawking, others gawking,
Sleeping, weary from night hawking,
Smokers are most interesting.
Hither, thither journeying.



SAID TO BE HUMOROUS



Doctor: "Have you told Mr. Cafoozalum that he is the father of twins?"
Nurse: "No—he's shaving."

"I wonder why it is that fat men are always good natured?"

"Probably because it takes them so long to get mad clear through."

"They say Billy Speedmore drives his new car 70 miles an hour."

"Don't say 'drives'; say 'drove.' The paper this morning says his funeral will be tomorrow."

Gumshoe: "So you are the sole survivor of the airplane crash. How did you come to be saved?"

Gumboil: "Well, you see, I changed my mind about going up."

"Harry surprised me by telling me we were going to France on our honeymoon."

"How nice, and how did he spring it on you?"

"He said that as soon as we were married he would show me where he was wounded in the war."

In the days before oil was discovered in Texas, a traveling man stopped for the night at a dry-land ranch near Wink. As he discussed the affairs of the country with his host, he became more inquisitive as to how the ranch paid its way. At last he ventured the question:

"How in the world do you make a go of things at all?"

Indicating the hired man who was sitting at the far end of the supper table, the host replied:

"You see that feller there? Well, he works for me and I can't pay him. In two years he gits the ranch. Then I work for him till I git it back."

Housewife: "I haven't much to eat in the house, but would you like some cake?"

Tramp: "Yes."

Housewife: "Yes, what?"

Tramp: "Yes, dear."

"I used to snore so loud that I'd wake myself up, but I've cured myself."

"How?"

"I sleep in the next room now."

Football Coach (to players): "And remember that football develops individuality, initiative and leadership. Now get in here and do exactly as I tell you."

Willie: "Did Edison make the first talking machine, Pa?"

Pa: "No, son; God made the first one, but Edison made the first one that could be shut off."

Dubious Person: "I've been getting threatening letters through the mail. Isn't there a law against that?"

Post Office Inspector: "Of course there is. It's a very serious offense to send threatening letters. Have you any idea who's doing it?"

Dubious Person: "Sure. The Woofus Furniture Company."

Mogul Mike Says:

I've been reading in a St. Paul newspaper about the trouble a motion picture outfit had in getting a herd of elephants to ride in trucks from one location to another. It took the movie boys several refusings to overcome the big fellows' objections to climbing on the trucks.

Of course we've always known that elephants are mighty intelligent, but it certainly looks like we haven't given them full credit.

Evidently they preferred to ship by railroad (whoever heard of an elephant refusing to board a train?) because they knew that the movement of heavy trucks costs the taxpayers a lot of money in addition to what the shippers pay, which isn't true when they ship by rail. And being sensible animals they didn't want to cause unnecessary expense to people not benefited by the movement.

Also, they must have figured out that by patronizing trucks they would be taking money away from rail employes, who then could not afford to see the movie, and that would help to make hard times for the elephants.

Yes, sir, elephants sure are intelligent! Lots of human beings would do well to take lessons in real economy from them.

Imagine my embarrassment when, according to my usual custom, I looked under the bed before retiring. I had forgotten that I was in an upper berth.

"I have come here," said the angry man to the superintendent of the railroad, "to get justice, sir. Yesterday, as my wife was getting off one of your cars the conductor stepped on her dress and tore a yard of frilling off the skirt."

The superintendent remained cool. "Well, sir," he said, "I don't know that we are to blame for that. What do you expect us to do? Get her a new dress?"

"No, sir, I don't intend to let you off so easily as that," the other man replied gruffly. He brandished in his right hand a small piece of silk. "What I propose to have you do," he said, "is to match this silk."

The reporter was sent to write up a charity ball. Next day the editor called him to his desk.

"Look here, Scribbler, what do you mean by this? 'Among the most beautiful girls was Horatio Lucian Dingley.' Why, you crazy idiot! Old Dingley isn't a girl—and besides, he's one of our principal stockholders."

"I can't help that," returned the realistic reporter, "that's where he was."—Life.

She: "I wonder why we can't save money."

He: "The neighbors are always doing something we can't afford."

Judge: "Gentlemen of the jury, have you come to a decision?"

Foreman: "Yes, your honor. The jury are all of the same mind—temporarily insane."—Exchange.

Damaged Darkey: "Ah was bes' man at a fren's wedding, and he beat me up 'cause I kissed de bride."

Sympathetic Friend: "But it's de custom fo' de bes' man to kiss de bride after de ceremony."

Damaged Darkey: "Yeh; Ah knows dat, but dis wuz two years after de ceremony."

Two beautiful young girl friends met at a station and embraced with one of those tangible demonstrations of affection known as kissing.

"Ah," moaned a young man standing nearby, "that's one thing I'm absolutely opposed to."

"What's that?" asked the other.

"Women doing men's work."

Wife (who is always ailing): "You will bury me by the side of my first husband, won't you, dear?"

Husband: "With pleasure, darling."

Poet Pete: "Burglars broke into my house last night."

Friend: "Yes? What happened?"

Poet Pete: "They searched through every room, then left a \$5 bill on my bureau."

Son in college was applying pressure for more money from home.

"I can not understand why you call yourself a kind father," he wrote his dad, "when you haven't sent me a check for three weeks. What kind of kindness do you call that?"

"That's unremitting kindness," wrote the father in his next letter.

"Do you wish the court to understand that you refuse to renew your dog license?"

"Yes, your worship, but—"

"We want no 'buts.' You will be fined. You know the license has expired."

"Yes, and so has the dog."

Mother: "Eat your spinach, dear."

Son: "Aw, Ma, I don't like spinach."

Mother: "Just make believe you like it, dear."

Son: "I'd rather make believe I'm eating it."

"Yes, I heard a noise and got up, and there, under the bed, I saw a man's leg."

"Good heavens! The burglar's?"

"No; my husband's. He'd heard the noise, too."

Willie: "Pa, what do they mean when they say that a government budget has been cut to the bone?"

Pa: "Merely that the outside layer of fat has been skimmed off."

Old Gent: "You're an honest boy, but the money I lost was a \$10 bill, not 10 one's."

Wise Lad: "I know, sir, but the last time I found a bill the man didn't have change to give me a reward."

MILWAUKEE EMPLOYEES PENSION ASSOCIATION

Members Entered on Pension Roll, April, 1932

The following members of the Milwaukee Employees Pension Association have been placed on the pension roll during the month of April, 1932:

Name	Occupation	Division or Department
Henry W. Andrecht	Sheetmetal Worker	Milwaukee Shops
Michael Binder	Carpenter Helper	Milwaukee Shops
Thomas Bowler	Boilermaker	Minneapolis Shops
Joseph B. Carroll	Laborer	Milwaukee Shops
Melvin S. Clymer	Operator	Twin City Terminal
Reuben C. Ferguson	Laborer	Minneapolis Shops
Joseph Fox	Conductor	Madison Division
Karl Hanson	Section Foreman	Iowa & So. Minn. Div.
John W. Leary	Locomotive Engineer	Dub. & Ill. Division
Ole W. Nelson	Section Foreman	Coast Division
Charles M. Newman	Roundhouse Laborer	Ia. & So. Minn. Div.
Frank Placek	Carpenter	Milwaukee Shops
Frank Radala	Machinist Helper	Milwaukee Shops
Herman Rauch	Boilermaker	Milwaukee Shops
William R. Rose	Pumper	Kansas City Division
George Schneider	Machinist Helper	Dub. & Ill. Division
John Schueller	Boilermaker Helper	Dub. & Ill. Division
Milford Stowers	Bridge Carpenter	Iowa Division
James H. Wagner	Locomotive Fireman	Kansas City Division
William F. Wendorf	Blacksmith Helper	Milwaukee Shops
William F. Wheelan	Bridge Carpenter	Iowa Division
John Williams	Machinist	Dub. & Ill. Division

M. F. KOLBE, Assistant Secretary-Treasurer.

When the Railroads Get Recognition

When the roads are drifted with snow and motor vehicle traffic curtailed to a considerable extent, it is about the only time, it seems, that the railroads get any recognition. Very little if any consideration is given them when the weather is fine and roads in good shape. This came forcibly to our mind last week when truck service was abandoned for a few days and bus mail failed to arrive. And a little comparison of the two public carriers forms the foundation for reflection worthy of consideration. No institution is hit harder by depression and competition than the railroads—competition, with motor service, yet they are carrying on and giving the service that is expected of them rain or shine, snow or blizzards. Quite to the contrary, motor service is carried on only when the weather and roads suit the drivers. Railroads in the state pay thousands of dollars in taxes in the counties in which they operate—over \$22,000 in Brule County—and employ an army of men who live in our midst and spend their salaries with us. But quite the opposite, trucks and buses pay a nominal sum for a license to operate and a tax on what gas they use, while we, the taxpayers, maintain the highways for them and open them up when impassable by snow or washouts. We aid and encourage the competition against the railroads—and we might say the barriers to our progress and development, when we ought to be showing more consideration to railroads. It is a subject of considerable discussion and eventually some solution will no doubt be worked out for a more equitable basis for taxation.—*Chamberlain (S. D.) Argus.*

Card of Thanks

TO those who so thoughtfully and kindly offered Birthday Greetings and Congratulations, I take this method of acknowledging my sincere appreciation and gratitude.

G. R. Morrison.



In the Peony Beds

Forty Thousand Peony Blooms

Engineer A. L. Murawska Invites Milwaukee Employees to Visit His River Grove, Ill. Gardens and See the Great Display. Will Also Present Each Milwaukee Road Visitor With a Plant

FLOWER lovers of Chicagoland vicinity are invited to visit Engineer A. L. Murawska's wonderful peony gardens during the season of their blooming, which will be in June, probably from the 15th on, depending of course on the season.

Mr. Murawska makes a specialty of peonies and iris in his gardens and carries on a considerable business in connection with his favorite hobby. He expects there will be not less than forty thousand peonies of every variety and color in this year's display, including some new varieties on display which were last year's prize winners. It will certainly be a wonderful sight to well repay a trip out there.

Mr. Murawska makes this free offer to all Milwaukee Road employees visiting his gardens this season: He will present one peony and one iris plant to Milwaukee Road visitors, and as he has only choice varieties of both peony and iris, this is no inconsiderable offer he is making to induce his co-workers to come out and see his gardens.

The name of his place is River Drive Peony Gardens, and any of our Milwaukee folk who have had the pleasure of seeing his beautiful flower fields in the glory of their blooming will not miss taking ad-

vantage of Mr. Murawska's offer and to persuade all of his Milwaukee friends to do likewise.

River Drive Gardens is reached by automobile from the city over River Road and Ridge Street, five blocks south of Grand Avenue in River Grove, Illinois, a suburban station of the Dubuque and Illinois Division.

Old Days on the I. & D.

Told by Geo. W. Bryan, Conductor

I LANDED in Mason City March, 1880, looking for work, and met a number of boys from the old Prairie du Chien Division, among them being P. C. Hart, and they introduced me to the Chief Dispatcher, who also hired the men. I went to work the next day as brakeman at the large salary of \$1.50 per day, and a day in those days was 24 hours, starting at 12:00 midnight and you very often were on duty the full 24 hours.

That fall I received my first run as conductor. The first two months a young runner received \$60.00 per month and after that he received full pay, which was \$70.00 a month, and a passenger conductor received \$83.33 per month.

We surely were handy men in those days—if we stopped for coal and the old coal buckets were empty, all we had to do was get out and fill them and wind them up, and that was the kind of life we led on the old I. & D. Our meals on the road were 25c, and if we ate three meals a day and slept in a bed, we had 50c left. "Night Clubs" were not known in those days.

We had very few passing tracks west of Sanborn and the house tracks were filled with cars of emigrants and when we met another train we surely had a good time passing our engines. They were 16 inch engines and the water very bad so we had many failures account leaky engines, and some times we could hardly get in with the caboose. We did not have inspectors then and we would pump bran and cornstarch into the boilers and that would tighten them enough to get in.

In the month of October we had what was called the October blizzard, causing lots of suffering among the emigrants coming so early, but after that we had good weather until after the first of January, and then started in one of the worst winters that was ever known.

The stations west of Mitchell had not been named at that time—they were known as 12, 24, 36, 48 mile siding. I was in Mitchell on Christmas day and Mr. Pennington afterwards president of the Soo Line, was assistant superintendent for Mr. Sanborn. He said to me, "Bryan, switch out what cars there are for 24 mile siding, take them out and return to Mitchell." That was the last train they saw until the following spring. I could write all day about that winter. We ran out of coal and we burned anything we could lay our hands on—ties, telegraph poles, and at last we burnt corn on the engine to take the men out to shovel snow. Mr. John Hughes was the engineer when we burnt corn. If I remember right, the corn cost the railway company about 10c per bushel.

The Patterns

Send 15c in silver or stamps for our UP-TO-DATE BOOK OF FASHIONS, SUMMER 1932.

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

7535. Ladies' Dress. Designed in sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. Size 38 requires $3\frac{1}{2}$ yards of 35-inch material. Price 12c.

7539. Misses' Ensemble. Designed in sizes: 16, 18 and 20 with corresponding bust measure. 34, 36 and 38. Size 18 requires 3 yards of plain 35-inch material, and $1\frac{3}{4}$ yard of plaid or other 35-inch material if made as illustrated in the large view. Price 12c.

7119. Ladies' Dress. Designed in sizes: 34, 36, 38, 40 and 42 inches bust measure. A 38-inch size requires $4\frac{1}{4}$ yards of 39-inch material. Belt of contrasting material requires $\frac{1}{4}$ yard, cut crosswise. Price 12c.

7543. Ladies' Morning Frock. Designed in sizes: 38, 40, 42, 44, 46, 48, 50 and 52 inches bust measure. Size 46 requires $3\frac{3}{4}$ yards of 36-inch material. For contrasting material $\frac{3}{8}$ yard 36 inches wide is required. Price 12c.

6760. Girls' Dress with Bloomers. Cut in 3 sizes: 2, 4 and 6 years. A 4 year size requires $2\frac{1}{4}$ yards of 35-inch material. To make yoke portions and band cuffs of contrasting material requires $\frac{1}{2}$ yard 35 inches wide, cut crosswise. Price 12c.

7072. Girls' Dress. Designed in sizes: 6 months, 1, 2, 3 and 4 years. It requires $1\frac{1}{4}$ yard of 32-inch material for a 2 year size. To trim with lace edging requires 3 yards. Price 12c.

7550. Girls' Jumper Dress. Designed in sizes: 4, 6, 8 and 10 years. Size 8 if made as in the large view requires $1\frac{1}{3}$ yard of 35-inch material for the Dress and 1 yard for the Gimp. Price 12c.

7158. Girls' Dress. Designed in sizes: 8, 10, 12 and 14 years. It requires $2\frac{1}{4}$ yards of 32-inch material for a 12 year size. The sash of ribbon requires $2\frac{3}{4}$ yards. Price 12c.

7505. Child's Rompers. Designed in sizes: 1, 2, 3 and 4 years. Size 2 if made with long sleeves requires $1\frac{1}{4}$ yard of 29-inch material. With short sleeves $1\frac{1}{8}$ yard. For contrasting material $\frac{1}{4}$ yard is required. Price 12c.

Favorite Recipes

Salads

Parisian Grape Fruit Salad. Drain canned artichoke bottoms, marinate with French dressing and let stand in refrigerator until thoroughly chilled. Drain one can of grape fruit, or peel and remove pulp of one grape fruit by sections. Place grape fruit sections, cut in half crosswise on artichoke bottoms in shape of a dome and arrange between each section one strip of canned pimiento. Arrange on crisp lettuce leaf for individual serving. Serve with French dressing and paprika sprinkled over top; or with red wine French dressing.

Mock Chicken Salad. Cut cold roast pork in cubes to make two cups. Add one cup celery cut in small pieces, four olives, chopped and one-half of red pepper which has been washed, seeded, parboiled and cut in thin strips. Serve on crisp lettuce with mayonnaise. Garnish with celery tips and red pepper strips.

Kentucky Salad. Pare, chop and drain one cucumber, to make one-half cup. Add one-half cup sliced pineapple, chopped and drained. Soak and one-fourth tablespoons granulated gelatin in one-fourth cup cold water and dissolve in an equal amount of boiling water. Add to the first mixture with one-fourth cup each of sugar and vinegar and two-thirds cup pineapple juice; a pinch of salt and one tablespoon each Tarragon vinegar and lemon juice. Chill, arrange on lettuce leaf and serve with mayonnaise dressing.

Vanderbilt Salad. Place thin slices of pineapple on lettuce leaf nests. In center pile celery cut thin and one and one-half inch Julienne-shaped pieces and mixed with an equal quantity of chopped English walnut meats. Garnish the pineapple with two sections each of grape fruit and orange. Serve with cream mayonnaise.

Cream Dressing. Mix in top of double boiler, one egg slightly beaten, two and one-half tablespoons butter, three-fourths cup of cream, three-fourths tablespoon sugar, one-half tablespoon dry mustard, one-fourth tablespoon salt and add slowly, one-fourth cup vinegar. Cook in the double boiler, stirring constantly until the mixture thickens. Strain and cool.

Red Wine French Dressing. Mix and emulsify one-half teaspoon salt, one-half teaspoon paprika, two tablespoons red wine vinegar and four tablespoons olive oil.

Fish Salad with Cucumbers. Season one and one-half cups cold cooked flaked halibut with salt, cayenne and lemon juice. Cover and let stand one hour. To cream dressing, add one-third tablespoon granulated gelatin soaked in one-half tablespoon cold water. As soon as the dressing begins to thicken add one-half cup heavy cream beaten until stiff; then fold in the fish. Turn into individual moulds and chill. Arrange on lettuce leaves and serve.

Cucumber Sauce. Pare two cucumbers, chop,

drain off most of juice and season with salt, pepper and vinegar.

REMEMBER THIS

Modern cars have every necessity except a dingus you can press to throw a rock at a truck driver.

So at last they have a car that will move sidewise. But what we really need on truck-infested roads is one with a kangaroo attachment.

One way to get care-free enjoyment of a car from the very beginning is to take a hammer and crumple the fenders yourself.

You can tell an experienced driver; he howls with rage after a collision so the cop will blame the other fellow.

Road construction boosts business. Cars and tires wear out much quicker on the detours.

In the long run it won't hurt America to learn that a tire isn't the only thing that can go flat.

—The Mid-West Review.

Mother: "Tommy, the canary has disappeared."

Tommy: "That's funny. It was there just now when I tried to clean it with the vacuum cleaner."

Righto

"Yes, Robert, 'amo' is the Latin word meaning 'I love.' Now what words suggests its opposite?"

"Reno."

—Boston Transcript.



FIRE PREVENTION

L. J. BENSON

The Chemistry of Fire

FIRE cannot occur unless oxygen combines with some inflammable substance, the oxygen ordinarily being absorbed from the air. It is possible for slow oxidation to take place without flame developing; in fact, this occurs continually with various substances under ordinary conditions. Anything that rots suffers oxidation, although it may never become hot enough to catch fire. It may be, as in the case of rusting steel or iron, a substance that will not ignite.

Spontaneous ignition occurs when flame actually develops as a result of internal chemical action.

It was only about a century and a quarter ago that the chemical nature of fire became known; before that time comparatively little progress had been made in the field of chemistry, the most important developments having occurred during recent decades. About 1800 it was recognized that fire is a combination of oxygen (which is a component part of air) with a combustible substance. For fire to occur, this merging must take place at a temperature known as the kindling point, and furthermore three factors are necessary for the propagation of flame, namely, oxygen and a combustible (or burnable) substance, plus a kindling temperature, which varies from 112 to 1200 degrees Fahrenheit. The kindling temperature may be reached because of chemical action, friction, direct heat or flame, electricity, the sun's rays, or from a lightning stroke. Only the first named cause, however, is spontaneous.

In conflagrations, such as that which razed San Francisco in 1906, temperatures as high as 2200 degrees have been reached. Engineers examining the debris after such catastrophes are able to determine the highest degree of heat attained by noting the metals which have been fused. Copper, for example, will not melt unless subjected to heat of at least 2000 degrees.

Subject to Spontaneous Ignition

Certain substances, because of their affinity for oxygen, are particularly susceptible to spontaneous ignition, as for example, rags or litter saturated with fish oils, linseed oil, soya bean oil, or cottonseed pressings. Mineral oils are not dangerous in this respect, despite their inflammability, but practically all vegetable and animal oils or fats have a tendency to oxidize and heat up.

Dairy feeds containing the vegetable oils mentioned and wheat middlings, oats, barley, distilled grains and similar fodder are also subject to spontaneous combustion and ignition if they become damp and are not properly stored with provision for ventilation. Damp hay likewise will burst into flame spontaneously when stored in stacks or mows; in one instance of this kind, a farmer who discovered his hay mow smoldering tested out its heating properties after spreading the pile, by

roasting several eggs in it, the culinary feat being accomplished in twenty minutes.

When the dairy grains referred to start to decay because of a dampened condition, nitrogen and carbon dioxide are liberated. Later methane and hydrogen are released; these gases are inflammable and explosive in consequence of which it is highly dangerous for any one to enter grain pits or bins carrying open flame lights.

In recent years spontaneous ignition has become a cause of serious loss to property. There are some who still believe such ignition can occur only in laboratory experiments but that the danger is commonly present is indicated by the records of the Actuarial Bureau of the National Board of Fire Underwriters, whose tabulations show an annual toll from this hazard of approximately \$16,000,000.

Such fires frequently occur in furniture factories, for example, where paints containing linseed oil are employed and where oily waste and litter accumulate. It is recorded that a crew of painters employed to redecorate a large dwelling that had been damaged by fire started a fresh blaze with their carelessly discarded wiping cloths, and not long ago a \$100,000 fire in a New York building was caused by painters' oily refuse; left in a heap it flamed up from internal chemical action.

Soft coal, particularly that which has been freshly mined, is also subject to spontaneous ignition, and where it is necessary to keep large quantities on hand it is important to make careful provision for storage. In some plants it is customary to turn the piles over at intervals in order to cool the lower strata, and storage under water is resorted to in others. On railroads, the general practice is to empty coal storage sheds at frequent intervals and carefully wash out or blow out all accumulations of dust.

Soft coal should preferably be stored in pockets or bins of concrete or brick, well roofed over. It should never be piled around wooden building supports, close to a frame building, or near a furnace or boiler. Because most railroad coaling stations located on their right-of-ways were not constructed along lines that would minimize the danger of fire, it is now necessary that more than ordinary care be given this type structure.

Sawdust, grain, lime and charcoal are also likely to ignite spontaneously. A moment's thought will enable you to add many things to this list, and reflection upon habits you have formed for storage or disposal of many materials will undoubtedly convince you that your own acts often set the stage for spontaneous ignition.

Well Qualified

She: "You'd make a swell fireman."

He: "Why?"

She: "You're always watching the hose."

In Memory of Jim Sweeney

Died March 10, 1932

His eyes have closed forever,
His hands are cold and still;
But, missing him, we must remember,
It was God's holy will.

We will listen for his footsteps,
That will never come again;
For the kindly words of counsel,
That he gave us now and then.

Never more will he be anxious
That we prosper and succeed;
Or comfort and encourage,
When of hope we seem in need.

He will tell us no more stories,
Of his trips when far away;
Of the different kinds of people,
That he met, from day to day.

He will talk no more of railroads,
Where he worked most of his life;
Where he earned his honest money,
In cold, and storm, and strife.

When he could stop his wroking,
And travel to make life gay,
We awaited his each homecoming,
Hoping he would not delay.

Though others may forget him,
And Time will dry our tears;
In our hearts will be his memory,
That will last through all the years.

—By his niece, Dorothy Sweeney.

The Olympian

J. M. H.

There's music in the steel rail,
As it hums out on the plain;
There's music in the wheel's flange,
As it creaks beneath the strain
Of tons and tons of yellow steel,
Moved silent as the night
By a mighty panting monster
With its blinding golden light.
There's music in the clanging bell,
The grim black form adorning,
There's music in the whistle's note,
As it sounds a tuneful warning:
There's music in the brakeman's call,
"Milwaukee," "Portage," "Aberdeen,"
There's music in the splendor
And the restful quiet of the scene:
The world-renowned Olympian
Heads north from cities' strife,
With the promise for a hundred souls
Of a new sight into life.

There's the cheerful call of "Clear board"
In the engine cab ahead,
While out behind the lengthy train,
The signal lights flash red;
And now it clears the terminals,
And with increasing pace,
The hungry iron monster
Devours both time and space:
It flashes through the suburbs,
And outside the city bounds
Continues on, still faster—
The sharp, shrill whistle sounds.
While back within new Pullman cars,
In cushions soft and deep,
The gentle click of steel on steel
Lulls passengers to sleep.
O sleep! thou god that everywhere
Is boon to mankind's ills:
How often find thy work is done,
As through the gently rolling hills,
The swift Olympian onward speeds . . .
. . . the symbol of a mighty Road—
THE MILWAUKEE.

THE MILWAUKEE RAILROAD WOMEN'S CLUB

Wausau Chapter

Mrs. A. I. Lathrop, Historian

HUMAN interest stories of brave attempts on the part of some railroad families to "carry on" during these days of economic stress, were related at the annual meeting of the Wausau Chapter, Tuesday afternoon, April 12. Under the able direction of Mrs. William McCarthy, twenty families, including 117 individuals, were given substantial aid. The sum of \$335.44 was expended for food and clothing during the year, \$42.55 for baskets during the holidays, and jelly and clothing valued at \$70 was also given. One hundred twenty-five personal calls were made by the Welfare chairman, 246 phone calls and 55 letters written. Mrs. Leo Ziebell, as chairman of the Ways and Means committee, reported that money was "raised" by renting the club house, giving regular and public card parties, holding food sales and raffles, selling extracts, etc. Mrs. B. F. Hoehn, in her annual treasurer's report, showed that in spite of the numerous demands on the treasury, there was a balance of \$122.10, slightly larger than that of last year. The receipts showed that the Ways and Means committee had earned nearly \$200, and that the rental for the club house amounted to nearly \$120. Included in the disbursements were \$62.22 for cleaning and improvements to club house. Mrs. J. E. Dexter, the new president, expressed appreciation for the support promised by the chapter. She announced the following standing committees:

Constitution and By-Laws—Mrs. B. F. Hoehn.
Mutual Benefit—Mrs. William McCarthy, Mrs. William Bernard, Mrs. Frank Bunker.

Ways and Means—Mrs. Emilie Randow, Mrs. James O'Brien, Mrs. D. O. Daniels, Mrs. R. P. Rawson, Mrs. Frank Duvie.

Membership—Mrs. Sam Loomis, Mrs. J. Campbell, Mrs. John Flanigan; Tomahawk, Mrs. J. L. Truax; Merrill, Mrs. Wm. Frandrick; Wisconsin Rapids, Mrs. Albert Urban.

Scholarship—Mrs. B. F. Hoehn.

House and Furnishing—Mrs. E. J. Czamanske, Mrs. A. W. Warner, Mrs. Warren Essells.

Social—Mrs. John Schultz, Mrs. Arthur Yates, Mrs. M. E. Donovan.

Auditing—Mrs. M. M. Harrington.

Program, Entertainment and Publicity—Mrs. A. I. Lathrop.

Sunshine and Good Cheer—Mrs. Leo Ziebell, Mrs. W. R. Billington and Mrs. Hugo Von Gnechten.

Mrs. Emilie Randow announced that a public card party and a food sale would soon be given.

In the card playing, which followed, favors in bridge were won by Mrs. J. L. Truax and Mrs. Leo Ziebell. Prizes in five hundred were awarded to Mrs. Sam Loomis and Mrs. P. W. Millenbah. Fifty were present, including the following from out of the city: Mrs. P. W. Millenbah, Rudolph; Mesdames Wm. Frandrick, Ole Olson, Peter Hanson, Frank Duncan, Julius Krumrei of Wisconsin Rapids; Mesdames Carol Siesennop, Harry Norenberg, Robert Barton, Oscar and George Sutherland, of Tomahawk; Mesdames C. H. Randy, Thomas Lane, Archie Akey, J. L. Truax, of Merrill; Mrs. Frank Fredricks of Cassian. The hostess committee, consisting of Mrs. Bert Nelson, chairman, Mesdames A. I. Lathrop, Lawrence Nowitzke, W. R. Billington and Wm. McEwen, served a lunch at the close of the afternoon.

At the board meeting, which preceded the club meeting, welfare cases were discussed and plans made for aiding needy railroad families.

On March 22, officers of the Wausau chapter were entertained at Tomahawk. After a twelve-o'clock luncheon served at the home of Mrs. Carol Siesennop, a meeting was held at the home



Mrs. Don Burdick and Little Daughter Anne Byram; Daughter and Granddaughter of Mrs. H. E. Byram, President General, Milwaukee R. R. Women's Club

of Mrs. Ed. Urban. Mrs. J. E. Dexter told of the excellent work being done by the club. Mrs. John Flanigan was appointed chairman of the Tomahawk group for the coming year. At the close of the meeting, a lunch was served.

A charity party was given at the club house Thursday afternoon, April 7, by the auxiliary to the Brotherhood of Railway Engineers. Twenty tables were in play. At bridge, favors were won by Mrs. Frank Bluhm, Mrs. H. L. Vachreau and Mrs. August Stark. Prizes in five hundred went to Mrs. J. P. Horn, Mrs. Walter Freeborn and Mrs. George Lyons. Every member of the auxiliary showed fine cooperation to make the party a success.

Annual Report of Ottumwa Chapter

Mrs. Perry Grubbs, Historian

THE year 1931 started with the following officers in charge:

President—Mrs. P. H. Nee.

First Vice President—Mrs. H. L. McCaughey.

Second Vice President—Mrs. J. W. Sowder.

Secretary—Mrs. M. P. Hannon.

Treasurer—Mrs. V. J. Tuomey.

Historian—Mrs. P. T. Grubbs.

The following chairmen of committees were appointed:

Welfare—Mrs. Frank Barnoske.

Ways-Means—Mrs. Marie Davis.

Membership—Mrs. Walter Dingeman.

Social—Mrs. Herbert Cogswell.

By-Laws—Mrs. James Morlock.

House-purchasing—Mrs. Miguel Reynolds.

Auditing Committee—Mrs. George Sheridan.

Publicity—Mrs. Fred Orvis.

On June the twelfth, Mrs. J. W. Sowders was elected our new president, since Mrs. Nee was leaving to make her home in Spokane.

A picnic was held in Memorial Park, July 19, for all Milwaukee employees and their families. There was a large attendance and an enjoyable time had.

On September 7, there was a big Labor Day celebration held in Wildwood Park, at which President William Green of the American Federation of Labor gave an address. It was estimated that about 30,000 persons attended. The Women's Club had a concession, from which we realized a great amount of hard work, fun, publicity, and some money.

In October, the board sponsored a Halloween party which was given at the K. C. Hall for all Milwaukee employees and their families. An

entertaining program was given, a feature of which was "Ghosts of Yesterday," by the board. Refreshments were served, games played, and there was dancing during the latter part of the evening.

Nineteen Christmas baskets were sent to needy families.

During the year there were six board meetings and fourteen benefit card parties. Two benefit dances were given, one at Mile-O-Wa in the early spring, and the other was held at Hotel Ottumwa in February.

There was \$826.16 expended for welfare and good cheer during the year; the estimated value of donations, not requiring expenditure of club was \$256.33; there was \$100 donated by the general governing board for welfare work. 1,098 welfare and good cheer calls were made during the year, and 180 messages of cheer and sympathy sent.

Balance in the treasury March 31, 1932—\$161.68. Total membership, March 31—365, making a gain of 58 new members for the year. A total of 33 families were helped, making 165 people.

Total receipts for the year, \$1,582.18—disbursements, \$1,420.50. Balance, \$161.68.

Miles City Chapter

Mrs. W. H. Wise, Historian

THE Milwaukee Women's Club elected the 1932 officers at the regular February meeting, the new group as follows: Mrs. G. H. Hill, president; Mrs. H. L. Pitner, first vice president; Mrs. H. J. McMahon, second vice president; Mrs. Arlie Wickersham, secretary; Mrs. H. L. Stamp, treasurer.

Due to the serious illness of Mrs. C. A. Nummedor, president, the March meeting of the club was postponed. We are happy to report at this writing that Mrs. Nummedor, past president, is out of the hospital and convalescing satisfactorily.

The annual Easter Monday dance sponsored by the club, was a delightful affair, well attended, and netted the club \$75.00.

Bensenville Chapter

Estelle Newcomer, Historian

BENSENVILLE CHAPTER held its regular meeting Wednesday, April 6, with Mrs. Tonning presiding. The new officers were in charge of the meeting, Mrs. Tonning continuing as president.

Minutes were read and the reports of the chairmen were heard.

Mrs. Farney, sunshine chairman, says she will visit patients at Washington Boulevard Hospital each week and would be glad to have you save magazines to be taken there.

A pleasant surprise in the form of guests was in store for us, as Mrs. Etta Lindskog, secretary general, and Mrs. H. M. Borgerson, president, of Fullerton Chapter, were with us for the afternoon and added to the profit and pleasure of the meeting.

Several of the ladies had met during the month and have a fine showing of infants' clothes ready for needy families.

We are proud of the improvement in our club rooms, as we have fine, new cupboards across one side of our kitchen, adding much to the looks and utility.

The program, chairman, Mrs. Oakes, announced that we would play cards after the meeting adjourned, and there were seven tables of bridge, 500 and bunco and a prize awarded in each.

Over three dollars were taken in from the sale of marmalade and jelly.

A delicious lunch of club sandwiches, cup cakes and coffee was served by the social committee.

Portage Chapter

Mrs. F. P. Miller, Historian

THE regular meeting of Portage Chapter was held April 1st at the club house. Sunshine chairman reported six personal and fifteen telephone calls for February and March. The Welfare chairman reported coal, house rent for February and March. Ways and Means reported \$21.25 made on a card party.

A board meeting was held at the home of Mrs. Washburn, our president, in March. The contest ended in March. The losers entertained the winners and their husbands at a 6 o'clock dinner and card party. All had a wonderful time. One hundred were present.

Mr. and Mrs. F. Bolting, members of our club, celebrated their golden wedding anniversary March 3rd at Miami, Florida. There happened to be eight Portage friends in Miami at that time, so Mr. and Mrs. Bolting entertained at a 6 o'clock dinner, all wishing them many returns of the day. Hosts of friends sent telegrams and cards and gifts were received by Mr. and Mrs. F. Bolting.

Garden seeds are being given by the club to all unemployed and part time employed railroad men.

Dubuque Chapter

Lucille Millar, Historian

AT THE April meeting of Dubuque Chapter, held on the 7th, officers elected for the ensuing year, were formally installed.

We were indeed glad to have with us on this occasion, our president, Mrs. W. F. Keefe, who had been unable to leave the bedside of her husband on the evening of our March meeting. She reported to us that Mr. Keefe was gaining rapidly, which was good news indeed.

During the previous month, Mrs. Frank Fernstrom was acting relief chairman and the report submitted by her was an interesting one. Inasmuch as Milwaukee employes in Dubuque have been greatly affected due to the closing of Dubuque shops, a great number of investigation calls were necessary.

Relief administered amounted to \$203.53.

Miss E. Sacks, Corresponding Secretary, and a member to the Relief Committee, urged that club members interest themselves in the distribution of clothing which they might have no further use for and which would prove of great worth to families of our unemployed.

The Sunshine Chairman reported 19 sympathy, congratulation and cheer cards sent out during the month and a total of 124 sympathy and sick calls by the club members. She also reported her visit to the Sunnycrest Sanatorium (tuberculosis) where two of our members are patients, for the purpose of entertaining the "shut-ins" in the institution. The program presented was well received and Dubuque Chapter commended for the kindly act.

Through this avenue Dubuque Chapter sends to the family of the late Earl Hopp its deepest sympathy in his untimely passing.

Due to the great number of unemployed, the Ways and Means chairman reported that the sale of vanilla, on which Dubuque Chapter realizes a good percentage, would be the only means she would employ, at present, for raising funds.

After the close of the business meeting, the members enjoyed the game of "bingo" during which light refreshments were served.

Perry Chapter

Mrs. J. J. Kindig, Historian

THE April meeting of the Perry Chapter opened with a pot luck luncheon with all of the new officers presiding with the exception of our treasurer, Mrs. Chas. Trask, who resigned and left for Laramah to make her home there. Mrs. Geo. Harill was elected to take her place for the coming year. The yearly reports of all committees were given and showed excellent cooperation. Our Welfare Committee has worked

almost constantly through the winter months as we have had many calls for aid.

Our program for the afternoon was under the auspices of Mrs. Ralph Wright and she presented the following: Vocal solo by Mrs. Frank Mullen and reading by Mrs. Tom Rellihan. Our Safety First chairman, Mrs. Van Horne, gave a very instructive talk on present day problems of our young people.

Our Social Bridge Club meets every fourth Friday and is well attended.

On April 2nd the retiring board and their husbands entertained their president, Mrs. Hansen, and Mr. Hansen at a 6:30 dinner at the club house. Mrs. Elder, president of the Marion Chapter, was also our guest. The evening was spent playing bridge and at the close they presented Mrs. Hansen with a small token of their appreciation of her work throughout the year.

Harlowton Chapter

Dorothy Wade, Historian

THE regular business meeting of the Harlowton Chapter was held Monday, April 4, the various chairmen giving report.

Very little relief work is being done by our chapter at the present, since the county is extending aid to the needy.

The Ways and Means chairman, Mrs. O. P. Vackreau, is planning to buy a cedar chest and fill it with linen, blankets, etc., as a hope chest and sell chances on it to raise funds.

A Washington day party was held in February to get new members. Cards was the diversion of the evening after which a delightful lunch was served.

After the business meeting cards was the diversion of the evening after which a lunch was served.

Butte Chapter

Reta Rhynsbarger, Historian

BUTTE weather is versatile to say the least. After a few days of real spring, the evening of April 2nd was surprised by a miniature blizzard through which nineteen members of the club found their way to the Napton Apartments, where Mrs. M. Welch, as hostess, received them. Though the wind and snow continued out-of-doors, inside the charming apartment, it was spring. Pink rosebuds and sunny yellow daffodils smiled from every corner.

During the business session of the evening, annual reports were read by the chairmen of committees, all very gratifying. Mrs. Blechner appointed Mrs. L. K. Sorenson as the new relief chairman; Mrs. Clemens, sunshine chairman, and Mrs. Dave Goggin, chairman of ways and means.

At this meeting it was decided to hold the "All Milwaukee" party in the depot on the night of April 16th, with the men as honored guests.

Business completed, the members enjoyed cards and delightful refreshments, then ventured again into the storm, which by that time had somewhat abated.

Black Hills Chapter

Mrs. J. S. Johnson, Historian

THE regular meeting of the Black Hills Chapter was held at the home of Mrs. S. L. Core on May 9th; she was assisted by Mrs. Dan Kemmerling.

Our president, Mrs. Diehl, opened the meeting and routine business was transacted. Thirty members were present and after the meeting was closed an enjoyable evening was spent in playing cards and a delicious lunch was served by the hostesses. The ladies of our club extend sympathy to Mrs. Craig Wilson in her bereavement.

Our Welfare chairman, Mrs. Thomas Hickson, is busy in her work. Our chapter is now taking care of a girl who is in the hospital here, being badly burned about three months ago. She is getting along fine.

Mrs. Beckman, our Ways and Means chairman, is giving a benefit card party May 19th. Mrs.

A. M. Saxer is chairman of membership work, and Mrs. S. L. Core chairman of social work. These offices being the appointive ones for the year 1932.

Aberdeen Chapter

Mrs. Charles L. Boland, Historian

THE regular meeting for April was held Monday, the 18th, with a splendid attendance (about fifty-three) despite very unfavorable weather. Mrs. H. M. Gillick, president, presided, and a number of important matters were discussed, some new business introduced and several helpful suggestions offered for further increasing our membership, as well as the club resources.

Reports of various chairmen were read. Briefly, the totals of some of the year's work may be of interest, and will give others an idea of some of our activities. Figures quoted are from Jan. 1st to Dec. 31st, 1931, inclusive, and are as follows: Expended for welfare, good cheer, benefit and scholarship, \$456.76. Estimated value of donations, \$215.00. Welfare and good cheer calls made, 1,485. Messages of cheer and sympathy sent, 169. Cleared on Ways and Means account, \$582.35. Total membership on Dec. 31, 1931, 740. Balance in treasury Dec. 31, 1931, \$1,233.10.

Concluding an enjoyable and profitable evening, a number of club songs were sung; a particularly pleasing program given under Mrs. W. H. Berg's direction as follows: A reading by Mrs. Berg's small daughter, Marilyn, other readings by little Miss Elinor Hanson, Master Wallace Peterson, and a piano number by little Shirley Turner. Following adjournment, delicious refreshments were served by Mesdames A. J. Anderson, R. B. Aney and F. E. Avery.

On Wednesday evening, April 27, a very successful dinner-bridge was given in our club rooms, accommodating twenty-three tables and turning down fourteen tables because of inadequate room. Ladies' prize was won by Mrs. Ray Otis, and men's by Wm. Kramer. Billy, by the way, is lucky at cards and also at winning dance prizes. Committee for this function was composed of the following ladies: Mrs. Wm. Mertz, chairman, and assisting her, Mesdames Ed. Conley, Ada Schwanke, Jerry Jackson, J. J. Schmertzler, and Miss Matilda Cully. This group was further assisted by several young ladies from the Interstate lunch room.

Friday afternoon, April 29, Mrs. H. E. Byram, Mrs. Carpenter Kendall and Mrs. Bannon arrived, to be special guests at a meeting in the evening; were met at station by Mrs. Gillick by whom they were entertained until time to meet the assembled group in club room. At the same time, the social committee, Mrs. B. M. Smith, chairman, met a group of visiting members from Milbank and Montevideo, fourteen from the former and four from the latter place. They were at once escorted to the club rooms, where strawberry shortcake and coffee were served. The visiting ladies then shopped and rested until time to return for the special meeting.

At this gathering, in honor of Mrs. Byram, our beloved President General, Mrs. Carpenter Kendall and Mrs. Bannon, there were one hundred women present, some of whom were newcomers and all of whom we hope to know in the future as regularly enrolled members.

This meeting opened with a varied and delightful program by a group of children under Mrs. W. H. Berg's direction, followed by two vocal numbers by the Degree of Honor Glee Club, composed of fourteen women. Next our song of greeting to Mrs. Byram was sung, after which Mrs. Gillick called upon the chairmen of various committees for a few remarks.

Mrs. Gillick then reported interesting details of relief work which has been of paramount importance this year. During the past four months over two thousand dollars have been spent for groceries for needy families, and 475 tons of coal distributed since December. The 273 fam-

ilies cared for make a total of 1399 persons. For club room rental, our dance in November and a most generous check from Col. Green of \$50, a sum of \$560 was realized.

It is with considerable pride that attention is called to our ever increasing membership, which now boasts a new total of 748, six new members and five renewals being added on the evening of the special meeting. Aberdeen now has the largest chapter on the entire system with the single exception of Fullerton Ave., Chicago.

Mrs. Gillick next called upon the visiting ladies, Mrs. Hawthorne of Milbank, Mrs. Brown of Montevideo, substituting for Mrs. Gunderson, and Mrs. Brown of Marion, Iowa, who, each in turn, responded with a brief but interesting resume as to ways and means of carrying on the work of their respective chapters.

Mrs. H. E. Byram, as first speaker of the evening, was then introduced by Mrs. Gillick. We were told of several interesting phases of relief work and club activities generally, and to those fortunate enough to be present, we feel confident that the beautiful and inspiring words of our President General will never be forgotten, but will be ever an incentive to greater effort and tireless endeavor on our part, as will also the wonderful instruction and splendid advice given in the talks by both Mrs. Carpenter Kendall and Mrs. M. Bannon.

Concluding an evening of unusual interest, several club songs were sung, followed by a few minutes personal visit with our guests, whom we were so happy to again greet, each departing with the hope of again having them with us at an early date.

As we bring our notes to a conclusion, we learn of the passing of Mr. F. L. Richards, a local train dispatcher and long-time member of the Milwaukee family. The sympathy of this chapter is sincerely extended to the family and relatives in this time of sorrow.

Tacoma Chapter

Mrs. F. W. Rasmussen, Historian

THE April meeting of Tacoma Chapter was held at the Club Rooms the 25th. Luncheon was served at noon by Mrs. Chris Schmith, chairman, assisted by Mesdames Alleman, Schulta, M. A. Williams, Farcy, Beardsley, Jennings, Hueston and Bagley.

The meeting was called to order at 1:30 P. M. with Mrs. F. E. Kirkland, president, in the chair and other officers present. Tacoma Chapter has for the last several years opened its meeting by repeating the club motto, all standing, and we expect to continue doing so—a fine thought to work on.

Reports of the chairmen present were given as follows:

Membership—193 voting and 196 contributing. Benevolent—\$34.14 used for food, fuel and seeds for our needy; 26 personal calls; two communications and several telephone calls.

Scholarship—Used \$5.33 for clothing for school children.

Sunshine—Reported four calls and four cards sent out. A card of appreciation was received from Mr. F. D. Campbell in acknowledgment of card sent him in connection with the recent loss of his wife.

The card party given the 16th of the month was enjoyed by all present. The receipts were \$18.85. Mrs. Monroe was chairman.

Tuesday, May 10th, an afternoon party will be given at the club rooms. A dessert luncheon will be served at 1:00 P. M. followed by bridge and five hundred. A book for our club library will be the admission. Mrs. Hatch, chairman, of the library would like to see the book cases filled up. Mr. Emanuel is chairman of the party.

A call for clothing was made as the supply in the sewing room is very low. Now is a good time to clean out our closets.

Several donations have been given to the club rooms by members, including salt and pepper sets of green glass, and several vases. Our rooms are real cheeful and all who attend the

meetings seem to enjoy them a great deal, "Our Home," as we all seem to call them.

The first and second vice-presidents have been appointed hostesses for the ensuing year to try and make all new members and guests feel at home with the rest of us.

Terre Haute Chapter

Mrs. R. S. Bentley, Historian

THE April meeting of Terre Haute Chapter was preceded by the usual potluck supper. The Committee in charge was Mrs. V. E. Engman, chairman, assisted by Mrs. R. M. Blackwell, Mrs. F. B. Curtiss and Mrs. J. H. Dowden.

We are very sorry to lose our President, Mrs. J. H. Valentine; our Club members will miss her very much. Mrs. R. M. Blackwell succeeds Mrs. Valentine as President.

Madison Chapter

Mabel Davy, Historian

PRECEDING the regular meeting Wednesday, April 13th, a delicious luncheon was served to one hundred and twenty-five persons under the direction of Mrs. C. A. Parkins and her committee.

Following the luncheon the meeting was called to order by the president, Mrs. Schernicker. Reports of committees were read and accepted.

Plans were made for a card party to be given Thursday evening, April 21st—also for a May Party to be given Wednesday evening, May 4th.

Refreshments were served at the close of the meeting and a social hour followed.

A very successful card party was held in the clubrooms Thursday evening, April 21st. Mrs. Schernicker and her committee, Mrs. Wm. Kinney, Mrs. Downey, Mrs. Chapman, Mrs. Zill and Mrs. Bird, were in charge. Bridge and 500 were played.

We are happy to be able to report that Mrs. Howard Dittmar who recently underwent a serious operation is improving.

Milwaukee Chapter

Mrs. J. D. Thurber, Historian

THE regular meeting of Milwaukee Chapter was held in the Club Room, Union Depot, on April 18. Mrs. Dineen, our new president, presided. Reports were given by the various chairmen. Mrs. Zimmerman, Welfare Chairman, gave an interesting report of the relief work being done by this Chapter; we have many needy cases. Mrs. Deards, Program Chairman, presented Miss McCarthy, a Health Department Nurse, who gave an interesting talk. Our annual card party and dance takes place May 7th at the Auditorium.

Sioux Falls Chapter

Mrs. Tom Cavanaugh, Historian

THE first meeting for the year was held on Tuesday evening, April 12th in our club house. Reports of all activities during the year were read by the secretary. The new officers took charge of the meeting and splendid reports of the various committees showed much work during the past month in caring for the needy, and making our annual dance a success. Mrs. J. R. Bankson and Mrs. Peter Larson had charge of the arrangements, and we certainly gave them a vote of thanks for their efforts in making the dance an outstanding event. \$85.75 was cleared and the \$25.00 prize was won by Mr. C. H. Dickey. The dance was held at the Arkota Ball Room.

The Sunshine Committee reported many calls and groceries sent to four families.

Mrs. J. R. Bankson, chairman of the Ways and Means Committee, reported having jelly and marmalade on hand to be disposed of by the members as means of raising money.

A very successful card party was held in the Grey Room of the Blackstone Court on Friday evening, April 8th, at which time 500 and bridge were played. Sixteen tables were filled, and through the efforts of one of our members, Mrs. Wm. Bowers, the room was donated by Mrs. Tappen, and this enabled the committee to clear \$16.75. Those acting on this committee were: Mrs. F. R. Doud, Mrs. Louis Rabun, Mrs. E. E. Lovejoy, Mrs. Tom Cavanaugh, Mrs. J. R. Bankson, Mrs. Zane Jenkins, and Mrs. C. E. Wheeler.

It is pleasing to note the renewed interest created by the visit from Mrs. Kendall and Miss Lindskog, and with this as a background we are looking forward to a year of splendid work among our needy, in renewing memberships and adding new members, also picnics and parties to keep our members interested.

Our study club enjoyed an afternoon at the home of Mrs. W. D. Griffith in March, and the next meeting will be held at the home of Mrs. E. Jacobs, at which time the discussion will be "Current Events." Mrs. Wm. Bowers is president of this group.

Next month Mrs. Louis Robun, our new historian, will pep you up with news from this chapter, so until then, goodbye.

Spokane Chapter

Mrs. W. H. Hunter, Historian

SPOKANE Chapter met on April 12th, the second Tuesday of the month, which is its regular meeting day.

In the absence of our president, Mrs. P. H. Nee, the vice president, Mrs. P. L. Hays, presided.

The regular business was taken up.

The reports of different committees were read. Mrs. E. M. Grobel gave treasurer's report; Mrs. L. H. Mohr reported the relief work and Mrs. W. H. Ashton, membership chairman, reported 432 contributing members and 146 voting members.

Mrs. Hays told us about the purchase of 25 brand new card tables.

Following the business meeting bridge and pinochle were played; after the playing refreshments were served by the ways and means chairman, Mrs. R. W. Beal.

Those scoring high were: at bridge, Mrs. R. H. Smith; and pinochle, Mrs. Mary Keller, while the consolation prize at bridge went to Mrs. W. F. McDonald and pinochle to Mrs. Carrie Reigert.

A number of the members of the Woman's club attended the traffic meeting the evening of April 25th at the invitation of Mr. Nee.

Mrs. W. F. McDonald spent a few days in Seattle as did Mrs. R. H. Smith, who visited her son, a freshman in the university there, and Mrs. P. L. Hays also visited in Seattle recently.

Mr. and Mrs. W. F. Farnsworth, parents of Mrs. R. W. Beal, who spent part of the winter with her, have returned to their home on the coast.

Mrs. N. H. Fuller made a visit to Spokane, renewing old acquaintances and attending some of the meetings of different groups to which she belonged when a resident of Spokane. She is now active in club and church work in her new home in Lewistown, Montana.

Our president, Mrs. P. H. Nee, was called back to Wisconsin about six weeks ago owing to the illness of her sister. We hope to have her back for our next meeting on May 10th.

Our former president, Mrs. C. J. Shook, and husband have started diversified farming out in the fertile valley east of Spokane.

Sioux City Chapter

Lillian Rose, Historian

THE final meeting of the 1931-32 board met with Mrs. Murray Burrels the third Tuesday in March. After a delicious luncheon,

embellished with St. Patrick decorations the wind-up of the year was transacted. All the chairmen expressed their satisfaction with co-operation received from the membership and in fact all Milwaukee families, whether affiliated with the club or not. We hope to add as many of them as possible to our membership roster this coming year.

The regular chapter meeting was held March 25th preceded by the usual pot-luck supper. About 125 people sat down to the two long tables which the committee (Mrs. A. Watier, chairman) had arranged.

Business meeting was called to order by the president, Mrs. E. A. Murphey. A resume of the year's work was given, and the membership expressed their approval of the manner in which several special items were handled. Mrs. Murphey then called on the new officers and those re-elected for their inauguration speeches. Mrs. John Carney, first vice president, gave us new impetus to go forward another year, by her courageous words of inspiration and good cheer. Several others responded briefly and some others humorously and a spirit of good fellowship and cooperation marked the beginning of the next twelve months' activities. The president announced the following committee chairmen:

Constitution and By-laws—Mrs. R. L. Robson.
Ways and Means—Mrs. Eubick.
Mutual Benefit—Mrs. T. G. Oexler.
Membership—Mrs. F. T. Buechler.
House and Purchase—Mrs. George Wean.
Social—Mrs. Albert Watier.
Program—Mrs. George Dilger.
Auditing—Mrs. L. A. Cline.
Publicity—Mrs. John McGrane.
Sunshine—Mrs. Ed Cussens.
Telephone—Mrs. T. H. Galligan.
Safety First—Mrs. H. C. Snow.
Scholarship—Mrs. Frank Mansfield.

Mrs. Roy Doud of Sioux Falls, a former member and president of our chapter, was a most welcome visitor at the meeting.

Mason City Chapter

Mrs. John A. Nelson, Historian

ON APRIL 28th at 3 p. m. at the home of Mrs. W. F. Ingraham, Mason City Chapter held a very important board meeting. Guests were Mrs. Byram, Mrs. Kendall and Mrs. Bannon, with the Austin, Sanborn and Mitchell chapters represented. Many interesting cases were brought up from the different chapters and were discussed with advice given by the governing board, which was very much appreciated. At 6:30 a dinner was served to about 150, the same evening. Mr. and Mrs. Paul Scott were caterers, with a group of young girls as waitresses. The beautiful gold table decorations of flowers were donated by Mr. Herman Knutson, the Kemble florist.

The speakers of the evening were Mrs. Byram and Mrs. Kendall, other speakers including Mr. Van Dyke of Austin and our Mr. Ingraham, gave brief talks.

The yearly reports of the Sunshine committee, Mrs. R. Goltz; Welfare, Mrs. H. Smith, and Membership, Mrs. L. R. Meuwissen, were given. The membership has shown a large increase and the roundhouse is one hundred per cent now. The Sunshine and Welfare reports also showed much work done.

Two very fine numbers were given by a girls' glee club, of which Mrs. Ingraham is leader. Meeting adjourned.

Mitchell Chapter

Mrs. Floyd Phillips, Historian

THE Mitchell Chapter gave a card party in the passenger station April 27, which was very well attended and from which the proceeds cleared \$27.00.

Five hundred and bridge were played during the evening. In the five hundred game, Mrs. Geo. Schirmer held high score and Mrs. J. C. Sturgis low score for the ladies and Mr. Wm.

Hasselbring held high and Mr. Howard Fiske low for the gentlemen. In the bridge game, Mrs. Basil Tiffany held high and Mrs. Jack Entwistle low for the ladies; Mr. J. W. Sheehy high and Mr. Lloyd Baldwin low for the gentlemen. The grand prize was won by Mrs. Geo. Evans. At the close of the evening delicious refreshments were served and all reported a very lovely time.

Savanna Chapter

Mrs. W. G. Bowen, Historian

THE regular meeting was held in the Lydia T. Byram club house May 9th, called to order by the president, Mrs. H. T. Carmichael. Before the business was taken up, the members sang the club song and "Boost the Milwaukee." There were twenty-six members present.

On May 6th the chapter held its annual gingham dance. About one hundred couples attended. The Clinton Singing Co-eds furnished the music, which was enjoyed by all.

A Movie Night was decided to be held some time in the near future.

The township high school faculty sent the club a check as a donation, which we gratefully acknowledge.

The Commercial Club loaned between seven and eight acres of land to the Women's Club and the Welfare Relief organization, to be used for planting potatoes. They are to be used for relief this winter. The city will donate twenty-five bushels of seed potatoes. The men having received relief last winter are to take care of these acres. Their time is to be kept track of and they are to be paid with potatoes next winter.

After the meeting bridge was enjoyed by all present, the high honors going to Mrs. Chas. Wright. A very delicious lunch was served, which everyone enjoyed.

Mobridge Chapter

Bess B. Bunker, Historian

WITH new officers in their respective places, the regular meeting of the Mobridge Chapter was called to order by the president, Mrs. I. L. Dickey.

Standing, the members pledged their allegiance to our flag, followed by the singing of "The Star Spangled Banner" and the repeating of the club motto. The members, with Mrs. Wm. Rose leading, sang a new song, "Home."

Matters of business were immediately taken up and disposed of. The secretary's report was read and approved as read. A special meeting of the governing board was reported by the secretary as having been held April 6th. At this meeting Mrs. Rose announced the organization of a club chorus. Mrs. A. W. Arvidson suggested the need of a flag for the club house and Mrs. James Hopper kindly consented to donate one to the club.

Reading of correspondence followed. Instructions from the general offices to the effect that our club must make every effort to care for our needy from our own funds were emphasized. A note of thanks for our expression of sympathy at the time of Mr. Doesburg's passing was acknowledged from Mrs. Doesburg.

The treasurer's report was read and approved. The treasurer reported a balance on hand of \$15.57.

Reports of standing committees were given. Mrs. Bess B. Bunker, chairman of the Constitution and By-Laws Committee, presented the constitution and by-laws, with amendments and additions to the one previously on file, and same was accepted. Mrs. John Kressel, chairman of the membership committee, reports 80 paid-up memberships for this year. Mrs. J. P. Rothman, chairman of the Sunshine committee, 24 calls made and three cards of sympathy sent. Mrs. A. W. Arvidson, chairman of the Housing Committee, reported that the club rooms had been rented five times during the past month. Mrs. H. J. Stock, chairman of the Mutual Benefit Committee, gave her report of expenditures for the month in the amount of \$133.00 This

committee has had to make a drastic cut in their distribution of supplies and report that the list will now constitute flour, potatoes, uncooked cereals, sugar, milk, eggs, lard, beans and yeast.

Mrs. V. C. Cotton has announced an election dinner to be held on Tuesday evening, May 3rd, in the dining room of the Baptist church. Mrs. Cotton has selected a splendid corps of workers, including "Ira" and "Vern," so we are assured of plenty to eat and real service.

At the conclusion of the business meeting, Mrs. Wm. Rose, chairman of the Program Committee, called upon Mr. Thompson to present ten pupils in a solo recital. These young people are contestants at the Hickory Stick Meet at McIntosh and we shall send our best wishes along with them. We have watched them grow in stature and talent and know they have gone a long way in their advancement. The solo numbers were given by George Pierson, saxophone; Geneva Perry, soprano; Bob Severance, violin; Lorene Rose, piano; Woodrow Tolkien, tenor; Billy Zimmer, cornet; Rozella Trojohn, contralto; Amy Chamberlain, clarinet, and Martin Tobin, bass. In closing Mrs. Rose thanked our entertainers and asked them to join us not only in singing our closing song, but in our refreshments also. The invitation was accepted and one and all sang together most heartily, "Let's Have Another Cup of Coffee."

The refreshment committee consisted of Mesdames V. C. Cotton, Bert Doud and H. F. Baker.

LaCrosse Chapter

Mrs. Charles Whiting, Historian

PRESIDENT—Mrs. H. J. Bullock.

First Vice President—Mrs. Ed. Merrill.

Second Vice President—Mrs. J. A. Redlin.

Recording Secretary—Mrs. George Mowry.

Corresponding Secretary—Mrs. W. E. Wais.

Treasurer—Mrs. Nic. Weber.

Chairman and Committee of Membership—Mrs. Mat Schultz, Mrs. Chas. Shepherd.

Chairman and Committee of Welfare Work—Mrs. Frank James, Mrs. Chas. Rossow.

Chairman and Committee of Ways and Means—Mrs. M. T. Skewes, Mrs. H. S. Peed, Mrs. W. H. Siemers, Mrs. A. Roy Kid.

Social—Mrs. Lottie Burgmier, Mrs. A. Swinrod, Jr.

Housefurnishings—Mrs. Robert Taylor.

Historian—Mrs. Charlie Whiting.

Mrs. Lydia T. Byram and Miss Ella Lindskog of Chicago visited the Chapter February 9, and each gave brief talks with a lot of good advice, which was very much appreciated by all present. Please come again.

The Chapter gave a surprise party for their retiring President, Mrs. Nic Weber, Tuesday evening, February 9, which everyone enjoyed. Mrs. Weber was presented with a week-end bag for the good and faithful work of the past four years, Mrs. Chas. Wethe presenting the gift. Mrs. Frank Holms of Austin Chapter was a visitor. The evening was pleasantly spent in playing cards, after which a dainty lunch was served by the committee.

Union Station Chapter

Vera G. Snapp, Historian

A TRIP through the Chicago Tribune plant supplied a pleasant evening for members of Union Station Chapter during May. After dinner in the Harvey Coffee Shop on May 3, there was a short business meeting, which was attended by 65 persons, 50 of whom then took a bus to Tribune Tower, where they were shown a moving picture of the great forests acquired by the Tribune from the Canadian Government, the cutting of the timber, the making of newsprint and finally the printing, cutting and assembling of the Daily Tribune. They were then conducted through the plant to see the actual printing and assembling of the paper.

(Continued on page 46)

SPECIAL COMMENDATION

Name and Division	Cite on and Date	Cited by
D. D. Kempster, Switchman, Dubuque Shops	Reported broken arch bar on car April 19th	L. F. Donald, Superintendent
C. E. Patton, Brakeman, D. & I. Div.	Discovered fire flying under car in train, March 30th	L. F. Donald, Superintendent
W. R. Threns, Conductor, LaCrosse Div.	Reported broken rail in main line, April 19th	H. F. Gibson, Superintendent
George Richardson, Brakeman, D. & I. Div.	Reported broken arch bar on car, April 14th	L. F. Donald, Superintendent
C. O. Manske, Operator, Watertown, Wis.	Reported brake rigging down in train, April 19th	H. F. Gibson, Superintendent
J. N. Kelly, Milwaukee Div.	Reported broken arch bar on car, April 25th	N. P. Thurber, Asst. Supt.
J. D. Green, Brakeman, K. C. Div.	Reported brake beam down on car, April 18th	W. C. Givens, Superintendent
John Coughlin, Yard Conductor, Ottumwa	Found piece of wheel flange on track, April 14th, and located the broken wheel	W. C. Givens, Superintendent
H. C. Gieve, Ch. Yard Clerk, Chgo. Terminals	Reported improperly loaded car, April 29th	C. L. Whiting, Superintendent

Our Business Getters



The following list is reported by General Passenger Agent Dixon of employees who have interested themselves in securing passenger business for our line:

H. E. Ramsey	Agent	Arlington, Ia.
H. W. Barnett	Freight Claim Department	Chicago
Sydney Ingraham	Son, Supt. I. & D. Division	Mason City, Ia.
Mrs. R. P. Harmon	Wife, Conductor, I. & D. Division	Mason City, Ia.
W. H. Woodhouse	Local Baggage	Mason City, Ia.
W. E. Brown	Roundhouse	Mason City, Ia.
Martin Schmidt	Car Department	Council Bluffs, Ia.
C. R. Cornelius	Conductor	Council Bluffs, Ia.
M. C. Helmer	Agent	Coeur d'Alene, Ida.
Roger Sturgis	Car Accountant's Office	Chicago
F. D. Langer	Traveling Auditor	Chicago
J. A. Strohmeier	Freight Auditor's Office	Chicago
Alb. C. Siberling	Shops	Harlowton, Mont.
L. J. Miller	Agent	Springville, Ia.
George Layton	Captain of Police	Savanna, Ill.
Mr. Barnett	Freight Claim Office	Chicago
R. C. Risburg	Engineering Department	Austin, Minn.
J. L. Brown	General Superintendent of Transportation	Chicago
J. F. Roland	Joint Facility Examiner	Chicago
E. Goerner	Master Mechanic's Office	Chicago
R. A. Pixley	Foreman, Western Avenue Roundhouse	Chicago
Geo. Layton	Captain of Police	Savanna, Ill.
F. E. Weise	Chief Clerk, Engineering Department	Chicago
Edw. Shiffauer	Union Station Information Bureau	Chicago
Mr. Thayer	Operator	North Milwaukee, Wis.
Wesley Nehf	General Freight Department	Chicago
John Clark	Division Accountant	Spokane
Miss Eleanor Nee	Daughter, Superintendent Nee	Spokane
W. Ashton	Operator	Spokane
Mrs. R. H. Smith	Wife, Engineer	Spokane
Carl Lillowitz	Yard Master's Office	Spokane
Harry Miller	Cashier	Spokane
J. S. Butler	Auditor of Expenditures Office	Chicago
C. J. Winandy	Auditor of Investment & Joint Facility Accounts Office	Chicago
R. S. Bures	Locomotive Department	Galewood, Ill.
Cobert Ott	Milwaukee Division, Second District	LaCrosse, Wis.
J. H. Murphy	Agent	Jamaica, Ia.
C. H. Baker	Chief Timekeeper	Ottumwa, Ia.
B. C. Snyder	Agent	Dawson, Ia.
Mrs. Frank Hagendorn	Wife, Chief Clerk, D. F. & P. A.'s Office	Green Bay, Wis.
Fred Hagan	Assistant Foreman	Galewood, Ill.
A. C. Silberling	Shops	Harlowton, Mont.
Mr. Halsey	Traveling Auditor	Chicago
F. X. Langer	Traveling Auditor	Chicago
C. Wojciehowski	Car Department Inspector	Chicago
C. C. Sadler	Dining Car Steward	Chicago
Wm. Dolphin	Asst. Supt. Dining and Sleeping Cars	Tacoma

Conductor J. Graff, I. & S. M. Division, is credited with securing one passenger from Austin to Chicago; also one from Austin to Winchester, Ky.

Superintendent H. M. Gillick at Aberdeen commends Conductor W. J. Wells for securing five passengers from Aberdeen to New York.

M. P. Schmidt, car foreman, Council Bluffs, was instrumental in securing sale of a ticket, Council Bluffs to New York, via the Milwaukee to Chicago.

During the month of April Route Clerk Herman F. Boeck secured diversion of 246 lcl shipments with a total weight of 84,210 pounds, to our line. Also, during April, Entry Clerk

Otto Schulz secured diversion of sixty-two shipments with a total weight of 30,082 pounds, via our line, at Galewood.

Checker Berg, Seattle Freight House, furnished traffic tips on the following: 2 carloads to Spokane; lcl shipments from Seattle to Great Falls, Mont.; lcl shipments, unrouted, moving from east coast via Dollar SS Line and Panama Mail SS Co.; tip on several carloads to move from California to Cle Elum, Ellensburg and Spokane, Wash.; tip on carloads and lcl shipments from Illinois to interior points; lcl shipments from Seattle to interior points.

J. Kibble, conductor, Bellingham, Wash., furnished traffic tip on shipment of household goods

from Joliet, Ill.

J. C. Robinson, cashier, Bellingham, furnished tip on a passenger from Bellingham to Danville, Ill.

W. H. Cobley, Lynden, Wash., secured two passengers to Haynes, N. D.

H. Davis, clerk, Bellingham, gave information on one passenger to Philadelphia.

Wesley Martin, engine watchman, Seattle roundhouse, furnished tip on a prospective convention to be held in Seattle in June.

Arthur Gleb, warehouseman, Tacoma, furnished traffic tip on lcl shipments during March and April. Mr. Gleb also was instrumental in securing two passengers, Tacoma to Albany, N. Y., via our line to Chicago; and one round trip to Washington, D. C., and return, via our line to Chicago and Chicago to Tacoma.

Edwin Mittelstadt, stationary fireman, Othello, gave information resulting in securing one passenger, Tacoma to Spokane, Wash.

Gus Braatz, section foreman, Green Bay, Wis., was instrumental in securing a passenger, Green Bay to Milwaukee, who had partially arranged to travel via a competing line.

H. F. Achenbach, B. & B. foreman, and Frank Clark furnished tip resulting in securing passenger business from Seattle to Montana points.

L. M. Weigand, Seattle Freight Office, furnished tip on passenger business to move from a Pennsylvania point to Seattle and return.

F. E. Wallace, yard clerk, Milwaukee, secured shipment from Milwaukee to Duluth and also a carload for Rock Island, Ill.

Cobert Ott, fireman, LaCrosse, influenced three passengers for the Milwaukee, to Minneapolis and return. Mr. Ott is very active in soliciting and securing business for this company.

The following list, all from Tacoma, indicates that our Lines West employees are alert and doing everything possible to boost traffic on our line:

W. S. Burroughs, cashier, freight house, secured two passengers, Chicago and return.

Wm. Pemberton, pipe fitter helper, furnished information that secured a passenger to Chicago and return.

F. W. Rasnussen, clerk, furnished information on a passenger to New York.

Charles Negley, clerk, secured a passenger for Syracuse, N. Y., and return. Mr. Negley is ably assisted in his campaign for more business by Mrs. Negley, a loyal booster for the Milwaukee.

J. C. Proctor, clerk, furnished tip on two passengers to Chicago en route to Scotland.

F. C. Clover, clerk, freight house, furnished tip on a passenger from Detroit to Tacoma.

Lee Foreman, engineer, furnished tip on two passengers to Akron, Ohio.

Mrs. Clara Carrotte, stenographer, furnished tip on two passengers for eastern points.

Fred Rolide, machinist, gave information of two families, one in Detroit and one in Pontiac, Mich., contemplating trips to the coast.

H. Hatch, district accountant's office, furnished tip that secured one round trip ticket to New York and two round trips to Erie, Pa.

Glen Russell, baggage agent, gave information

that secured two and one-half one-way tickets to New York.

Al. Pentecost, general shop foreman, furnished tips that secured one passenger to Detroit, Mich., and a family to Chicago.

A. J. Kroha, assistant general storekeeper, furnished tip on passenger going to West Point, N. Y.

Miss Betty Hagen, store department, furnished tip on prospective passenger business to eastern points.

Mrs. Clara C. Carrotte gave information that secured sale of two round-trip tickets to eastern points.

C. P. Miles, operator, solicited and secured sale of two round trips to Des Moines, Iowa, and return.

T. J. Hamilton, assistant superintendent, furnished a tip on shipments from eastern points to Tacoma, and both cars have been received by our line. They also promise future business.

F. W. Rasmussen, clerk, superintendent's office, gave information that secured a one-way ticket to New York, via our line to Chicago.

Mrs. Rose Shipley, telephone operator, furnished information that secured two tickets to St. Paul, Minn.

J. N. Bloss, clerk, Chillicothe, Mo., was instrumental in securing one car of lumber from the Coast, two cars of salt from Milwaukee, and ten thousand pounds of shipments from Kansas City.

Yardmaster W. A. French, Milwaukee, was instrumental in securing three carloads of tires from the east to move via the Milwaukee from Chicago.

G. O. Gunderson, brakeman, H. & D. Division, is treasurer of School District No. 17, Ramsey County, Minn., and through his efforts moving pictures of scenes on the Milwaukee were displayed to a group of two hundred and fifty people in that district.

Down at the St. Paul Station

By Thomas Rooney

Memory often brings me back
Over the ties of a single track,
Hearing the grain mill's pack-pack-pack,

Down at the St. Paul station.
No Petrified Forest nor Golden Gate,
Niagara Falls nor mountains great;
Still, there was much to anticipate

Down at the St. Paul station.
The little old building, gray and neat—
An epic of sun, rain, snow and sleet—
Steel armed benches outside and in;
A pot-bellied stove on a strip of tin;
Map of the System, yellow and frayed;
(Sherburne was marked with a jack-knife blade.)

Glass framed pictures were all around:
The cities, Montana and Puget Sound.
The luring tick of the telegraph
Spoke any message for my behalf,
Diverted my gaze from the crated chicks

And the section car with mauls and picks.

Agent Fogarty, big and gray;
Gold-rimmed glasses; genial way;
Always busy, his tanned arms bare.
Boy, how I loved to linger there—

Down at the St. Paul station!
Smiles of reunion, tears of good-bys,
Handclaps and kisses, unsuppressed sighs;

The drama of life was played for my eyes

Down at the St. Paul station.
Madison—Jackson—Fairmont—Wells—
(Is it not odd how memory dwells?)
Words to the music of engine bells

Down at the St. Paul station.
Austin, Minn.

SAVE These Banks are Recommended to Milwaukee Railroad Employees SAVE

You will find willing and able counsel among their officers.
Take your problems to them and let them help you.

START A BANK ACCOUNT

EVERYONE SHOULD HAVE A BANK ACCOUNT

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

GET THE SAVING HABIT

MERCANTILE TRUST & SAVINGS BANK of Chicago

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Vice-President Otis Elevator Company
E. P. BRACKEN
Executive Vice-President Chicago,
Burlington & Quincy R. R. Co.
HENRY X. STRAUSS
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HARRY A. WHEELER
Vice-Chairman First National Bank,
Chicago

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on the Chicago, Milwaukee, St. Paul
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has resources of \$12,000,000.00. Pays
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Established Since 1892

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ON THE STEEL TRAIL

THE DIVISION NEWS-GATHERERS

Guy E. Sampson.....Train Director, Bensenville
Vila M. Graves.....Engineering Department, Chicago
A. M. Dreyer.....Fullerton Avenue, Chicago
John T. Raymond.....Dispatcher, Marion, Iowa
Ruby M. Eckman.....Care of Assistant Supt., Perry, Iowa
E. L. Sacks.....Care of Trainmaster, Dubuque, Iowa
Lucille Millar.....Care of Storekeeper, Dubuque, Iowa
M. G. Braheny.....Care of Superintendent, Mason City, Iowa
C. M. Gohmann.....Care of Superintendent, Ottumwa, Iowa
Sybil M. Clifford.....Care of Asst. Supt., Kansas City
C. M. Browning.....Care of Superintendent, Green Bay, Wis.
Eileen Story.....Care of Superintendent, La Crosse, Wis.
L. J. Lightfield.....Ticket Office, Beloit, Wis.
Julia Barrows.....Care of Car Department, Milwaukee Shops
Cora R. Ouimette.....Drafting Room, Milwaukee Shops
Mrs. Edna Bintliffe.....Care of Trainmaster, Mitchell, S. D.
E. Stevens.....Care of Superintendent, Savanna, Ill.

Claire E. Shappee.....Care of Western Traffic Manager, Seattle, Wash.
Gertrude Alden.....Care of Superintendent, Spokane, Wash.
Leda Mars.....Care of Local Agent, Minneapolis, Minn.
N. A. Hiddleston.....Care of Mechanical Dept., Minneapolis, Minn.
V. J. Williams.....Care of Superintendent, Austin, Minn.
Lillian Atkinson.....Care of Superintendent, Wausau, Wis.
B. M. Smith.....Care of Superintendent, Aberdeen, S. D.
M. F. Kasak.....Care of Superintendent, Sioux City, Iowa
Harriet Shuster.....Care of Refrigerator Dept., Fullerton Ave., Chicago
Dora M. Anderson.....Care of Local Agent, Mobridge, S. D.
Helen Kirwan.....Care of Superintendent, Miles City, Montana
Nora B. Decco.....Telegrapher, Three Forks, Mont.
A. M. Maxeiner.....Agent, Lewiston, Mont.
L. W. Pratt.....Care of Superintendent, Butte, Mont.
F. E. Kirkland.....Care of Superintendent, Tacoma, Wash.
R. R. Thiele.....Care of Local Agent, Tacoma, Wash.
H. W. Anderson.....Care of D. M. M., Tacoma, Wash.
Anne Evans.....Care of Superintendent, Madison, Wis.

Drafts from the Drafting Room

H. J. M.

WE ARE sorry to report that Cora Ouimette (pronounced 'we met'), our stenographer, has left us to be married.

Our former stenographer, Ruth Forrest, now attends to the duties that our friend Cora vacated.

Raymond J. Petrie has just completed three weeks jury duty at the new court house.

For sale: One good accordion. Apply Sylvester Lester. It is said to be in good condition, has lots of unused mileage and may be bought at a bargain. Reason for sale is that he intends to get one of the self-squeezing variety. (Probably some pressure has been brought to bear by his disturbed neighbors).

H. J. Montgomery, our "Monty," has resumed his sporting life for the year by becoming an usher at the ball park.

Very sorry to hear that Vernon Green, Special Apprentice, will not be with us after May 15th.

Lisle D. Horton has again started to overhaul his "broughm" in preparation for his annual vacation jaunt.

Magnus Lagreid, having married the attraction of Ironwood, Mich., doesn't find it necessary to journey north so often this season.

Royce L. Juell, ladies' man, reports that he is doing things in a big way for Schusters Advertising Department.

Leonard L. Lentz has heeded the slogan "Go West, young man," and now resides on 40th Street. Address him at Piggsville, Wis.

E. North reports spring in the north country about Lincoln park. The early migration of caribou is expected at any time.

Gus Koester has another new car. Really an up-to-date second-hand one. As yet, it is free of spavins, ringbones, heaves and the like.

Herr Sig. O. Berg has brought us to despair. After becoming a citizen of the good old U. S. A., in good faith, he still persists in eating sandwiches made with a single piece of bread, leaving the cheese exposed to the elements. Thrifty people, these Norwegians.

L. L. Lentz is preparing for his annual Decoration Day visit to the auto races at Indianapolis. He plainly remembers his visit two years ago and will take his time about getting there this year.

Art Schultz reports a surprising abundance of life and energy in his old car. One can hardly conceive of a few minor repairs working such wonders. Monty was on the verge of trading his "old reliable" even-up after seeing the rejuvenated crate.

Harvey Uecker took a picture of a caboose the other day, unaware of L. D. Horton sitting in the cupola looking out the window. Surely was a neat picture—I mean, of the caboose.

The office was honored by the presence of former employees who stopped in to say "hello" and renew acquaintances. Of these some were Einar Nelson, Paul Hutson, Otto Schamel (candidate for mayor of Oconomowoc), and Jackie Richardson, now of Prime Mfg. Co. Glad to have seen you, boys. Stop in again some time.

Notes From the Willapa Harbor Line

By R. R. T.

NOT a great deal has happened down in this far corner of the Northwest, but that is no reason why an anxious world should not be informed that the Willapa Harbor Line is still doing business at the old stand and hopes to continue to do so for some time to come.

The genial Agent at Raymond, Charlie Lenon, was a visitor off and on for several days recently at the Masonic State gatherings, held at Aberdeen—that metropolis of the Gray's Harbor country being only twenty-eight miles from Raymond—and was honored by being elected president of the Royal Arch Masonic Regional Association for Southwestern Washington. We are credibly informed that in his gorgeous Knight Templar uniform he was the cynosure of all eyes at the grand parade of the gathering, which is only what we expected. Mr. J. Hayden Thomas, the popular Roundhouse Foreman at Raymond is also a Knight Templar, but did not attend the conclave, because he claims that his dress sword keeps getting tangled up with his legs in an undignified manner.

However, coming back to Charlie Lenon once more, he is also a great golf player, although out of consideration for his feelings, we refrain from publishing his score in a recent match play—at Centralia, we believe it was. But that is not what we were getting at. The other Sunday he was engaged in a spirited twosome with a medical gentleman at Chehalis and acquitted himself very creditably. When they returned to the nineteenth hole and exchanged their golfing habiliments for their every-day costume, they were still engaged in animated discussion of the rotten luck they had at the fifth hole and the beautiful birdie which they made at the ninth, and so on, after the manner of their kind. They parted in the best of humor and promised each other an early return match. That evening, when Charlie un-

packed his golf duds to hang them away in the closet until next time, he discovered, to his great surprise, that he had two right golf shoes, and it developed next morning that the medical gentleman in Chehalis had two left golf shoes. We leave it to those who are more familiar with the customary observances at the Nineteenth Hole to account for this curious phenomenon.

Gene Adair, one of our most popular brakemen, though recently on the Longview-Tacoma run, got it into his head that he would like to be one of the finest, and so he took a recent civil service examination for appointment on the police force of Tacoma. His friends will not be surprised to hear that our Gene took very high rating in both mental and physical tests, ranking, in fact, near the top, and that he has already been appointed to the force, and is now on police duty in Tacoma. We offer our congratulations to Gene and wish him well-deserved success in his new avocation, and feel sure that with his railroad training and his pleasing personality, he will prove a valuable addition to the force, and will be sure to win rapid promotion. If he should happen to be on traffic duty, his old associates can, no doubt, get preferred attention by giving the usual signal for cutting a crossing.

We violate no confidence by telling that another one of our Willapa Harbor trainmen also has a strong hankering for a police career and could easily pass the mental and physical examinations leading to such appointment, but—alas and alas!—he unfortunately lacks quite a few pounds of the required avoirdupois. He is seriously considering taking up a fattening diet, in an endeavor to gain the eight or ten pounds which stand between him and the attainment of his ambition. Here's wishing you more weight, Jim!

Mrs. Spiegelberg, wife of Ed Spiegelberg, fireman on our branch, is a visitor to Portland, Ore., at this writing. We haven't inquired yet what Ed is doing with all the fish he is catching these days; our readers know that he is one of the leading piscatorial artists in this neck of the wood.

Mr. Hoag, the well-known Agent at Maytown, took a brief vacation recently. He was relieved by J. P. Britt, formerly Operator at Chehalis, now on the extra list. Mr. W. P. Wood, the energetic Agent at Centralia, was also off for a few days, attending the Masonic Convocation at Aberdeen. The vacation fever appearing early this season, Mr. N. C. Kendall, the popular Agent at Chehalis, is now off on a vacation trip—we haven't heard at this writing where he went, but it is dollars to doughnuts that it was Seattle and Portland, he having nephews and

nieces in both cities, with all of whom he is a welcome visitor. He is also being relieved by Brother Britt, to whom it must seem quite familiar to be working at "Ch" once more.

The force at Raymond recently had the pleasure of a brief call from Mr. Clinton ("Pinky") Miles, formerly operator at Raymond, but now, unfortunately, also reduced to bucking the extra board. He came to Raymond to look after the property which he owns there. From all accounts, he seemed to be quite cheerful, and did not appear to be skipping any meals, so far.

Frank Ziel, the handsome conductor of the Willapa Harbor Limited, together with Mrs. Ziel, were recent week-end visitors in Chehalis, visiting their daughter, who lives there.

J. Hayden Thomas, Roundhouse Foreman at Raymond, known to many, especially around Cedar Falls, as "Shorty," and Mrs. Thomas have just had the pleasure of a brief visit from their married daughter, Mrs. L. D. McCartney, of North Bend, Washington, together with her husband and their children, gladdening the heart and tousling the hair of Grandpa Thomas, who is the willing slave of the grandchildren; they were also accompanied by Mr. McCartney's father and mother, also named L. D. McCartney, and a friend from North Bend, named Mrs. Hunter. However, they only remained over Sunday, going back to North Bend on Monday.

The force at Raymond were recently the guests of Mr. and Mrs. Thomas at a real oyster feed, one of the oyster men on Willapa Harbor having donated about a hundred and fifty oysters to the force for the purpose. The force ate so many fried oysters that they feel unable to look another one in the face for quite a while. Your correspondent can vouch for the number of oysters consumed, having had the pleasant task of opening them all.

Al Revord, the handsome section foreman at Raymond has resurrected the studies of his school days and is taking lessons in counting carloads of ties.

All the section foremen along the Willapa line are now working with increased force, putting in ties.

Dubuque-Illinois Division— Second District

E. L. S.

QUITE a few of our "old timers" on this Division have passed away the last few months, among whom were Chris. Schweikert and James Sweeney. An account of their demise was written up in the last issue of the magazine. Agent Peter Ott died at his home at Preston, Minn., March 10th, and burial made at Preston March 13th.

Benj. A. O'Leary, age 72, of the Police Dept. at Dubuque, passed away at Milwaukee the night of April 12th following a serious operation. Funeral services were conducted at Sacred Heart church, 9 a. m., April 13th, and interment at Mt. Calvary Cemetery, Dubuque. He was a member of Police Dept. for the past thirty years.

Wm. Hopp, Boiler Foreman, Dubuque Shops, passed away suddenly during the month of April, a complete account of which will appear in another section of this magazine.

Friends and fellow employees extend sincere sympathy to hereaved members of these families.

Conductor Allen E. Bock has been on the sick list for some time, and at the present time is in Boston, Mass., under the care of his brother, who is a physician. We sincerely hope for a speedy and complete recovery.

Ray Laird, Night Police Officer, Dubuque Shops, is confined to his home with smallpox and it is since that time that the heretofore pleasant associations of Captain of Police Botz and our Chief Dispatcher have ceased to be, and try hard as he will, Mr. Botz is unable to make an appointment at his office with Mr. Crawford. We wish for you a speedy recovery, Mr. Laird.

On account of abolishing his position, Mr. John Lund, Sidetable Operator, Dubuque Shops,

left us the early part of May and is now stationed as agent and operator at Bernard. We also lost Lyle Kempter, Yard Clerk, Dubuque Shops, the latter part of April, and Lyle is now working at Dubuque freight house. We regret that it was necessary for them to leave, but perhaps they will return at some future date. We hope success and better times will follow you.

Lloyd Moore, Perishable Inspector, Dubuque Shops, has been relieving the various perishable inspectors on other Divisions since about March 15th.

John Lane, formerly Lineman, Dubuque Shops, has returned to our Division again for a short period, assisting Lineman Olson.

Our Division was visited with a bad storm between McGregor and Marquette, the night of May 4th, causing bad washouts and washout of yard and main track between these two points. Quite a bit of damage resulted and some bad train delays.

By the Assistant Reporter

Remember???

Remember "Bill" Nelson—Engineer, statesman, golfer and steak fryer. We understand Bill is still with the General Supervisor of Bridges and Buildings in Chicago and is still bragging about what a wonderful team Minnesota will have this year; how terrible this thing prohibition is; and what should be done about the tax question and the depression. Bill, by the way, is quite a billiard shark and in the not so long ago used to dazzle the patrons of Fitzgerald's with his brilliant playing. His high run was four, on one day when he was unusually good, but he admitted later that he hadn't played it that way. Ask Cal—he used to get a lot of laughs out of Bill's playing.

Remember the time the clock in the depot went on the hummer, and after the carburetor was adjusted, the oil changed and a new set of piston rings applied, Elmer journeyed up to Sheppele's and brought it back in his limousine. The mere fact that the clock ran after having had a ride in that buggy of his, showed that it really had been repaired.

Did you ever see a bunch of experts hang a clock? Well, if you had been around on that particular afternoon you would have found out how *not* to hang one. C. E. K. insisted that it should be perpendicular but Elmer only knew that that was a heading over cross-word puzzles and as a result the Engineering Department were called on for help. Larry Evans and Walter Levine showed up with their surveying instrument and rod and after a lot of maneuvering the job was pronounced O. K.

Remember the shiek from Drawheim's gang who, due to the fact that his check hadn't arrived at the Freight House, chiseled the Chief Clerk out of a loan with his "Identities" as security? Marie admits she had quite a crush on him but thought perhaps he wasn't a very good financier when he only tried to borrow fifty cents.

"Red" Cooper, formerly from these parts but now known as "The Savanna Don Juan," says he is now available for screen work. Anyone who knows him will realize we don't mean the movies, but those things invented to keep out flies. He is quite adept at hanging said screens providing there is good beer in the cellar, and while the work probably could be completed in one Saturday afternoon, the job is prolonged—depending on the quality of the refreshments—anywhere from four to eight Saturdays. Red says he was terribly disappointed with his last pair of shoes—he forgot to ask for the oars that usually accompany boats of such dimensions.

C. E. K. says he doesn't care much about mud slinging, but does admit it's a lot of fun when the target is a fellow attired in a nice, clean, white shirt and light-colored trousers. His aim, by the way, is very, very accurate. 'Tis said that Earl started using the expression, "Here's mud in your eye," shortly afterward.

The Value of Equitable Group Life Insurance

Is Proved By These Facts:

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\$1,000 in Payment of

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**THE EQUITABLE
LIFE ASSURANCE SOCIETY
OF THE UNITED STATES**

THOMAS I. PARKINSON, President
393 Seventh Avenue •• New York

Coast Division

"Kirk"

COMEDY heard in Chief Dispatcher's office, with apologies to Spot Light Review:

Kingfish: "Who dat man?"

Sampson: "What man?"

Kingfish: "Dat man."

Sampson: "Oh, that's the man that put the 'more' in Whittemore."

Kingfish: "Oh shucks."

Kingfish: "Well, who dat man?"

Sampson: "What man?"

Kingfish: "Dat man."

Sampson: "Why, dat's the man who put the 'fowl' in Fowler."

Kingfish: "Oh shucks."

Joe Nordquist, who has been working at the slide, is now established as the station clerk at Cedar Falls. Joe sure will get lots of fishing now.

Understand Fred Rasmussen, roadmaster's clerk at Tacoma, was "locked up" the other night at the court house. Not because he was pinched, as you thought, but because he is still on the jury. Fred seems to be enjoying his jury service.

Section Laborer Stephen Formona at Carlsborg, where he has been working since 1927, is now visiting in Missouri.

Leo Disch, section foreman at Frederickson, was taken seriously ill April 23rd and was rushed to the St. Joseph Hospital, where an operation was performed. He will be out of service for some time, and we wish him full recovery.

Regret to report the death of Alfred J. Hazard, store department foreman at Tacoma, April 20th. He leaves a widow and two daughters, to whom we extend our deepest sympathy.

Adolph Wahl, B. & B. carpenter, left for St. Paul, Minn., where he will spend several weeks visiting with friends and relatives.

Section Foreman James Wolverton is again in charge of the extra gang which started on the Coast Division May 1st, being relieved at Everett by Section Foreman James Cole. Charles Bartholomew, who was his right bower last year, is with him again this summer.

The fruit and vegetable season is about to start and commencing May 16th, daily service will be inaugurated on the branch line between Hanford and Beverly in order to take care of the shipments of perishables.

The Traffic Tip cards have been used to good advantage on the Coast Division and it keeps the traffic representatives on the jump following up the clews. It is surprising how much business can be turned up when everybody reports all they hear or know.

Cal Snyder of the district accountant's office was laid up for several days during the early part of this month but is now able to put both feet under the table again.

Operator M. J. O'Connor, who sets the styles around the depo, has recently broke out with a cane. He says it's the reumatiz, and I hope he gets over it soon before he trips over the stick and develops a lacerated shin, er sumpin.

Kansas City Division

C. M. G.

ONE has passed from our midst who for fourteen years was a member of the office bunch of the superintendent's force, Sherman Street Station. The death of Henry Bowen occurred on April 12 at his home, after an extended illness. Funeral services were held on April 14. Burial was made at the Ottumwa Cemetery, where the services were under the auspices of the Masonic lodge. Mr. Bowen was very active in Masonic circles, having held, at various times, a number of offices in Masonic bodies. He had many friends among the employees, as well as among the Masonic circles, and will be greatly missed.

G. E. Stickler of the district accounting office, Chicago, was called to Ottumwa on account of the death of his grandmother, Mrs. D. L. Stickler, which occurred on April 24. Funeral and burial on Sunday the 24th.

Albert E. Doyle, 71 years of age, and for thirty-two years a foreman in the car department, died at his home on April 26. At the time of his death he was employed as a car inspector serving his 37th year with the Milwaukee. The funeral and burial in Ottumwa.

Norman Hopp, roundhouse foreman, West Yard, was called to Dubuque on Sunday, April 13, account the sudden death of his father, Wm. Hopp, who died of a heart attack. Just a few weeks previous his brother was killed in an automobile accident in Aberdeen, S. D.

We have learned of the death of the mother

of Mr. H. F. Owens, agent at Excelsior Springs, who passed away at her home in Emporia, Kans., recently. She had been in ill health for some time.

Staner H. Stanerson, former agent at Conroy, age 57, who left the service several years ago account ill health and has been living on his farm near Conroy, died on April 30. His wife is the former Miss Mae Groesbeck, who was also a telegrapher on this division, working at South Amana before her marriage.

We extend our sympathy to the surviving members of the various families, who through death have been deprived of some of their beloved ones.

C. M. Dukes of Chicago paid a visit in the office of the superintendent on April 20.

Max and Marvin, young sons of conductor L. O. VanDyke, recently spent Sunday in Chicago visiting with Roberta Sidebottom. They had a fine time in the big city and plenty to talk about after their return.

Rex McMinn (Lightning) is back on the job as office boy vice Herschel Loveless, promoted to timekeeper on Thompson's extra gang.

Some people have plenty of luck; our popular first trick operator in the dispatcher's office recently purchased a new Essex Sedan and then the following week was the winner of a similar car. The only reason he did not keep the second car was because he has only one garage and so he parted with it for cold cash.

Earl Traul, son of Conductor L. C. Traul, is a member of the Beatrice, Nebr., State League baseball team, playing first base. This team is under the management of Bob Ritchie, former manager of the Burlington Bees of the Mississippi Valley League.

News is received of the marriage of Edw. L. Tuomey of Los Angeles, Calif., to a Miss Louise McIntire of that city. Edward is the son of Mr. T. H. Tuomey, agent for many years at Parnell, Iowa, and brother of Extra Dispatcher J. V. Tuomey. They will be at home at Azusa, Calif., after a trip back to Iowa, planning to leave California on May 15. Mr. Tuomey is employed by the Davey Tree Co. as a tree surgeon.

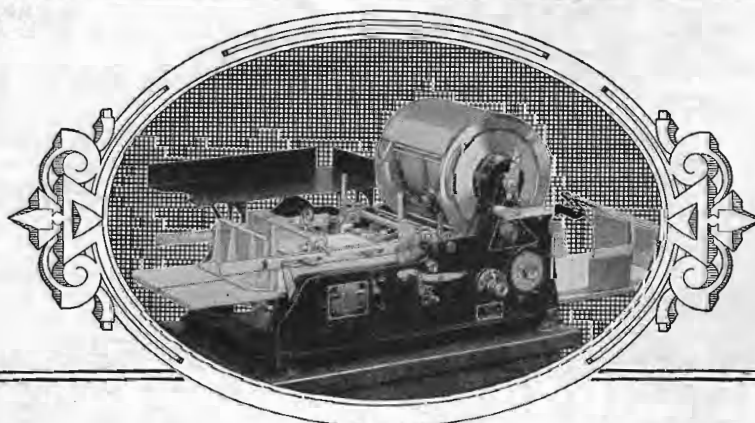
On April 26 John Scannell, for a long time agent at Moseby, then for several years operator at Kansas City, Liberty Street and for the past several months on a furlough because of ill health, returned to work on his old job at Moseby. We are all very glad to know that he has improved in health to the extent that he is able to resume his work. He is one of our reliable employees and it is good to have him back with us again.

Belmont Beistle of Liberty has been assigned the agency at Chillicothe and the folks there should consider themselves lucky to draw an old timer like "Mont" who stands so high in the regard of his fellow workers and the company as well. His son T. O. Beistle was fortunate to be assigned to the job at the old home town, vacated by his father. There have been five members of the Beistle family in service on the K. C. Division at one time or other as agents and telegraphers.

Mrs. N. C. Maytum of Polo visited at the home of her daughter in Liberty on Mother's Day, the guest of honor being her mother, who is 89 years old. The aged lady is also the mother of Mrs. W. D. Wright of Ottumwa, another member of the Milwaukee family.

Agent and Mrs. C. D. Busick of Polo entertained on Mother's Day, their guests being their daughters Mrs. Mirian Lee and Mrs. Helen Hatchett, both of Ludlow, and their families.

Operators Nelson C. Maytum and W. Calire Wright went a-fishing in the Milwaukee reservoir at Polo and the net result, after deducting a few craw-dads, was two frogs; however, their catch was spurned by the women folks. This report to offset any bragging they may do about their prowess as fishermen. Suggest that they invite C. H. Baker and P. J. Weiland down to give them a few pointers in fishing, as they are



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

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



the boys who can catch in large size and numbers.

There was a good attendance and everybody reports having had a good time at the benefit dance sponsored by the Milwaukee Women's Club on May 7 in the ballroom of the Ottumwa Hotel. These affairs are proclaimed to be most enjoyable and are becoming popular among the dance goers of the Milwaukee. Mrs. A. L. Love was chairman of the committee in charge, assisted by: Mesdames Wm. Wendell, Walter McLain, J. Davis, H. G. Barnard, Miss C. M. Gohmann and Mrs. A. C. Daacke.

West I. & D. Division

Edna Bintliff

MRS. JACK O'NEIL was called home to Dixon, Ill., early in May due to the serious illness of her mother. We are glad to report that her mother is much improved at this time.

Mr. J. G. West, local storkeeper, Mitchell, was a recent visitor in Minneapolis, where he was called on business.

Mr. J. F. McMahon is spending his vacation at Des Moines, Fairmont and Minneapolis, where he is visiting friends and relatives.

Miss Carrie Bradbury has returned to Mason City, due to the change in the accounting system, which took effect May 1st.

Mr. F. H. Joynet, formerly of Rapid City, is now in Mitchell, having bumped Paul Hasslinger on the second trick yard clerk's position. Mr. Hasslinger is working as relief clerk at the present time.

The Milwaukee Women's Club held a card party on the evening of April 27th in the depot at Mitchell. Thirty-three tables of bridge and five hundred were filled.

Emma Reyner, former cashier at Mitchell, and now working at Spencer, Iowa, was in an auto accident while driving her car back to Spencer. Fortunately she escaped serious injury and the car was not badly damaged. According to Emma's version of the affair she must have been trying to go Lot's wife one better, for when Lot's wife looked back she turned to salt, but when Emma looked back she turned two somersaults. And we insist that anyone who can turn over twice in a car rambling right along, and come out with only a bruised arm, must carry a rabbit's foot right along with them.

Mrs. Nellie Finley spent a few days visiting her daughter near Chamberlain early in May.

Mrs. Belle McGrath made a short visit to Belle Fourche recently.

Mr. W. G. Hasslinger, father of Helen, Phil and Paul, all railroad employees, submitted to an operation May 8th. Mr. Hasslinger is making a splendid recovery, we are happy to report.

We have never seen the crop prospects in South Dakota look more favorable than they do this spring. An abundant amount of moisture, due to the snow and spring rains, has brought the pastures and fields back, as one could not imagine they could come back, after the drouth of last season. If old man hot winds, hail, grasshoppers, rust and a few other minor items can only hold off, we should have a bumper crop.

We were very happy to greet Mrs. H. E. Byram and Mrs. Carpenter Kendall, executive officers of the Milwaukee Women's Club, when they passed through Mitchell enroute to Moberge. They had been in Mason City, at which place they attended a dinner and get-together meeting of the Mason City chapter.

Fay Higgins, first trick dispatcher at Mitchell has the fever to build a cottage at Lake Mitchell. He feels that he might be able to train the fish to come right up to his back door, if he could stay out there long enough.

If all executives would take the interest in Claim Prevention which Mr. Shelby gave evidence of at the last local meeting held in Mitchell, we are sure that these meetings would be much better attended. After the meeting was over, Mr. Shelby gave all present the necessary wherewithal to attend the show at the Lyric

Theatre. In the future we shall attend every meeting he calls.

Mr. E. H. Platt, chief dispatcher, and Mr. Phil McMahon, roadmaster, were called to Mason City during the first part of May to confer with Superintendent Ingraham relative to conditions on the West I. & D. Division.

I. & D. Items

M. G. B.

MR. A. M. MARTINSON, formerly division master mechanic at Mason City, located now at Milwaukee, stopped in the local offices when passing through here on April 13th.

Mrs. H. B. Peterson, wife of agent at Sheldon, was called to Aberdeen April 15th on account of illness.

Mr. and Mrs. C. W. Jones, Mason City, were called to Nashville, Tenn., April 25th on account of illness.

Mr. and Mrs. W. W. Fonda of Dickens, Iowa, visited at Clear Lake, Iowa, the week-end of April 23-24.

Due to the change in the Accounting Bureau there are several people leaving the local offices: Store Dept., Freda Catlin and Naldrea Hodges; Superintendent's office, Irma Wilhelm, Ruth Scott, Jay Bailey, Carl Ring and Leo Montgomery; Master Mechanic's office, Nina Moore; Car Foreman's office, Mabel Buchanan.

A party was held by the local employees at Mason City, in the Women's Club rooms, May 2nd, honoring those employees who are leaving. Mr. C. E. Mutschler, chief clerk in the Superintendent's office, was the toastmaster, various supervisors giving short talks and responses were given by several of the guests of honor. Mrs. Ingraham sang several beautiful numbers and was followed on the program by the "Phantom quartet."

Highlights of the evening were: telegram about Leo, the wonderful harmony of the quartet, Cliff Oeschgar's speech, Dick Goltz' original song hit.

Bridge and five hundred were played, Carl Ring and D. W. Woodhouse receiving the men's prize for five hundred and bridge respectively and Ruth Scott and Freda Catlin receiving the women's prize for five hundred and bridge.

Mr. Dan Shea, representative of the Olympic Commissary Co., Chicago, was in the local offices at Mason City May 12th.

Mr. R. W. Hayes, special equipment inspector, was in the local offices at Mason City May 11th and 12th.

Mr. C. B. Sowles, Mason City, was called to Rockford, Ill., on account of death May 11.

Mrs. G. R. Hannaford, wife of safety inspector, formerly on this division, spent a few days in Clear Lake the early part of May and stopped off for a visit at Mason City.

A Vacation Trip Worth Thinking About

Almost in the midst of the George Washington Bi-Centennial occurs the dedication of the George Washington Masonic National Memorial at Alexandria, Va., during the second week in May.

Plans are already being made for the great and outstanding event. Unquestionably there will be present for the dedication the greatest concourse of Masons ever assembled. Indeed, no celebration comparable to it was ever held. To it will come Masons from the corners of the earth.

It is planned upon invitation from the Grand Lodge of Virginia, to have all of the forty-nine Grand Lodges in the United States, open in regular form at the time of the dedication so that all that transpires will become a part of the official record of each one. This unique plan is only one of many things being considered to make the dedication ceremony of unsurpassed interest and significance.

The State of Iowa is making careful and adequate plans to participate in the ceremonial in a manner which is commensurate not only with our standing as a Grand Lodge but which is in keeping with the world-wide appeal and significance of the event itself. Iowa Masonry is too

SMOKER PENS CONFESSION

Is Devoted to One Tobacco

Pleads with Makers To "Keep Up Good Work"

Loyalty is a common attribute of pipe smokers. But the loyalty of Mr. N. Sadlier-Brown, a resident of British Columbia, is of a kind and degree that would make any manufacturer feel proud of his product. Here is Mr. Sadlier-Brown's letter:

Blue River
British Columbia
November 26, 1931

Larus & Bro. Co.
Richmond, Va., U. S. A.
Dear Sirs:

It seems to me that I have been overlooking an obligation in not writing to you what I think about your valuable product, Edgeworth Smoking Tobacco. If a good thing is made, it should be boosted by its users.

Edgeworth is the coolest tobacco I ever smoked, and I've tried plenty. It has a flavor all its own, and the "flavor lasts" to the very bottom of the pipe. It's a high grade tobacco, and other tobaccos priced the same don't touch it for quality.

Most important of all, it's the only tobacco I can smoke. I have a bronchial throat, and every make of tobacco I ever tried irritates it—except Edgeworth.

So keep up the good work, for if you stop making Edgeworth I shall have to stop smoking.

Yours faithfully,
N. Sadlier-Brown

The makers of Edgeworth assure Mr. Sadlier-Brown that they certainly will "keep up the good work." And they want to assure him too that he will find the same fine quality in the Edgeworth he buys *anywhere*, for Edgeworth quality is always the same. Indeed, Edgeworth has been man's priceless friend for more than 30 years.

Perhaps you have never smoked a pipe. Perhaps you tried a pipe and found it wanting. In either case you are missing some of the real joys of smoking until you know the solid satisfaction of a good pipe with Edgeworth Smoking Tobacco. Edgeworth is a blend of fine old burleys with its natural savor insured by a distinctive and exclusive eleventh process.

Your name and address, sent to Larus & Brother Co. at 108 S. 22d St., Richmond, Va., will bring you a free sample packet of Edgeworth. Or you can buy it in two forms

—Edgeworth Ready-Rubbed and Edgeworth Plug Slice. All sizes from the 15-cent pocket package to the pound humidor tin. Some sizes come in vacuum tins.

Don't miss Edgeworth's weekly radio treat! Every Thursday evening at eight o'clock, Eastern Daylight Time. Edgeworth offers for your entertainment a novel program without a dull moment. The Program is broadcast over a network of radio stations of the National Broadcasting Company. Make a mental note *right now* to tune in on the Edgeworth program Thursday evening.



virile and holds too large a place in the Masonic life of America to fail in this regard.

Rates along our line have been reduced as low as one-fare plus one dollar with the weeks' limit from many western points. Members of

the Masonic fraternity along our lines are planning to take advantage of the opportunity and combining their vacation with this important event which is indeed a very splendid idea.

Masons coming from the Northwest to attend find that at this time of the season a succession of beautiful scenes along the well laid Milwaukee Line on a train that has no equal. There the traveler will see the well laid plans of nature and at the other end behold one of the finest specimens wrought by the hand of man. Space does not permit me to give a complete detailed description of the magnificent structure, but I will give the reader an idea of its magnitude.

First let us consider the location. Rising stately from the summit of Shooters Hill it overlooks the Potomac river, Memorial bridge to Arlington and almost clearly visible stands out the nation's capitol, Washington, D. C., which lies just six miles distant. Then to the south one's eye follows the Potomac to Alexandria—then again for a short distance south of Alexandria is the river again, until finally it is lost behind the hills and woods which surround the historic home of George Washington at Mt. Vernon.

Inspired by the Ziggurat towers of antiquity, which the men of old built at the harbor entrances of the great Mediterranean Sea to carry a burning flare as a guiding light to the homeward-bound, storm-tossed mariner, this temple will rise to a point over four hundred feet above the city of Alexandria and will dominate the surrounding country for miles in all directions. It is visible from Washington, as that city is visible from it.

Designed in the architecture of Greece and Rome, the same architecture from which Washington himself took inspiration in the building of his own time and day, this magnificent monument will stand as a visual symbol which "all who run may read" that the life of George Washington may be an inspiration and guiding light in statesmanship and masonry, to the men of America today and for all time.

The total height of the building from the roadway is 335 feet, the roadway being 107 feet above sea level makes the top observation tower 364 feet above sea level. The overall depth, east to

west, is 240 feet and has a width of 168 feet. The entrance is through a portico of eight Doric columns, the whole a unit of Greek architecture. The portico leads into the great atrium, comprising the main central room of the structure and forming the Memorial Hall, in which will be set a statue of Washington of heroic size. The hall is 100 feet long by 70 feet wide. In it supporting the weight of the towers, are eight columns of green granite, polished, each 39 feet high and four and one-half feet in diameter. To describe this great monument fully would take much more space than I dare take, so at the time I only describe the building in general.

The program for dedication week follows:

May 8, Sunday—Religious services, Kallipolis Grotto, M. O. V. P. E. R. Sylvan Theatre, Monument grounds, 9:30 a. m., Washington, D. C.

May 9—Annual meeting of the Masonic Service Association of the United States. Special communication of the Grand Lodge of Texas in the Memorial of Alexandria at 3 p. m. Annual conference of Grand Secretariat of the U. S. Annual convocation of the Grand Commandery of Knights Templar of the District of Columbia.

May 10—Annual conference of G. M. of the U. S.

May 11—Annual convocation of the George Washington Masonic National Memorial Association. Special communication of the King Solomon Lodge No. 31, A. F. A. M., Masonic Temple, Washington, D. C.

Special communication of the G. L. of Missouri in the Memorial at Alexandria.

May 12—Parade at 9:30 a. m. Dedication of G. W. M. N. M. at Alexandria immediately following.

Following the parade, stated communication of Alexandria Lodge No. 22 in Memorial reception and ball, Willard Hotel, Washington, D. C.

May 13—Annual convocation of the Grand Commandery Knights Templar of Virginia in the Memorial.

Meeting of Masonic Librarians in Memorial. State communication of St. John's Lodge No. 11.

Masonic Temple, Washington, D. C., M. M. D. Grand Chapter, O. E. S., District of Columbia, pageant.

Banquet, National League of Masons Clubs.

The R. T. & P. Railway will operate special trains every fifteen minutes between Washington, D. C., and Alexandria, Va.

The local communication at Alexandria will furnish box lunches at a cost of 30c from various places about the grounds and also from trucks stationed between Washington, D. C., and Alexandria.

Joe Fiala, Machinist, Mason City.

Red Hot Coals from the Second District of the Milwaukee Division

By L. J. L.

JUST talked to Conductor John Regan, who is now working a shift on train 20 and 47. John was all smiles, for on his arrival in Beloit mother met him and presented him with a large dish of boiled potatoes, a big mess of greens and a strawberry short cake. That was a meal worthy of a smile, Mr. Regan.

Since the recent changes in the personnel on our motor trains between Rockford, Beloit and Madison one of the conductors has purchased himself a new uniform and a pair of leather gloves and taken his task in earnest. Senator Matson, the other man in the case, states he will not wear stripes unless proven guilty, and at this writing we do not know just what his intentions are. We do not know that he will make the change rumored, that of operating train No. 21 and 36. If so, proper record will be made, and you will be duly notified in the next issue.

Save YourLaid Up Power

The Dearborn Chemical Company offers a complete, inexpensive service to stop corrosion in boilers and on locomotives out of service.

In the Boilers, 400 B

A small quantity of Dearborn Formula No. 400 B mixed into a boiler full of water will absolutely stop all pitting and corrosion.

Exterior Surfaces NO-OX-ID

On exterior surfaces, NO-OX-ID applied by brushing or spraying will stop all destructive action due to rust.

Dearborn Chemical Company

310 S. Michigan Avenue
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205 E. 42nd Street
NEW YORK



Income Protection

Good Service makes Good Friends

The "Continental" (The Railroad Man's Company) has served Railroad Men for over a generation—its income protection contracts make friends.

Its friends may be found on every railroad in the United States and Canada.

For your convenience your paymaster will, if you desire, collect the premiums for your income protection from your pay.

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Conductor Joe Helms secured a round trip ticket from Beloit to Kansas City. Nice work, Joe.

General Agent J. C. Prien of the Passenger Department at Milwaukee, was in Beloit Tuesday the 10th of May and gave a talk in connection with the showing of eight reels of motion pictures, of scenes along the Milwaukee from Chicago to Seattle, including Yellowstone Park. These pictures are the property of the Milwaukee railroad and were taken at a great expense. In all we have eight sets of these films in constant use. There are at this time two sets over in Germany. Superintendent N. P. Thurber, president of the Rotary club, was instrumental in securing the showing of these pictures at the Rotary club meeting, and had as his guests J. C. Prien, John Park and L. J. Lightfield. If any employees would like these pictures shown before any of their lodges or church gatherings, the writer will be glad to make the necessary arrangements to secure the films. It is a very good medium of advertising, and a benefit to our railway.

Superintendent N. A. Ryan's position, since his promotion to Assistant General Manager, has been filled by Mr. J. A. Valentine. Best wishes to both of these railroaders in their new fields, and they may rely on our cooperation.

Archie Morrissey, former dispatcher on the Beloit line, visited the old-time town Monday, May 9th. Mr. Morrissey is now keeping the main line clear from his Milwaukee office.

Former ticket clerk H. J. Armock has signed a contract to paint all the signals between Beloit and Sturtevant, and will start action just as soon as the paint arrives. He will be under the supervision of Roadmaster Barbee.

Tentative plans are being made to dissect part of the main waiting room of the passenger depot and put in offices for the superintendent, roadmaster and the dispatchers, thereby eliminating the necessity of keeping the old administration building in use. Last but not least, Miss Howard and Mr. Koester will also have an office.

The George Driscoll family were blessed with the arrival of baby Charlotte Frances Sunday, April 17th, at 2 p. m. Best wishes for little Charlotte, and congratulations to the Driscolls. Little Charlotte weighed 6½ pounds. A real little bundle of sweetness.

Conductor Joe Larkin is at his summer home in northern Wisconsin making garden and getting his fishing tackle in working order.

Engineer Corbett is at Washington, D. C., attending the Congressional session.

James Ferrero has been promoted to motor car inspector at Rockford, Ill.

Engineer Schultz has leased himself a summer home at Basford Beach, Beloit. Mr. Schultz says he is so close to the river that he fishes from his bedroom window.

Dispatcher Lane took a few days' vacation the first week of May.

Police Officer Bill Meyers rode one of our fast freights from Savanna to Beloit one sunny day in May. He was riding on the second deck of the caboose, stuck his head out of the window to see how many passengers were riding the cars, and lost his hat in the wind caused by the high speed of the train. Bill dropped off at Beloit, borrowed the ticket agent's cap, went up town and took advantage of Woolworth's sales.

Roadmaster Zimmerman, Superintendent Valentine and Assistant Superintendent Thurber made an inspection trip of the west end in their private car the second week of May. Bill says the trip was fine, but did not get a good report of the Cubs ball games from the agents along the line.

Former Dispatcher's Clerk Wm. Maas paid us a visit. Bill is looking fine and states the city of Forrester is a good place to be during these trying times.

Agent Turpin at Shannon, Ill., has resigned his police magistrate's job. Turpin says every time he makes a pinch the fellow carries a card, and he consequently has to make his peace with the unions.

Jim Reardon, freight house foreman at Freeport, has adopted a tramp dog. Jim says he took this additional burden before he knew of the ten per cent cut.

Baggage man Artliff is taking a few days' vacation prior to his taking a run out of Milwaukee.

Conductor Wm. Smith is back on the job after a two weeks' vacation in California.

Mrs. Lillian Wheeler, former timekeeper at Beloit, is getting quite a reputation as a singer. She gives weekly concerts over Radio Station WCLO, located in the Strong building, Beloit.

Ray Cochrane, helper at Beloit, has just aired me out for not reporting his holdup over a year ago. Ray was out driving one fine day and picked up a couple of pedestrians. They rode a short ways, then stuck a gun against his ribs and took the car and money and left him stranded about 200 miles away from home. Ray had to wire Dad collect for money, so he could get back to work. He finally got the car back after several weeks.

Alfred Koester was given a job of spring cleaning in the record room. He had several offers for assistance from Dispatcher Elder and Ticket Agent Lightfield, but he declined. Found out later they had a radio across the street, and Al could hear the ball games while at work—what a break!

The dandelions around the passenger station are fast disappearing. Evidently a lot of people are eating greens this spring or are using the blossoms for some other use.

West End of the Trans-Missouri Division

R. K. B.

E. C. OLSON, Asst. Accountant in the Superintendent's Office, plans to leave in the very near future for Great Falls near which place he will homestead this summer under the Veteran's Act. Ben Shields has been assigned to his position while he is gone, while Dunc Ritchie will relieve Ben as File Clerk.

I see Engineer E. L. "Skinny" Dunlap on passenger run 35 and 36. "Skinny" has been a California vacationer during the past winter and followed the sun up north when the days got long again. At that California has nothing on this weather.

The City election came pretty close to turning in a full slate for the Milwaukee. We note Boilermakers Farnham Denson and Pat Gallagher and Machinist Guy Fuls were all elected as Aldermen. All the Council has to do now when they want to hold a meeting is to come down to the Shops.

A newcomer in our midst is Miss Ruby Currie, daughter of a conductor on the Terre Haute Division. Ruby has been assigned to the recently created position of Comptometer Operator in the Superintendent's office. We hope she will like Miles City.

J. T. Sleavin, District Adjuster, spent several days of acute misery recently in the hospital with an attack of quinsy. He is now out, as hot on the heels of claims as ever.

B. W. Goggins, our night Roundhouse Foreman at Miles City has been assigned to the position of Roundhouse Foreman at Mordridge. J. P. Leahy who formerly held that position was transferred to Miles City as night Roundhouse Foreman, and has moved his family up here.

Mrs. C. A. Nummerdor, wife of our Chief Dispatcher, is recovering nicely from an attack of pneumonia. After spending some time in the hospital she has been transferred to her home and reports that this real weather is doing her plenty of good.

We were sorry to read of the death of Edwin Nelson, Machinist Helper in the Shops, from a skull fracture caused by the accidental discharge of a gun. We wish to express our sympathy to his bereaved family.

E. M. Erickson, draughtsman, has returned from Butte where he finished an assignment and

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With "the coffee that lets you sleep" you won't have to worry about coffee at night

TRAIN CREW, yard men, roundhouse men—they know what joy there is in a good cup of coffee. And that cheer is often doubled if you can be sure that coffee you drink at night won't affect your nerves or keep you awake.

There's a real coffee that you can enjoy *any time* without loss of sleep—Kellogg's Kaffee Hag Coffee. *It's guaranteed to be 97% free of the drug caffeine and the indigestible wax is removed.* It will not keep you awake or affect your nerves.

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In Super-Vacuum cans at all grocers at a reduced price. Roasted by Kellogg in Battle Creek.

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PILES CURED AFTER 15 YEARS

Mr. J. E. Pauley, Lineville, Ia., suffered with Piles and other rectal troubles for 15 years. He tried many remedies but got no relief. Upon the urgent advice of a friend, he tried the McCleary treatment and began to improve immediately. He was so well pleased he induced his mother to take the McCleary treatment also.

If you have Hemorrhoids (Piles) or other rectal troubles take Mr. Pauley's advice and write today to the McCleary Clinic, 151 Elms Blvd., Excelsior Springs, Mo., for their free book giving all details.

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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.

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has taken up his old duties in the Division Engineer's office here.

The first of April saw Red Hodgson's B&B crew go on. Looks like they will have plenty of work ahead of them this summer.

We were happy to hear of the marriage of Joedson Middleton, daughter of Engineer E. M. Middleton, in Mobridge a few days ago. Joedson who is very well known in this city became the bride of Blaine Miller of Mobridge.

Dene Boyle, we learn, has moved his family to Des Moines, Iowa. Dene was former Price Clerk for the Store Department, but got bumped when the recent changes took place.

Harry Wood, machinist in the shops here, with Mrs. Wood, has returned from California after a winter stay.

Kurt Weil, former Instrumentman in the Division Engineer's office is in town again after a winter on the coast. Kurt, who plays tennis like nobody's business, is frequently seen on the local courts.

Walter Ball of Mobridge has gone to Roundup to take over the duties of warehouse foreman at that point.

In line with the arrangement in effect at Aberdeen and Marmarth Perishable Freight Inspector Richey has been assigned the duties of Stockyard Foreman at Miles City.

Friends of I. H. ("Shorty") Rogers, learning that he was home sick one day, presented him with a lily. The only objection Shorty had to that was that the lily was aged and decayed and had probably, prior to its use as a token of esteem, been adorning an ash can.

Traveling Engineer R. G. Webb's territory has been extended to cover the whole division.

Former Traveling Engineer A. A. Fisher underwent an operation in the Mobridge Hospital a short time ago and is reported recovering nicely.

Continuing the increase which was noted all winter the Roundup Mines for the month of March showed a substantial increase in shipments of commercial coal over the previous year.

Asst. Superintendent Car Department W. E. Campbell was in Miles City for a few days last week.

Glen Bunn, Coal Dock Foreman at Hettinger, has returned from a 60 day leave of absence, during which time he was relieved by Jack Holt from Roundup.

R. C. Kemp has recently been assigned to the position of Agent at Terry, Mont., succeeding R. A. Clevenger.

We were glad to hear that Rod Janes, boiler-maker in the shops, has been released from the hospital. He spent nearly eight weeks there, which is a plenty long time. He's getting along fine.

Ed. ("Snooze") Carlson has gone to Mobridge to take up a position in the Yard Office, there.

Wedding bells rang merrily one Sunday morning for Charles P. ("Dinty") Shine, station helper at Marmarth, and Miss Opal Berg of this city, culminating a romance of over a year. Charley, with commendable foresight, kept his plans pretty secret, and the first announcement we had of it was when we read the paper. After a visit in South Dakota with the parents of his new bride they will make their home in Marmarth.

Master Mechanic H. E. Riccius attended the Minneapolis meeting of the Master Mechanics last month.

This is the first spring in three years that we have had any moisture to speak of, and it has been a welcome relief. Everything is beginning to get green, and if we get a few more rains the crop conditions ought to be good. The change is more than welcome to the stockmen and farmers of this district.

A recent rearrangement in the office at Miles City resulted in the Store Department being divorced from the consolidated office and transferring their headquarters to the Store building, where they will be closer to their materials and supplies. The divorce looks like a final decree, but we understand there was no alimony involved. The Store Department was awarded the custody of Charley Capon, Amy Essex and Margaret Gilbert, which leaves our family a good deal smaller.

Harold Fuller has recently left for Des Moines, Iowa, to visit relatives and friends near that city.

Conductor J. F. Kittinger was recently elected Local Chairman of the Conductor's organization, succeeding J. C. Kern.

In the Custer County High School district scholarship contests recently several children of Milwaukee Employees placed. These were the two daughters of Conductor Bartley, Cecelia Spear, Dorothy McGee, Laverne Knowles, Marguerite Waldeman and Jeanette Walters.

Maintenance forces on this division were augmented the first of May by two maintenance gangs and one extra gang. Foreman Mike Ott and Sam Lee are in charge of the maintenance gangs, and W. W. Westerfield has been put in charge of the extra gang. Bill Westerfield is from the Coast Division, having been in charge of extra gangs for a number of years, but this is his first time on the Trans-Missouri Division.

Harold Fuller, Walter Ball and Bob Tallman were the lucky bidders for the timekeeping jobs on the extra gangs and are now headquartered at Walker, Mildred and Paragon respectively.

The many friends of former passenger conductor Elmer E. Brooks were saddened at the news of his death a short time ago. Mr. Brooks was employed on this division until 1928.

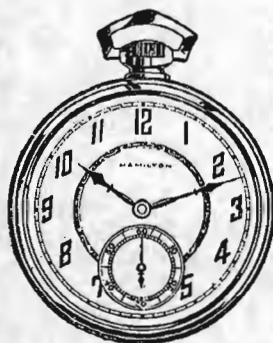
T. A. Hunt, Kurt Weil, Ernest Escola and W. E. McKibbin are the new members of the Engineering force temporarily added during the maintenance program. Kurt Weil is well and favorably known in Miles City, where he was formerly employed in the Division Engineer's office for a number of years. He has recently become the proud parent of a baby girl, Joan, who is now 6 weeks old.

The contract for getting gravel out of the Paragon Pit for the ballasting work on this division this summer was awarded to the C. & F. Teaming Company of Butte. The contract calls for the loading of approximately 90,000 yards of gravel. At the present time about 40 cars a day are being put under the track by Foreman Westerfield and his gang, equipped with tamping machines. Slow orders should be few and far between after they get through with this season's work.

We are pleased to report the recovery of the young son of Chief Carpenter Blake from complications arising from a severe attack of measles.

Mrs. Edwin Carlson, the former Ruth Duangan, comptometer operator in the Superintendent's office for several years, has left for Mo-

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bridge where she and Ed. will make their new home.

Mrs. O. E. Bethke, wife of A. F. E. Clerk Bethke, and daughter are making a visit in Marmarth with relatives.

Another Marmarth visitor is Mrs. L. S. Richey, wife of our Perishable Freight Inspector.

Chief Fuel Supervisor J. S. Griffith and Traveling Inspector DeGarmo were recent visitors on the division.

R. G. Webb, Traveling Engineer, whose territory was recently extended to include the entire T. M. Division, is transferring his headquarters to Miles City within a short time.

Bobby Kelly, young grandson of Depot Janitor Robt. Wagner and Passenger Conductor W. H. Kelly, has arrived for a visit with his grandparents in Miles City.

Machinist Harry Wood has recently been transferred to Melstone, and he and Mrs. Wood left a few days ago for their new headquarters.

Morris and Dougherty, contractors, who have been awarded the job of eliminating water pockets in fills between McLaughlin and Mobridge, have started to move their machinery from Chicago and will start on the job within a short time.

We note Harlowton Roundhouse Foreman Kelum back to work again after a long lay-off.

Freight Clerk D. L. Mankey and wife from Roundup made a visit in Miles City last Sunday greeting old acquaintances.

Due to the plentiful rains this spring crop indications this year are expected to be the most favorable in the past 5 years.

The Diamond A outfit is shipping in 300 cars of cattle to Mossman, S. D., where they will range until ready for market. Chappel Brothers, whose range headquarters are now maintained at LaPlant, S. D., are shipping out three or four cars of horses weekly to their Rockford Factory.

L. P. Seeman is the new stenographer in the District Storekeeper's office. L. P. served his apprenticeship in Tacoma.

Milwaukee Terminals

YARDMASTER HASLAM and Yardman Luke Shanon were fishing at Mud Creek the last week in April.

Engineer Lawrence Hamilton, who has been on the sick list, has fully recovered and has returned to the service.

Yardmen John O'Rourke and Michael Brady have returned to work after a month's rest.

Dispatcher J. E. Roberts and wife returned to Milwaukee April 24, after spending the winter at Long Beach, Cal. They were accompanied home by Engineer John Rhine, who was at Los Angeles. All were looking fine and glad to get home.

On April 26 occurred the death of Mrs. John M. Bunce at her home on North 35th Street. She was the widow of the late Dispatcher John Bunce and mother of Machinist Foreman Frank Bunce. A large number of the Milwaukee Road attended the funeral.

Machinist Foreman Edward Havey returned to work April 27, after a month with Mayo Brothers at Rochester, Minn. He is all smiles and looking fine.

Yardman Max Wenkman attended the ball game April 27, between Milwaukee and Indianapolis. Did he have a box seat? I'll say he did.

Machinist Foreman Jack Forest and Chief Dispatcher Roy Daly were in Oshkosh, April 30 and May 1, to fish in Lake Winnebago. The Oshkosh papers report a heavy sale of SARDINES at their local NICKEL & DIME stores, April 30.

The local Milwaukee papers all have had a picture this last week of our Engineer Charles J. (SILVER) Sholes, who was in attendance at the reunion of the Spanish War Veterans. When asked by a reporter why he had not been a member of the Rough Riders, SILVER replied: "You could never get a drawbar with the skates (horses) they rode in the Rough Riders."

LAVA SHADOW PICTURES



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It's the pumice in Lava that gets the dirty dirt. You'll like the way Lava lathers in the hard water too.

Lava soothes and protects the skin. There's a generous supply of glycerine in each cake.

Ask for Lava Soap at your nearest drug or grocery store today.

LAVA SOAP

takes the dirt—protects the skin

LAVA SHADOW PICTURE BOOK FOR THE CHILDREN

Write today for this book. Shows the children how to make all kinds of funny shadow pictures with the hands. Just cut the front from a Lava Soap box. Write your name and address on the back. Place in envelope and mail to: Procter & Gamble Co., Dept. LKG-62, Cincinnati, Ohio.



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You can't blame a railroad man for worrying if he's laid up by an accident and his pay envelope has stopped. But there's no reason why he should worry if he is the owner of an Accident Policy in The Travelers that pays for any kind of accidental injury. Ask for facts

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THE TRAVELERS
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HARTFORD CONNECTICUT



Yardman Herman Schoebel was at Pike River, Marinette County, April 29, 30 and May 1, fishing. His friends will tell you that he came home with a trailer full.

Yardman Walter Stubbe has forsaken North Milwaukee for Gibson Yard.

Secretary Robert Voss advises that the Milwaukee Shops Golf Club will meet June 15.

A letter from Yardman A. O. Cunningham advises that he expects to visit Milwaukee friends in the near future.

Engineer Charles E. Grout has recovered and been assigned to the switch job at Oshkosh.

Machinist John Warzelz, Sr., and Boilermaker Wm. Barry were at the State Fair Park May 7, watching the Army planes. Both are very much interested in aviation.

Yardman Matt Deinlein has given up his assignment at North Milwaukee Station and taken over an assignment at the Union Depot.

The New Hub of the I & D

William Lagan

MR. H. A. SCANDRETT, Mr. J. T. Gillick and party attended the annual dinner of the Sioux City Traffic Club April 26. Mr. Scandrett was one of the speakers on the program.

Tom Biggs, Conductor, spent a few days in Chicago visiting a son.

The many friends of C. H. Buford, former Superintendent of the old S. C. & D. Division, were glad to see him again. Mr. Buford attended the Traffic Club meeting in Sioux City recently.

Mrs. Dora Goshorn, of Canton, Ohio, has been visiting her brother, F. M. Henderson, of Sioux Falls.

Dr. E. R. Bond, son-in-law of Engineer and Mrs. A. H. Little, passed away in a Minneapolis hospital after an illness of ten days. Funeral services were held in Des Moines, former home of Dr. Bond, April 12.

Lest we forget: The "Sioux" is now the only train operating between Sioux Falls and Chicago on a fourteen-hour schedule. This is a good talking point in having your friends travel the "Milwaukee" way when going to points east.

The Schedule Driver which has been working on the North-end made an emergency run to Monona, Ia., to assist at a washout at that place on May 3. About one mile of track was washed out and several bridges reported damaged.

Mr. Glen Kasak, former Roadmaster's Clerk at Sioux Falls, has been visiting at Sioux Falls recently.

Everest & Co. of Dell Rapids, S. D., report that they have just completed repairs on their stone crusher and we may now look for the usual movement of stone from that point.

An Operating-Traffic meeting was held in Sioux Falls, April 29, with Mr. Ingraham acting as Chairman. The meeting was well attended and several good "tips" on future business were obtained.

The Milwaukee Bowling Team of Sioux Falls won the City Championship of the Industrial League at Sioux Falls.

We regret to report the passing of George Muetters, veteran agent at Tyndall, S. D. Mr. Muetters had been in the employ of the Milwaukee Road for forty-seven years, the last nineteen of which he had acted as agent at Tyndall. Funeral services were held at Tyndall, May 4, and interment was also made there. We wish to extend our sympathies to the bereaved family. Mr. Muetters is survived by his wife, Mrs. Cora Muetters, and one daughter, Lillian.

Al Main, Engineer, is sporting a new De Vaux sedan and reports that it is sure the latest thing in gas buggies.

In a recent issue of the Daily Argus Leader, Sioux Falls, S. D., comment was made on the fact that the Milwaukee Road pays over one million dollars annually in South Dakota in taxes. This is the best argument that we have in promoting business. All employees should bring this to the attention of all prospective customers.

Iowa (East) Division and Calmar Line

John T. Raymond

Y E SCRIBE left Marion Saturday morning, April 23, visiting agents Emerson at Martelle, Seger at Morley and Carter at Olin; then driving on between Hale and Oxford Junction to visit the extra gang of about 165 men under W. S. Moberly and Foreman Womac, who are taking out the old 90-pound rail and laying new 100-pound rail. These men understand their work thoroughly and take great pride in doing it well. It was a fine sight to witness the pulling of spikes, machine adzing and the big derrick removing the old and putting in the new rail. Conductor Harry Smith, engineers J. C. Smith, Vaughn, Bushy close behind them picking up the old rail and material. It kept a fellow on the move to watch operations.

After due appreciation of the work of the steel laying gang we drove through to Oxford Junction and visited Agent H. E. Ramsey, Operator Ed Clausen and Conductor Wes Pulley. Also visiting Mr. and Mrs. John Dollmair, who run a fruit and confectionary store. Mr. Dollmair was a first class track man on this division during Supt. R. B. Campbell's time, many years ago, and later, and is always glad to greet Milwaukee railroad friends.

Operators Hodgson, E. McGuire and Ira Seger have been acting in agent's place at Oxford Junction, while Mr. Ramsey is away.

Mr. and Mrs. J. T. Galliven returned to Marion the latter part of April after having spent several months visiting relatives and friends in California, most of the time at Long Beach. Mr. Galliven resumed work May 1.

R. Lee Taylor has resumed work on second trick Marion and Marl Marchant on second trick Atkins Yard.

E. Earle Edwards of Marion has gone to Perry to relieve train dispatchers during vacations and is relieved on clerical job at Marion by T. J. Allen. Everyone on the division likes Earle Edwards and hated to see him go for such a long stretch.

Mrs. Martin J. Flanagan of Chicago visited Mrs. W. E. Cooper and other friends in Marion the latter part of April.

May 10 the Milwaukee Railroad Women's Club started a membership drive to last one week,

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from all accounts a successful one. A May breakfast to be served at the new Hall-Wood cafe, May 19. All membership fees are used entirely for aid among needy railroad families in Marion. Mrs. A. J. Elder is president of the club.

Engineer Robert Cessford received word Sunday, May 8, of the death of his brother George Cessford at Tacoma. He was in the employ of the Milwaukee Road in the locomotive department.

Frank Varner, former train baggageman on this division, died in California May 7. Mrs. L. D. Smith, a relative from Marion, attended the funeral.

May 7, Supt. A. J. Elder completed his twenty-five years of service with the Milwaukee Road. His application for membership in the Milwaukee Veteran Employees Association was sent in promptly and button and card returned by Mrs. Grant Williams, the secretary. It is a pleasure to know that the membership was taken out promptly by one who is an official and puts the proper valuation on a membership in this association; and by one who also knows that any excess money in this fund goes to aid needy veteran employees. A good example of co-operation.

Ye Scribe expects to attend the sessions of the Republican National Convention at Chicago in June. As a kid we attended every session in the Exposition Building on the lake front at Chicago that nominated James A. Garfield for the presidency.

Kell Lothian is occupying Mr. Sanborn's job as clerk for roadmasters at Marion while Mr. Sanborn is sick.

Ask Harry J. Murphy of Marion if he thinks a hornet will sting.

Ye Scribe thanks correspondent Guy E. Sampson of the Chicago terminal for his reference, in the May number of the Milwaukee magazine, to the number of years Ye Scribe has corresponded for the magazine from this division. We had

intended to make an item of appreciation concerning these division news gatherers, but Guy took the "words out of my mouth." Mr. Sampson, from the LaCrosse division, now from the Chicago Terminals, has for a long time been one of the interesting news gatherers, and we hope will continue to be for a long time in the future. The progressive editor of the Milwaukee magazine, Mrs. Carpenter Kendall, considers we news-gatherers a great factor in the publication. We should be glad of this distinction.

The writer enjoyed a fine visit and dinner with Mr. and Mrs. Henry Seeger and daughter Alice at Morley April 16.

Foreman Womac of the steel gang spoke with a good deal of admiration about the bunch of men in his gang. He said they were thoroughly reliable and some had been with the same gang for several years. They have a fine set of boarding cars arranged for their comfort.

Special Roadmaster Moberly and his 165 foremen and men will finish laying new steel on both tracks from Oxford Junction to one mile west of Martelle, one mile between Paralta and Marion. Monday night, May 16, and depart for other fields. The surfacing gang to work between Oxford Junction and Paralta is expected shortly thereafter.

Conductor Jake Lakaff and Engineer Montgomery did great work distributing steel between Oxford Junction and Martelle Saturday, April 30, and have "gone in the ring." Foreman Loftus disbanded crew at this date.

Agent H. E. Seeley at Greeley laid off May 14 on account of his wife being very ill. J. I. McGuire relieving in Mr. Seeley's place until he returns.

Foreman Mallus with extra gang is to arrive at Oxford Junction, May 15, to raise track and ballast between Oxford Junction and Martelle.

Agent L. E. Brown of Welton was away for about a week the fore part of May. W. K. Hodgson relieving.

Seventy-nine members of Marion High School

17

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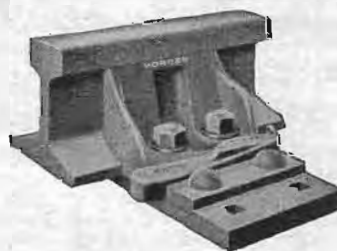
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17

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CHICAGO

graduated the latter part of May, including twenty members of the Milwaukee Railroad families. We might name some that would interest friends elsewhere in the system. The names are as follows: Madeline M. Brutsman, Marian Elizabeth Busby, Catherine Lorraine Cooper, Maxine Mae Kindig, David C. Klink, James J. Lawson, Leo L. Luense, Lloyd A. Edwards, Betty M. Murphy, Leona M. Neff, Gerald D. Ozburn, Annabelle E. Pearson, Jennings D. Hotchkiss, Bernice Hillerege, Lucille Marie Holsinger, LeRoy Smith, Freda Mary Smith, George Bernard Struck and Charles Goss.

Conductor J. F. Higgins, who has been off duty for several weeks taking treatments for his eyes, resumed work on Nos. 7 and 8 between Marion and Omaha, May 14.

Passenger Brakeman Ray Marks has been assigned to the Milwaukee-Davenport run, displacing Brakeman Perry Arbuckle, who has been on this run for several weeks. Mr. Marks expects to move his family from Council Bluffs to Milwaukee in the near future.

Passenger Brakeman R. C. Seager is in Minneapolis on committee work for the Brotherhood of Railway Trainmen. Brakeman O. Keickhafer is relieving on No. 7 and 8 between Marion and Omaha.

Passenger Brakeman Walter Willett is laying off and expects to put in the next few weeks making improvements to his property in Elgin.

Passenger Brakeman H. R. Perrin, who has been spending the past few months in Los Angeles for the benefit of his wife's health, was called to Marion the first part of May, due to the death of his father. The magazine extends sympathy to Ray in his bereavement.

Engineer Jim Anderson has been seriously ill at his home in Monticello. At this writing his condition is reported as slightly improved and his many friends on the division hope for his speedy recovery. Engineer Chas. Strickell is relieving on the Cedar Rapids-Calmar passenger.

From the Cross Roads of the World

Roberta Bair

THE April Safety First Meeting was held at West Clinton Tuesday evening, April 19, with 185 in attendance. Mr. V. Hanson, District Safety Inspector, was present.

As our Superintendent, Mr. J. H. Valentine was unable to be present because of going over the new territory assigned to him. Mr. Passage, Division Master Mechanic, read his last Safety message to the Terre Haute Division, and as Mr. Passage is also leaving this Division, he gave his farewell talk.

The May meeting will be held at Faithorn Tuesday evening, May 17.

Mr. C. E. Elliott, Superintendent of Milwaukee Terminals, came to the Terre Haute Division as Superintendent May 1. We wish Mr. Elliott success and happiness in his new position and we pledge him our full support and cooperation.

On Saturday evening, April 21, about 40 executives, department heads and personnel of the Terre Haute Division, met in banquet session at the Terre Haute House to do honor to Mr. J. H. Valentine, Superintendent, and Mr. G. E. Passage, Division Master Mechanic, who were transferred to other Divisions, effective May 1.

Mr. Valentine, who has been with us since October, 1930, goes to Milwaukee as Superintendent, and Mr. Passage, who has been with us 11 years, goes to Aberdeen, S. D., as Master Mechanic. Both these officials take with them our sincere congratulations on their deserved promotions.

Mr. Bert Beasley of Indianapolis was master of ceremonies and Mr. F. G. Pearce furnished the music for the occasion. Tokens of friendship and goodwill were presented to both Mr. Valentine and Mr. Passage.

We wish to express our sympathy to Mr. C. W. Pearce and Mr. F. G. Pearce in the death of their father, Mr. Chas. Pearce, a veteran engineer of the Penn. Railroad, at Decatur, Ill., the first week in May.

We wish to express our sympathy to Mr. W. H. Johns and family in the death of Mrs. Johns, May 13. Mrs. Johns was a sister of our former General Superintendent, Mr. O. S. Jackson, deceased.

Asst. Division Engineer A. L. Burt and Chief Carpenter V. E. Engman have completed the annual bridge inspection.

L. Guinn, foreman, started an extra gang on this Division April 18. At the present writing we have 16 miles ballasted from Belt Junction to Lewis, Ind. The gang is doing good work and moving along nicely at an average of 1.5 days to the mile of track completed. We have now been working 4 weeks and am glad to say we are working safely.

General Office—Chicago

Vila

IT IS with the deepest feeling of sorrow that the Freight Traffic Department express their sympathy to Mr. and Mrs. John T. McSweeney in the loss of their beautiful little eight-year-old daughter Marilyn, who passed away May 16 at the Garfield Park Hospital following two mastoid operations. Mr. McSweeney gave a pint of his

blood in an effort to save her life, but the heart weakened to such a degree that she was beyond human aid.

Harlowton Roundhouse

"Andy"

SPRING has finally arrived at Harlowton—the bees are blooming, the dandelions are howling, and all that sort of poetic baloney—but just the same the outlook here is much greener.

Hot off the press comes the news that Car Foreman F. J. Morse has just returned from a trip to his old home in St. Johnberry (Logan's brother) down in Vermont. Incidentally, F. J. M. brought his family back with him—he did not like to batch any longer; guess he must have had everything too much his own way, and the average married man is not used to that.

Fishing season opened here on May 1, and almost everybody made a bee line for Rein Lake. Some got a lot of fish and some got more fish, but the game warden was right on the job so they only got so many.

Joe Mooney is now back on the job looking natural, after spending about three weeks in solitary confinement with a bad case of mumps. Joe knows now how it feels to be big headed.

Our old side kick, F. J. McGourty, special apprentice, has not been around here for some time, and somehow we rather miss the sometime harmonious and seldom melodious duet combination of his loud speaker and squeaky shoes—but anyway, all in all, he's a good ol' scout, and the grass is getting greener since he left.

Well, if fancy high tone gold clubs have anything to do with a person's golf stance, then Paddy Schultz's form ought to be something for the rest of the world to pattern after. Oh, Yeh! Paddy has a different club for every mood; he's got some fancy little doo-dads that pick the ball out of sand traps, brushes the dust off them, and all that sort of stuff; but the funny part of the whole thing is, in spite of all his fancy apparatus, his wife still has the edge on him when it comes to golfing.

Our front page blah-blah this month is Steve Denoff's matrimonial venture. Steve has been paddling his own canoe for some years, but was getting weak on the paddle, and the sea was getting stormy, so he beats it down into South Dakota some place and comes back with a bride on his arm, and was received with high honors and given a roaring welcome. The party they put on for Steve and his wife was plenty noisy, and we will add here our sincere congratulations to Mr. and Mrs. Denoff, and our best wishes for a long and happy married life.

Joe Ashback was here this month giving us the usual once over, and found everything in fine shape.

Sam Parker's son raided a crow's nest the other day and in it he found a number of cartridge shells and the handle of an Indian knife—that crow must have been in the junk business.

Stanley Fraser caught a fish larger than they ever thought existed in the Musselshell river. However, he claims the one that got away was about twice that size.

Anton Trudnowski has run into some tough luck—two of his family are confined with a bad case of scarlet fever.

Mumps is getting popular here. Carl Bysom also was laid up for some time with them.

Francis Stoltz has a bad cold and it has affected his voice so that he talks in soprano. Having lost his voice and not knowing just where he lost it, he is offering a liberal reward for any information that will result in his loud speaker being returned.

We mentioned in a previous issue that Martin A. Walsh, our handsome night roundhouse foreman, was making preparations for indulging in cow pasture pool, or golf, to be more polite. Well, Martin has finally made the grade, got himself some clubs and is now on the road to fame. Martin is just a little different than the regular run of golfers in that he plays left handed.

OUR cars are heavily insulated and maintained in a high state of repair. Carriers can depend on this equipment to protect them against claims due to lading damage by heat or cold.

UNION REFRIGERATOR TRANSIT CO.

Milwaukee, Wisconsin

Iowa and S. M. Division

V. J. W.

DURING the past month three agents on the I. & S. M. passed away.

Harry A. Hansen, agent at Owatonna, passed away May 1st. Mr. Hansen was 52 years of age and had been an employe of the company for 34 years. He began service as an operator at Spring Valley in 1898, later served as operator at Owatonna, agent at Aberdeen, and then returned as agent at Owatonna.

Joshua Heironimus, agent at Plymouth since 1888, passed away May 3rd. Mr. Heironimus was 71 years of age and had spent his 44 years of service with the company as agent at Plymouth and was the only agent that station ever had up to the time of his passing. A record.

Olaf A. Laugen, agent at Spring Valley, passed away May 4th. Mr. Laugen was 60 years of age and had served as an operator and agent for 38 years. He entered service as an operator at LaCrescent in 1894 and later served as agent at Winnebago, Madison, Isinours and Spring Valley.

Deepest sympathy is extended to the bereaved relatives.

We also extend sympathy to Engineer John Teff in the loss of his wife who passed away April 16th, and to Veteran Boilermaker Mike Meyer in the loss of his wife whose death occurred May 9th.

Have you noticed the new Pontiaes presented by Dwight "Tang" Kneeskern and Dispatcher S. C. Sorenson?

Engineer Leon Comeau and Mrs. Comeau left May 14th to visit their son, who graduates as a mining engineer from the University of Arizona. They will also make a trip to the coast before returning home.

Congratulations are extended to Bridge Foreman Jim Shay, Yard Clerk Lloyd Severson and Trucker Vance Williams, who have taken the big leap during the past month.

Machinist Inspector Frank Ryan, acting in his official position as alderman of the Third ward and member of the park board, pitched out the first ball in the diamond-ball game May 13th, which opened the city league schedule.

Looking over the field we find Storekeeper Ben King doing the masterminding for the Mier Wolf team, Vern "Moco" Evenson in the cleanup position for the Texaco outfit. "Babe" Swank has picked some of his ivory from the yard in building his Marigolds. He has Matt Schoemaker from the store department behind the bat, Lloyd Mordant, Yard Clerk, in the outfield and L. Flannery of the dispatcher's office in the infield.

Lloyd "Skinny" Talmadge has forsaken the diamond-ball league and is directing the destiny and doing the catching for the Austin entry in the DFS league, and of course we find many of the lesser lights hieing to the various golf courses with their "mid-riff."

Word reaches us that Bill Ende will do some relieving around these parts this summer so we may expect to see Chief Dispatcher Fred Valentine, Dispatcher O. C. Peed and Bill checking some of last year's score cards and making new ones out near the southeast wye at Ramsey.

Our popular young shiek "Tillie" Denny of the Engineering Department is evidently taking an extension course. We knew he was very much interested in our public schools, or at least our school teachers, and reports reach us that his lessons now come daily by courier. From appearances over at the East Side Cafe during lunch time one would assume he was getting along nicely with his school work.

On the evening of April 22nd the Milwaukee Boy Scout Troop No. 5 held its third annual banquet with a 100 per cent turnout. All scouts, their parents, and members of the troop committee present. Guest speakers of the evening, President of the Cedar Valley Council W. O. O'Berg, Scout Executive J. Prevatil, Scout Commissioner F. Ten Eyck, and H. E. Rasmussen of the Austin Daily Herald, spoke very highly

of the work done by the scouts and Scoutmaster J. Harris Igou.

Additional changes made with the transferring of the accounting offices to Minneapolis finds Russel Risberg and Harold Rappe of the Engineering Department assigned positions in the District Accounting Office, Ray Hoffman transferred to the Engineering Department at Austin, and Dwight Kneeskern returning to his old assistant baggageman.

Assistant Ticket Agent H. C. Scott has been granted 90 days' leave of absence and Team Track Inspector H. J. Rafferty has been assigned to relieve him.

C. Anderson, formerly agent at Kasota, has been assigned as agent at Farmington, and A. M. Phelps has been assigned to Kasota.

Agent E. L. Rowlee of Grand Meadow has been off sick several weeks. Operator John Clayton relieving him.

Agent Bros Egan of Rushford has also been off sick. He was relieved by Operator Harry Wilson.

We are also sorry to hear that Engineer Wm. "Billy" Anderson is quite ill.

On April 17th veteran shop employe Leander Lauffe and Mrs. Lauffe celebrated their golden wedding anniversary. A host of friends and relatives helped with the celebration and during the evening the bride and groom were serenaded by Ted Kolbs' Little German band.

The pipe laying crew reached the I. & S. M. Division May 4th.

Rocky Mountain Division, Northern Montana

Max

WEATHER conditions on the Northern Montana have been the best that have been experienced in the last five years for farming. The snow fall during the winter was above normal. Spring opened with an abundance of rain and has continued through the month of May.

MORE TONNAGE

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Contrary to expectations the seeding of grains will be greater than in the past two seasons. Spring plowing and seeding has been delayed, account of rain. Lambing season is on, reports indicate that there will be very little loss account of adverse weather. With the present outlook it bids fair for a big grain movement this fall.

A large extra gang was organized and commenced track work in the vicinity of Great Falls. The work train will cover the territory from the Falls to Harlowton.

There is a right way to do every job; the right way is the best.

The rooms of the Milwaukee Women's Club have been the scene of a number of gatherings during the last thirty days. The regular monthly meetings are well attended.

Tri-weekly service combining the trips to Roy and Winfred was inaugurated April 26. Prior to this there was service to Winfred on Monday, Wednesday and Friday and to Roy on Tuesday, Thursday and Saturday. Under the new arrangement the two lines are covered on Tuesday, Thursday and Saturday, which seems to serve the territory satisfactorily.

We learn wisdom from failures much more often than from success.

Traveling Inspector Arthur DeGarmo, whose headquarters are at Seattle, was present at the station claim prevention meetings held at Lewistown and Great Falls during the month of May. Mr. DeGarmo told about the interest that is taken in the subject of claim prevention. He spoke about the necessity of the best co-operation possible between all of the stations in the matter of freight loading account of the present small forces that we are being compelled to operate with account of poor business conditions.

Don't tell what you would do if you were some one else—just show what you can do yourself.

Fireman Eggleston has decided to give up railroading and devote his attention to fruit growing in the Bitter Root Valley. He shipped his household goods to Darby, Montana. "Lizzie," as he was affectionally nick-named by his fellow workers, will be missed. They all wish him success in his new work.

C. T. Plumb and family have returned to Lewistown after spending a month with Mr. Plumb's mother at Lesterville, S. D.

Mrs. C. H. Baker and children left for Seattle, Wash., where they will make their future home. Mr. Baker has employment with a large gardening association.

William Twohy, who has been on the sick list for three months, has returned to his run on the Winnett line.

Mr. and Mrs. Tom Williams have returned after a six weeks trip in the south. While at Carlsbad, N. Mex., they celebrated their thirtieth joint wedding anniversary with Mr. Williams' brother and family.

Conductor D. D. Spayde, of the Auguam line, has returned to his duties after visiting with relatives for thirty days in Chicago.

W. L. Reeser, relief agent, was at Highwood during the illness of Nels Rabben. While at Highwood Mr. Reeser was greeted by a host of friends, he having formerly been located at that point as agent.

Courtesy Pays Big Dividends.

The many friends of Mrs. Rex Koube will be pleased to learn that she has entirely recovered from her recent attack of flu.

On account of the change in the train service on the Roy-Winfred line there has been considerable shifting of employes. William Foshag has gone on the Great Falls local. Conductors O'Dell and Linblom are in a ring in connection with the run to Harlowton.

Frank A. Curtis, legislative representative of the trainmen for the State of Montana, left for Washington, D. C., where he was called in connection with a conference of that body. Harry Graham will look after the board during the absence of Mr. Curtis.

Mr. and Mrs. William J. Retallick were week-

end visitors at Great Falls, where they were in attendance of the confirmation of their grandson, Maurice Brown.

Mrs. William Toy, of Great Falls, left for Three Forks and will remain there for the graduation of her niece, Betty Tibbs.

I. Cashmore, who is making his home with his daughter, Mrs. A. M. Maxeiner, of Lewistown, will spend Memorial Day at Dillon, Mont. Mr. Cashmore, who is eighty-five years old, was one of the first locomotive engineers on the Utah and Northern when it was a narrow gauge line.

Before you can be 100 per cent efficient you must be 100 per cent loyal; both go hand in hand.

Mrs. Otto Blatter and family left for Eugene, Ore., where they will remain with friends for several weeks.

Chief Dispatcher Cornwell, of Harlowton, was a Lewistown visitor.

Mr. and Mrs. Dan York, of Great Falls, Mont., have returned after a long visit with friends in Minneapolis, Minn.

"Bobby" Burns is still having trouble with his neighbor's dogs. He had another session in the police court but the case was dismissed.

Where They Are Now

C. L. Whiting is superintendent of terminals at Chicago with headquarters in the Union Passenger Station. He is always glad to see his Northern Montana friends.

C. G. Bleichner is chief dispatcher on the Rocky Mountain at Butte, Mont.

Al. Wilkins is working as a trick dispatcher on the Long Bell railroad at Long View, Wash.

Glenn Murdock, formerly a conductor on the Northern Montana, is a conductor on the Long Bell railroad.

La Crosse-River Division Items

Eileen

SUMMER is here to stay. Judging not by a couple of good looks at the nearest thermometer (which I took and immediately regretted) but by the good looking new summer felts Mr. Thurber and Mr. McMinn are sporting.

Engineer Charles M. Jones of the River Division passed away at his home in Minneapolis. He was born on January 27, 1847, and in April 1869 he was promoted to engineer on the River Division, in which capacity he served until 1929, when he retired on a pension. Many are the stories he has told of early railroading, and it is with regret that we write of his passing.

Interested in eribbage? Then speak to Jim, Dewey or Earl—they are all members of that exclusive club who indulge in their favorite pastime most every day following luncheon.



The Kingfish, as pictured, is having a terrible time escaping on his vacation. His trunk has the hinges nearly worn out packing and unpacking due to his feverish activity when he gets a telegram to the effect that he may lay off and the next day he is recalled. Wotta life! Wotta life! The Kingfish, as you know, is our esteemed Perishable Inspector at Portage. We hope the next message will contain his release so that he may obtain the coveted two weeks of leisure.

At Bangor, a block of our right of way, south of the tracks, has been planted to \$72.00 worth of lilacs, sumac, Russian olive, honeysuckle, flowering plants and several tamarack and hard maple trees. Five beds have been laid out in the block and when they are in full flower, the block will be a place of beauty. Some of the citizens of Bangor are sponsors of this improvement.

Another of our veterans joined the Grand Parade above when Conductor Ray Long passed away at 10:30 p. m. May 6th in a Seattle hospital. He was born on October 2, 1882, and in 1901 entered the service of the Milwaukee, working as a conductor up until a few months ago, when his health became such that it was necessary for him to have a complete rest. He is survived by his widow, his father and a sister, as well as a host of friends to whom his passing means a real loss. Funeral services were held at 2:00 p. m. May 9th with interment in Seattle.

Understand the credit for the nobby gray suit Mike Keaveney is displaying, on Sundays, should go to Ducky. It was something like this: Mike had long contemplated this purchase, but had definitely set his mind on blue. Ducky's arguments ran on that during gang rule, perhaps gray would be better principally because it is not a policeman's color—and, well, Mike has the gray suit.

There was a splendid attendance at the Safety First meeting held in Portage the night of May 12th. Mr. Flanagan was present and gave the men a good straight forward talk on the causes and prevention of accidents.

All of Lyndon turned out for the celebration of Wickey Luck's first anniversary as agent at that station. In truly characteristic style, they presented Wickey with a lovely bouquet of wilted onion tops and celery and—anyhow, a good time was had by all.

Since Bob Noot moved to Milwaukee, he has worn out several pairs of shoes apartment hunting—I am going to tell you more about this next month. Oh, yes, hear that Tony is thinking seriously of exchanging vows, but don't know just when.

Iowa (Middle and West) Division

Ruby Eckman

FUNERAL services for Alan Cartwright, two and one-half year old son of Mr. and Mrs. Del Cartwright of East Chicago, Ind., were held at the home of the grandparents, Mr. and Mrs. James Cartwright, in Perry, May 10. The child died at the family home after a short illness with pneumonia. James Cartwright is one of the veteran employes at Perry.

Fuel Supervisor Earl Jefferson was down from Minneapolis to do some work on the Iowa division the fore part of May. Earl formerly worked in the district and was given a welcome by his many friends on the division.

Engineer and Mrs. F. L. Hanner were in Ottumwa the middle of April to attend a big meeting of the Brotherhood of Locomotive Engineers. While there they had the pleasure of meeting several friends they had made at similar gatherings. They made a real vacation of their trip by going on to Chicago to visit their son before returning home.

George Lutze, a former Milwaukee official and father of Assistant Master Mechanic J. P. Lutze, died at the family home in Perry on April 17. Mr. Lutze, who was 83 years of age and a Civil War Veteran, had been in excellent health considering his age, until in December, when he suffered a stroke of paralysis from which he never completely recovered. He had been confined to his home for several weeks before his death.

Mrs. Fannie Field, mother of Engine Foreman Ralph Field, had the misfortune to be in an auto accident April 16 and receive very serious injuries. Her granddaughter was driving the car when she struck some loose gravel and lost

control of it. The car overturned and Mrs. Field sustained a broken hip and other serious injuries. She has been in a hospital in Carroll, Iowa.

E. Collings, retired Chief Carpenter, came in from Persia to attend the funeral of his old neighbor George Lutze. Mr. Collings has been taking life easy for some time and is feeling better than he has for a long time.

Conductor H. H. Rissler's wife and daughter, Mrs. Elhel Overholser, had a nice vacation trip in April and May, when they went to the west coast and down to San Diego.

Earl Edwards came out to Perry the fore part of May to get acquainted on the middle and west divisions and in the second district, preparatory to doing the extra work in the dispatcher's office while the train dispatchers take their annual vacations. His first job was on second track in the second district to relieve F. S. Bauder.

The correspondent made a trip down to the old home town on the Mississippi one Sunday in April for a visit at the Thomas Yates home. Mr. Yates being in very poor health. The trip included a motor trip to the old haunts at Thomson, where she had the pleasure of a short visit with relatives and also seeing Charles Beck, a retired section foreman. Mr. Beck at one time was a fireman on the Iowa division, doing some of his first work for Engineer Yates and the correspondent's father. Mr. Beck took the pension some time ago and is now enjoying life more than he has for years.

O. J. Fohey, who took over the work of the assistant signal supervisor at Perry on the first of May, was out during the latter part of April getting acquainted with his territory. Mr. Ivey, who was displaced at Perry, went to Ferguson to a maintainer's job. Mr. Fohey will maintain his headquarters at Marion.

Edward Gable, son of Conductor B. F. Gable, has been quite ill for some time. He was at the hospital in Iowa City for treatment for a while.

The April claim prevention meeting held at Perry was one of the most important and interesting held for a long time. A special request was made for agents adjacent to Perry to attend the meeting, with the result that about twenty-five men were present who had never attended such a meeting.

Mrs. Harriet Barker, mother of Engine Inspector William Barker, had the misfortune to fall from a chair on which she was standing while doing some cleaning in her home and was very severely injured.

Howard Haskell of the roundhouse force has been off duty for several weeks on account of sickness.

Engineer Ralph Owens and wife were called to Princeton, Ill., the latter part of April by the death of a relative.

News of the death of F. L. Richards at Aberdeen was learned with regret on the Iowa division. Mr. Richards was at one time Chief Dispatcher at Perry.

April 25 was the wedding date of Blanche Wilbern and Milton Lynn. The ceremony took place at Princeton, Mo., the young people being accompanied by the bride's mother. Mr. Lynn is a machinist helper at the Perry roundhouse.

Announcement was made in April that Orval Byrd, son of Train Dispatcher O. P. Byrd, had been pledged to Pi Kappa Phi national social fraternity at Iowa State College at Ames. Orval is a student in the architectural engineering department.

F. L. Hedrick, clam shell operator in charge of the coal loading at Perry roundhouse, had an unusual experience May 4, when he was badly stunned by a bolt of lightning. The lightning struck the flag pole at the roundhouse and when grounded in the cement base which held the pole the base was badly shattered. Hedrick happened to be near when the lightning struck and was stunned so badly that he was knocked to the ground and it was some time before he completely recovered from the shock.

Nels Nihlen, perishable freight inspector at Sioux City, spent a few days with relatives and friends in Perry while on his vacation. Nels formerly worked at Perry as yard clerk and inspector.

Bert Brandt, the perishable freight inspector at Perry, took his vacation in May. He made a motor trip through Minnesota and South Dakota. H. O. Everson relieved him at Perry.

Peter Conboy, a relief line man, died May 7 at Perry after a short illness. Mr. Conboy, who made his headquarters at Marion, had been sent to Perry to assist Lineman Millard with some extra work. He worked on Friday, but was taken ill after eating his supper. The following morning he was taken to the hospital suffering with a gall stone attack and passed away during the afternoon. A brother, Frank Conboy, came from Cedar Rapids and took the remains to the old home at Volga for burial.

Veteran Conductor William Simonton and Arthur Cate have both been off duty for several weeks on account of sickness, but both are showing improvement and hope soon to be able to resume work.

Joe Weidman, freight house foreman at Perry, broke a long record of daily attendance at work in May when he was forced to lay off on account of sickness. Joe is a very steady worker—in fact, never having been absent a working day since he commenced work as a trucker on the platform force a number of years ago. In May, however, the grind got him down and he was off duty about three weeks.

A wedding of double interest in the railroad family occurred on May 4, when Dr. Laverne Utterback, son of Conductor Clyde Utterback and Miss Katherine Howe, daughter of Engineer W. B. Howe, were united in marriage in the apartment which had been furnished for them. Katherine is a former roundhouse stenographer. She worked in Des Moines after being displaced by a senior clerk. Laverne completed a four-year course at Still College of Osteopathy in Des Moines and has been practicing for two years. They are nicely located in an apartment in Perry and Dr. Utterback is enjoying a nice practice. He has a convenient office with all modern equipment.

Irene Dillon, who has been working as stenographer in the assistant superintendent's office at Perry, has gone to Logan, Iowa, where her husband is practicing law. Merwin Taylor has taken the job in Mr. Dodds' office.

Engineer Fred Peterson was in the Washington Boulevard hospital in Chicago a couple of weeks in May for an operation.

Iowa Second District

The spring fever caught up with Conductor McGrath and he laid off to thoroughly enjoy it.

Vern C. McGee relieved the telegraph operator recently in Agent T. M. Wilson's office, Des Moines.

Dispatcher M. C. Corbett moved his family to Mason City a short time ago.

Conductor Finnium is understood to have recently gotten a fine catch of fish at Spirit Lake. It seems he had a little difficulty, however, in getting them transported, getting them mixed up with his cap in some manner.

"Pinky" Hartshorn says the longest word he can think of offhand is, "Antidisestablishmentarianistically." You don't pronounce it, you gargle it.

A photograph of R. G. McGee's daughter from Grimes, won prize honors at Younkers Studios in Des Moines. We fear that we would have to get a size larger hat if we were R. G.

The Storm Lake Line White Bus and Lyle Simpson's Boone Line Studebaker Straight 8 sound like "Cad." V-16's, now that they've been completely overhauled.

You might think you were out on the farm if you walked by the Des Moines City Ticket Office and heard some of Clint Bestor's Bawling Calves. They are a neat article and sound just like some of Bossy's offsprings.

Walter Winchell reports that we may look for

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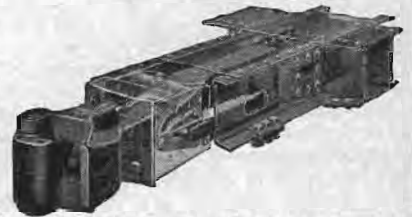
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C. W. Rink to blossom forth with a new Hup. or DeSoto most any time now.

Agent A. C. Jacobs' granddaughter, Betty, won school spelling honors in April; also in the district meet, and went on to the Sioux City contest.

H. B. Dyson has been appointed agent at Lohrville, and Harry Calhoun as agent at Varina.

Engineer Finnicum went back to work on the motor car run between Des Moines and Spirit Lake the middle of May, after an extended lay off.

James Harper, one of the section laborers on the Redfield section, suffered a stroke of paralysis May 9, while assisting in unloading ties.

Extra Passenger Conductor Charles Elliott was on Conductor Gifford's run between Des Moines and Spirit Lake several trips in May.

Seattle Gener Office News

Claire E. Shappee

WE ARE glad to report that Bobbie Cummings, the year-old son of R. V. Cummings, Division Freight and Passenger Agent, is fully recovered from the attack of pneumonia he had. As Bobbie is just learning to walk, we hope nothing further will happen to interrupt his walking lessons.

There will be another casualty reported if E. M. Stablein of the Transportation Department insists on driving his classy new car at the rate of 85 miles an hour. It seems the older they are the faster they travel. Stab has challenged everything from a Ford to a Lincoln.

We understand Mr. F. O. Finn has more than one title now. Besides being an export and import agent, he is also an expert landscape gardener. We see no reason why these flowers will not bloom with the greatest of beauty, having been planted with such care and ability.

Mr. J. G. Wegner, colonization agent from Sioux City, Iowa, is in this territory on a business trip.

Leonard McLean and Kenneth Alleman are now connected with the Telegraph Department. They are both very well known and we are glad to have them with us.

Ethel Lee, the popular secretary of the Milwaukee Thrift Club, is a very busy girl these days. We understand Ethel is taking a great interest in golf.

What is one man's meat is another man's poison; for example: See the contrasting diets of two members of the "Reducing Society":

Reducing diet for Mr. V. E. Straus: Breakfast—1 large box corn flakes; 6 grapefruit; 12 pieces of toast; 6 cups of coffee. Lunch—1 haunch venison; 6 assorted pies; 12 schooners near beer. Dinner—1 gallon soup; 6 cracked crab; 1 hindquarter beef; 1 roast pig; 2 lbs. cheese; 5 apple pies; 24 schooners near beer; in addition, suggest five hours reclining on lounge.

Reducing diet for Miss Helen Walsh: Breakfast—1 corn flake; 1 atom of grapefruit; 1 crumb of toast; 1 globule of coffee. Lunch—1 pickled mosquito eyebrow; 2 gnat hocks; 1 drop butter-milk. Dinner—1 split pea from soup; 1 shad roe; 2 whiffs of camembert cheese; 1 thimble cracker crumbs; 1 breaded mosquito outlet; 1 baked bean; in addition, suggest five hours of strenuous gym exercises each evening, or at least twice a week.

Mr. Carl Oliver of the Robinson Mfg. Co. brought to Seattle one of his by-products, a "puzzle." Everyone worked with great zeal trying to figure this out but no one could and finally one day along came N. A. Meyer, Superintendent of Transportation, and it was no effort at all, as he worked it out in less than a minute. Wish he would show us how!

The season is fast approaching when our genial diversion clerk, Mr. Fred Nye, will be complaining strenuously of the office being too warm. The office windows, as well as the transoms, were removed in toto during the month of January. We are somewhat at a loss to know what we can



N. A. MEYER, JIG SAW PUZZLIST DEMONSTRATES HOW EASY IT IS TO PUT ONE OF THESE LITTLE THINGS TOGETHER.

now do to add to Fred's comfort and coolness and the only solution, we believe, is for Fred to "go Gandhi" and adopt the loin cloth as a sample of what the well dressed business man will wear. Here's hoping none of his colleagues will request the loan of his class pin!

City Freight Office

We are all very sorry to hear of the illness of Mrs. Duncan's father. Our efficient stenographer is not herself these days.

Dick Lamphear, city freight agent, now is appearing in his spring raiment, straw hat day is next—provided the cold weather lets up.

M. O. Barnhardt is sharpening up his golf clubs or maybe it was the lawn mower we are kind of hazy there; anyway, Mac says he is going to go around in 90 this year. Considering the size of his lawn he ought to get around in 9.

Ward Bell and Bill Murray are still discussing (and cussing) the weather. It seems to be holding back their gardening. Ward says the ice ought to be out of the ground at least by June 1st. Bill says it brings back to him the days of the frozen north and what not, if you know what I mean.

H. & D. Division

MR. AND MRS. ED. GRAY are the parents of twins born on March 27. They were a boy and girl and all are getting along nicely. Mr. Gray is Labor Foreman at the round house.

Mr. W. P. Kennedy, chairman of the B. R. C., was in Aberdeen recently and while here attended our Traffic Operating Meeting and made an impressive talk to the hundred or more employees present.

Division Engineer B. O. Johnson and Mrs. Johnson spent Easter Sunday with friends and relatives in Sioux City. Mr. and Mrs. Clay Zimmerman returned the first of April from a delightful month's visit in Sunny California. Mr. Zimmerman is a West End conductor.

Mrs. Louie Mack is spending a month or six weeks with friends and relatives in Chicago.

The Safety First Meeting held on April 4 was attended by two hundred and twenty-five employees including Mr. J. M. Hemsey, District Safety Inspector, who talked interestingly for thirty minutes about general observance and compliance with rules and instruction and especially stressed the necessity of the cooperation of the employees in all classes of service.

Mr. O. A. Mattice has been appointed Acting Master Mechanic of the H. and D. Division.

Officers and employees of the Milwaukee System, more especially of the H. and D. Division, were suddenly shocked on March 23, when an automobile accident caused the death of Mr. E. W. Hopp, master mechanic of the H. and D. Division for the past twelve years.

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

D. H. A.

PRESIDENT GENERAL Mrs. H. E. Byram, Vice President General Mrs. Carpenter Kendall and Second Vice President Mrs. E. H. Bannan of The Milwaukee Women's Club spent a few hours here on Saturday, April 30th. We are sorry their stay was so limited not very many of our members had a chance to greet them. We hope the next time you come you will make a longer stay.

A. Gustafson of Bucyrus has been appointed agent at Lemmon to fill the vacancy caused by the death of Mr. J. A. Frundle. Mr. Gustafson is one of our oldest agents in point of service, having been agent at Bucyrus since that station was established. Mr. E. C. Halvorson, agent at Watauga, will succeed him as agent at Bucyrus.

Mrs. Clyde Caldwell and Mrs. Roy Van Dyne visited friends in the twin cities for a few days.

Mrs. E. E. Nepp and young son John Fredrick returned to their home in Minneapolis after a visit at the home of Mrs. Nepp's parents, Mr. and Mrs. A. R. McCauley.

Charles J. Coy, one of our popular car men, was united in marriage to Mrs. Kathryn Gore on Tuesday, May 3rd. We extend congratulations and best wishes to the happy couple.

"Hook" Revord was called to St. Paul by the serious illness of his mother.

Nels Helm and his crew are busy with the pile driver up on the north line, from there they will go to the south branch.

Supt. G. H. Hill, J. J. Foley, W. E. Ring, O. E. Blake and Mr. De Garmo of Miles City spent May 11th here; they also made a trip on the Faith line.

Agent F. C. Williams conducted a claim prevention meeting at the freight house Tuesday morning, May 10th, with all his force present.

Mr. and Mrs. Herman Wahl visited relatives in St. Paul for a few days.

Conductor Ed Ogden underwent a serious operation for gall stones at the Moberidge hospital, but you can't keep a good man down; he is now up and around again and well on the road to recovery.

Mr. and Mrs. S. E. Casabar left on an extended vacation and Mr. and Mrs. Seacrist of Chicago have taken over the Interstate lunch room.

At our recent city election two of our boys were elected aldermen, Mr. Ross Stubbart and Mr. Fred Lentz. Bert Doud and Sidney Hagen were appointed on the police force. Mrs. Bess Bunker was also reappointed city treasurer. So our railroad is well represented in city affairs.

Mr. and Mrs. Ralph Knott of Everett, Wash., are spending a week here, guests at the home of Mrs. Knott's sister, Mrs. H. L. Benz.

Mr. and Mrs. Roy Van Dyne have gone to McKenzie, N. D., where they will spend some time at the home of Mr. Van Dyne's parents. We trust they will be back with us soon.

Mr. and Mrs. Emil Johnson and son Dick returned from a trip to the twin cities.

Miss Grace Wahl is visiting at the Kellum home at Harlowton.

Two hundred men have been put to work on the Trans-Missouri division on maintenance work, fifty men working in an extra gang between McLaughlin and McIntosh.

Conductor Grant Jacobs has been a patient at the Moberidge hospital for the past two weeks. His many friends hope for a speedy recovery.

Mrs. Ray Martin has returned from Rochester, Minn., where she went through the clinic.

Mr. and Mrs. J. L. Caldwell returned from the twin cities and Chippewa Falls, Wis.

Mr. R. S. Lewis of Selfridge, N. D., visited in Moberidge a few hours enroute to points in Minnesota, where he will visit with relatives for a few days.

Fullerton Avenue Building

A. M. D.

THE campaign to promote our railroad business through leads furnished by employees has only been carried on for a short time, but there are incidents occurring constantly which indicate the eventual benefit to be expected.

A young lady whose brother had been traveling regularly over another line between two cities on our line went after him hammer and tongs. He explained that the depot was closer to his home, but his comfort meant little to her when she came to realize that part of his railroad fare belonged to her.

Another incident is that of another young lady, whose uncle owns and operates a coal mine in Kentucky. She made up her mind that her company might just as well get all of his business as far as it can be handled. He wasn't entirely sold on the idea, but she had "made up her mind" and you know what that means.

It is all a matter of realizing that as individuals we are in the Transportation Business; that each of us has a lot of hauling to sell. These two young ladies, living in a city of three millions, are not in a favorable position to help get business. They can't go to the retailer and ask him how his goods are shipped, for the retailer doesn't know how they got here. He bought from a wholesaler who has no contact with the railroad consumer. They—and most of us for that matter—are robbed of their best weapons when they cannot use their purchasing power, but there are other means of securing business, other contacts we all have, many of which have traffic possibilities never realized.

The following is a list of those who furnished freight and passenger leads to the Traffic Department:

- J. H. Gannon, Assistant Comptroller's office.
- Herman Multock, Auditor of Expenditure's office.
- J. S. Butler, Auditor of Expenditure's office.
- Harriett Kennedy, Auditor of Expenditure's office.
- G. H. Halsey, Auditor of Station Accounts office.
- F. X. Langer, Auditor of Station Accounts office.
- O. G. Mars, Auditor of Station Accounts office.
- Roger Sturgis, Car Accountant's office.
- L. B. Wozny, Ticket Auditor's office.
- Clarence Berthelson, Ticket Auditor's office.
- Edward Kusch, Ticket Auditor's office.
- H. E. Salzer, Auditor of Station Accounts office.
- Eleanor Harrer, Auditor of Station Accounts office.
- R. Bruner, Car Accountant's office.

Each year we marvel over the traveling done by the girls in the building. Good years or bad years—it makes no difference; away they go to the four corners of the globe. Europe, Mexico, Alaska, and all points west. We certainly admire their courage. Here are a few of those who will vacation in outlying points during May and the early part of June:

Cora Smith of the Central Computing Bureau spent her vacation in Mexico City and Vera Cruz, Mexico.

Lucille Brant of the Central Typing Bureau, in Los Angeles with her mother.

Ardell Westenberg of the same bureau toured the east by way of Montreal, Quebec, Boston and New York.

Harriet Lorenczewski, Central Computing Bureau, will leave June 6 for Denver and Boulder, Colo.

Bodell Huss, same bureau, will also tour the east by way of Niagara Falls, New York and Washington.

Hedwig Kohler and her mother will spend two weeks at Phoenix, Ariz.

Ida Edwards Central Computing Bureau, will vacation at Petersboro, Ontario.

Jewel Proctor, Central Computing Bureau, will leave for Los Angeles and Hollywood, June 6.

Margaret Hopp and Norine Healy will spend tulip time in Holland, Mich.

We also understand that Norine and Adelaide Simonds are contemplating a trip to Atlanta, Ga.

There are a number of others who will take Decoration Day trips.

Alice De Rege of the Central Computing Bureau has returned to her desk after undergoing an operation for goiter.

Joe Grace of the Auditor of Expenditure's office got himself all tangled up with one of these easy-to-open coffee cans and cut the tendons of one of his fingers. It was necessary to carry it in splints for about two weeks.

Another June bride from the Freight Auditor's office is Miss Berenice Wischer. On June 4 she will marry Carl Kennitz also of the Freight Auditor's office. The wedding will take place at Concordia Lutheran Church at five-thirty p. m. The bride will wear a dress of Angelskin Lace and Satin and a Nuns veil of Tulle. Her attendants will be Marie Ambrose as Matron of Honor, Florence Bollman, Virginia Martens and Lillian Block as bridesmaids. Leonore Hennig is to be the flower girl.

If any employee has a son between the ages of 12 and 16 years who wishes to join the Boy Scouts, see Mr. Ben Reinert of the Freight Auditor's office. The Scouts meet at Portage Park Field House.

Charles Belter of the Record Room has been holding out on us, as we have just discovered that he has been married since last August.

Miss G. Flannigan of the Centralized Station Accounting Bureau was severely cut about the face due to an automobile accident.

E. C. Heimerle, of the Miscellaneous Bureau, Freight Auditor's office, has a new addition to his house. But wait, it's not what you think, but only an enclosed front porch.

Harry Trickett of the Car Accountant's office "Pants" a good deal when he gets excited, and yet it seems strange that recently he became more excited and had less pants. In fact, his pants are all gone—that is, the extra pants. How he acquired so many is not revealed, but we are advised that someone (a sneak thief presumably) entered his home in Elgin recently and carried off five pair of pants and a lady's fur coat among other articles of wearing apparel. There was no guard around the premises but a house cat, and Harry has lost confidence in her ability. Now a dog has been added to the Menage. It was really fortunate they did not take his entire suit of clothes or Harry might have been compelled to appear at work in his Pyjamas. Extra pants with every suit are an advantage in many ways.

L. W. Lew, of the Auditor of Overcharge Claims Bureau, is the daddy of a new baby boy.

H. Jay Betts, of the Freight Auditor's office, was the victim of a hit and run driver and severely injured. He was hit while crossing Southport at Fullerton by a car running without lights and dragged along Southport to the north end of the building, where he finally broke loose. The car, driven by a woman, never stopped. Betts sustained numerous cuts and bruises about the body and several broken ribs. At the time this is being written he is in the Alexian Brothers Hospital and according to the latest reports is recovering rapidly.

Idaho Division

Gertrude Alden

YOU HAVE TO BELIEVE

YOU have to believe in happiness,
Or happiness never comes.

I know that a bird chirps none the less
When all that he finds is crumbs.

You have to believe that the buds will blow,
Believe in the grass in the days of snow.

Ah, that's the reason a bird can sing—
On his darkest days, he believes in Spring.

You have to believe in happiness;

It isn't an outward thing—
The Spring never makes the song, I guess,
As much as the song the Spring.

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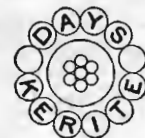
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Aye, many a heart could find content
If it saw the joy on the road it went,
The joy ahead when it had to grieve,
For the joy is there—but you have to believe.

An event occurred recently when Clyde McAuley washed the windows of Big Jim Murphy's caboose.

Car Inspector Grover Pierce called on the doctor a short time ago—result, one week from work.

Wm. W. Sheire, Asst. Chief Timekeeper, Superintendent's office, Spokane, has been under the care of Dr. Carroll Smith, Specialist, for the past three weeks, which included a very unpleasant and painful antrium operation, but we are glad to report that he is now recovering.

Reserve list Fireman Fred J. Rader of Malden is a patient at Sacred Heart Hospital, Spokane. The friends who drop in help to while away the lonesome hours for Fred.

On April 23 occurred the death of Harry C. Ade, for many years roundhouse foreman at Spokane. His death was not unexpected as he had been ill many months. His departure has taken away another familiar face from the Milwaukee property at Spokane and he will be greatly missed by his many friends and acquaintances.

Train Rules Examiner D. E. Rossiter was called to Visconsin by the death of his brother Fred, which occurred at Orfordville.

Train Dispatcher R. C. Peterson was called to Seattle recently by the death of his father.

Mrs. N. H. Lombard visited at Pullman, Washington, early in May. Her daughter Betty is a student in the State College at that point.

Engineer Clarence A. Norton and family journeyed to Chicago on a pleasure trip.

Mrs. G. W. McGee and Mrs. Alex. A. Hutchinson took a trip to Manitoba, Canada, to see the sights and to visit friends. These ladies are wives of two of our veteran conductors in the St. Maries district.

Mrs. P. L. Hays, wife of Chief Dispatcher at Spokane, in company with her little granddaughter, paid Everett a visit recently.

Locomotive Engineer Chas. Hankins and wife attended the Sportsman's Show at Spokane. We understand that Mrs. Hankins had difficulty in dragging Charlie away from the cub bears. Charlie seemed to enjoy buying pop for the bears.

Passenger Conductor J. P. Downey is in St. Maries hospital for treatment.

Mrs. C. E. Potter, wife of Agent Potter at Ewan, journeyed to points in Illinois and Michigan.

Engineer P. G. Kotthoff recently made a trip to Seattle and Vancouver, B. C.

Now—Let's All Get Down to Work

Said the little red rooster: "Believe me, things are tough,
Seems that worms are scarcer, and I cannot find enough;
What's become of all those fat ones is a mystery to me,
There were thousands through that rainy spell—but now—where can they be?

Then the old black hen who heard him didn't grumble or complain,
She had gone through lots of dry spells—she had lived through floods and rain,
So she flew up on the grindstone and she gave her claws a "whet"
As she said, "I've never seen the times there weren't worms to get."

She picked a new and undug spot; the earth was hard and firm—
The little rooster jeered, "New ground! that's no place for a worm."
The old black hen just spread her feet—she dug both fast and free,
"I must go to the worms," she said, "the worms won't come to me."

The rooster vainly spent his day, through habit, by the ways

Where fat, round worms had passed in squads back in the rainy days.

When nightfall found him supperless, he growled in accents rough:

"I'm hungry as a fowl can be—conditions sure are tough."

He turned then to the old black hen and said, "It's worse with you,

For you're not only hungry, but must be tired, too.

I rested while I WATCHED for worms, so I feel fairly perk.

But how are you—without worms, too, and after all that work?"

The old black hen hopped to her perch and dropped her eyes to sleep,

And murmured in a drowsy tone, "Young man, hear this and weep;

I'm full of worms and happy, for I've eaten like a pig;

The worms are there as always, but Boy! I had to dig.

Apologies to Detroit Drug Journal.

Chicago Terminals

Guy E. Sampson

AS WE write our monthly items on May 14th, we can truly say it is the first real warm summer day we have seen this season. The weather has been nice but not hot until today—and that reminds us that Dave Rands came to work today with the first straw hat of the season. Suppose all the boys will be wearing them (that is, those who are working) after the 18th, pay day. You see, every one has to balance his budget these days and when something new is wanted, the whole family go into a huddle and figure out which items are really necessary and of course Pa's straw hat to work out in the sun is going to be one of the articles most needed.

Our trainmaster, R. A. Woodworth, was very fortunate in that he was able to spend Mother's Day with his mother near Gary, Ind.

John Sampson, wife and son, of Fort Wayne, Ind., came up to Bensenville and spent Mother's Day with his cousin, G. E. Sampson.

Mother's Day was a sad day for one of the Illinois Division conductors, who has been working in the terminal stock pool for several years, Mr. Guy Lines, who received word May 8th that his mother had passed away at her home in Lanark, Ill., that day. The sympathy of all employees is extended to the bereaved ones.

General Yardmaster H. E. George is enjoying his summer vacation right now and with Mrs. George is resting up a bit at Excelsior Springs, that famous summer resort which you can reach on the Milwaukee railroad. "Herky" says he is going to stay away about three weeks and if they get rested enough may take a little ride out to Seattle and back, just as a finishing touch to their vacation. During Mr. George's absence, night General Yardmaster James O'Keefe is working the day job and keeping the stock and perishable freight moving to connecting lines, days, instead of nights. Jim says the first day, every time he got up from the telephone he reached for his lantern, then had to step on the gas to catch up with his schedule, account of about a minute and a half wasted reaching for the lantern.

A number of our employees who reside in the suburb, Bensenville, have children in the Bensenville school band (a school band of over 90 pieces), and you can wager they are very proud over the fact that that band took first place in the state contest held at Urbana, April 29th and 30th. Of the entire band only 53 members went into the contest, but there were quite a number of those who were children of Milwaukee Road employees.

The relaying of new steel and rebalasting of the road bed between Franklin Park and Bensenville has been completed and all crossings in both towns are being laid with solid concrete and corrugated steel. They sure make a very neat crossing as well as one that will last for many years.

Harold Kleven, fireman, has recently moved his family to No. 6 Pine Ave., Bensenville, to be nearer his work at the roundhouse.

Well, Switchman Clarence Waldron did just what he said he was going to do. Took Mrs. Waldron and went to the Twin Cities to spend Mother's Day with mother.

Mr. Clarence Elliott, the newly appointed superintendent of the Southeastern Division of the Milwaukee Railroad, called on old associates May 14th, while he was in the city. Mr. Elliott looked fine and says he feels just that way, too. All glad to see him once more as in days of yore when he was associated with the Chicago Terminals.

Switchman Wm. Sartwell and Fireman Roy Lange took a couple of days off this month and went up to Fox Lake and landed some fine fish. Oh, they know where the big ones roost.

Trainmaster R. A. Woodworth has purchased a new Nash and Geo, how he can make 'er step along. During the vacation period while R. A. W. is helping out in relieving the yardmasters on vacation, he doesn't get so much time for himself but you can bet that all his spare time will see him and friend wife enjoying their new car.

Ever watch a bee hive in a busy season? Well, if you did, you ought to be around Burns' office when the daily trains of stock and meat arrive off the line for connecting lines, or Bishop's office when the connecting lines bring in their pulls for the morning time freights. Those boys really would make the busy bee feel he was a drone from the fast work they do during these periods each day. They, even now, are figuring the time it takes to work these way bills by seconds and not minutes, and the crews out in the yards finish the relay race each day by grabbing the switching list and classifying the trains properly in record time. You should watch them work some time but don't get too close, for woe be to him who gets in their way for a bargain counter rush would be a mild affair compared with what these birds are liable to do if hindered a second in their work.

Wisconsin Valley Division Notes

Lillian

Courtesy is itself a form of service. By gentleness of manner, by an unobtrusive sympathy, by thoughtfulness for others in little things, we may smooth the roughness of life.

M R. J. P. Horn and Mr. B. F. Enkhausen drove to Milwaukee where they attended the Masonic convention held there May 13, 14 and 15th.

The sudden death of Engineer T. M. Christensen which occurred at his home early Friday morning, May 13th, was a great shock to all who knew him. Mr. Christensen took the run out of Wausau on No. 156 Thursday evening into New Lisbon, where his run terminated. Left for his home on the Pioneer Limited, arriving at



John M. Horan, Hale and Hearty at 94, Comparing Time With Milwaukee Division Engineer Jerry Sullivan and Fireman George Vollmar

Tomah about 1:30 a. m. He passed away very suddenly while Mrs. Christensen was preparing a lunch for him. Funeral took place on Monday, May 16th, and several friends along the Valley attended. Sympathy is extended to Mrs. Christensen and family.

Mrs. John Steele, wife of agent at Knowlton, was injured in an automobile accident May 8th on Grand Ave., Wausau, when the car ran into the side of a truck. The car was badly damaged and Mrs. Steele had both knees injured. She was taken to the Memorial hospital for treatments and was able to return to her home in about a week, where she is recuperating gradually.

F. J. Love has moved his family to Sayner, Wis., where he will have charge of the station during the summer months. R. D. Schulz has returned to Star Lake and will have charge of that station during the summer months. John Singer has again taken up his duties as agent at Brokaw since May 3rd. Effective May 23rd Arthur Kuhn took charge of the station at Hazelhurst.

E. W. Wescott is now conductor of the south end way freight and J. S. Biringier has taken the switch run out of Wisconsin Rapids.

Effective June 18th, Nos. 105 and 106 will operate between New Lisbon and Minocqua. This will make a through connection between Kansas City and Minocqua, connecting with the Southwest Limited at Milwaukee in both directions. The Fisherman's Special, No. 101 and 104, will operate leaving Chicago on Friday, Saturday and Sunday of each week, returning Saturday, Sunday and Monday, instead of daily as has been customary during the past few years. Nos. 115 and 156 will operate through to Star Lake instead of Minocqua on the days that the Fisherman's Special does not operate.

Mrs. A. I. Lathrop visited with her parents at Viroqua, Wis., during the Easter holidays.

Mrs. Wm. McEwen entertained at cards at her home for the ladies auxiliary to the Order of Railway Conductors on May 2nd. 500 was played and prizes were awarded Mrs. Fred Lehrbas, Mrs. J. E. Dexter and Mrs. Dan Callahan. The next social meeting will be held at the home of Mrs. F. J. Loomis.

Mrs. J. W. Held, worthy high priestess of Bethesda Shrine of Jerusalem, departed Saturday night, May 30th, for Detroit, Mich., where she spent a week attending sessions of the Supreme Shrine.

Miss Margaret McGinley spent Sunday at Milwaukee recently visiting friends and relatives.

John Linchan of New Lisbon, while switching cars in the yards at New Lisbon, had his right hand crushed so severely that amputation was necessary. The accident occurred on the night of May 8th, when the hand was caught in the couplings.

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

Nora B. Decco

WELL, the Iris and the Lilacs bloom again—at least the lilacs, and if any one reading this doubts they are not blooming at least in

our little city, please take a look, and don't never, never, as long as you live, ever say they don't bloom in Three Forks. The especially lovely sight is right here on our own railroad right-of-way, the small park west of the station, is a sight for passers-by as well as we who love them best. Thanks are due this year to Art Jersey, west end roadmaster, for his interest in getting this green spot in shape, with the able assistance of Henry Peck and the agent and, of course, myself. I look on and exclaim, "Oh, my," every day as I look at those blue bouquets. Not forgetting, of course, we have had RAIN this spring and quite a lot of it and this country should get back to its old stride this year again.

M. J. Welch, the good natured second trick train despatcher on the west end, has taken a two weeks' vacation and gone back to Tunnel City and a few of those towns named after the sleeping cars with names no one but M. J. W. can pronounce. Now, my idea of a good name for a sleeping car is Three Forks or—well, say, Nora Springs, or something easy like that. Perhaps Harlowton some day.

Engineer McCormick, who has been at home sick for some time, is greatly improved and we will all be glad to see him out and around again.

Due to taking off the second trick, operator at Harlowton, Mr. Joine, will displace the agent, Mr. Burkle, at Bozeman. Mr. Burkle has been with the Milwaukee at Bozeman for many years, and we have not learned where he will be stationed now. We also wish Mr. Joine the best of luck in this new station work, as it is a nice position and a nice town.

Well, if we knew anything to speak of about baseball we might give you considerable details regarding a game here last week between the Signal Department and the Maintenance Gang; 19 to 5, favor of Tom Koga, manager of the latter nine. Jim O'Dore is pilot of the other crew, and he is heavy enough, goodness knows, but we understand, due to each one feeding himself this past winter, there were some who hadn't gained the proper amount of weight so soon after starting to work again, while the Koga men were right up to the mark due, no doubt, to the Western Commissary meals Timekeeper Coppock has handed out to them all winter. About the greatest excitement during the game was when the agent, H. C. Rector, who was the umpire, got hit on the side of his neck with a stray ball. He fully recovered almost at once, however, so no report was made to L. C. Cunningham about this. If any further particulars are wanted, ask Art Jersey and J. R. Regan; they protected the gate and gate receipts; haven't seen Mr. Regan since, but he may be trying to get back into the sheep business with the game proceeds.

We regret to write of the accident of Howard Pogreba, son of Conductor Pogreba, this division, May 19th, while playing with some other young boys. A small gun which they were all trying to shoot at the same time, went off suddenly and Howard was struck in the abdomen. He was taken to the Bozeman hospital, where everything was done possible for him, and at last report was resting very well. This is the second accident in the Pogreba family this month, Russell,

the second son, falling and breaking his wrist in two places while showing the rest of the gang how to make a real jump.

Mrs. E. B. Grey, wife of Conductor Grey,

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was operated on in the Bozeman hospital the first of the week, May 15th. She is doing very well and we all hope to soon see her back with us again.

Operator Campbell and Mrs. Campbell have gone east for a few weeks' visit with friends and relatives in Wisconsin. They sold their store in Seattle and have returned to their home in Three Forks after a pleasant winter spent away from where it snows through the winter months.

Engineer Smeltzer and Mrs. Smeltzer have moved to our city from Lewistown. Mr. Smeltzer is now on the trouble shooter in place of Engineer Barton.

Broadcast from Madison Division

AGENT Clark is on the sick list. Hurry back, J. Potts. We need you. Ben Elles is filling in at Platteville while Mr. Clark is off.

We congratulate Charley Newmann, agent, Middleton, on his appointment as local chairman of telegraphers.

Sorry to announce the death of Jos. Fox, veteran conductor, also Ed. Mulligan, clerk, Janesville.

Owne Lloyd is looking for a mate to a lady's slipper. Beware of a dark woman.

Strawberry Dunn's new Dodge must be a fast car. We note he slammed into his neighbor's car very vivaciously.

Jordan Ditcher started west from Janesville on this division today with a program to work as far as Madison, and the surfacing gang will be along about June 1st.

Tom Woods has polished his concrete mixer and we are told Tom is going to raffle it off soon.

Haven't had a report from Frank Tarpley since taking the old job at Whitewater. Tarp went out with the tide when the Division Accounting Department moved to Milwaukee, and decided on Whitewater rather than Milwaukee shops.

We understand Mr. Payne is getting along fine at Milwaukee but not being used to such a large office, often gets lost and cannot be located for several hours.

As to Berdella, who is now working at Milwaukee shops—she must have found attractions, because it seems that she has forgotten us—all but FL.

Zebine Willson, superannuated agent, Palmyra, celebrated his 83rd birthday May 1st. Mr. Willson is still very active and gets to the station every day.

Harry Lathrop is taking an advanced course in music (flute) and when he completes it we hope the fish fry on the banks of the Wisconsin at Bridgeport, which he promised, will be arranged so we can sing and dance to Harry's music.

Milwaukee Railway

Women's Club

(Continued from Page 25)

Channing Chapter

Mrs. J. R. Krause, Historian

OUR regular meeting was held the evening of May 3, with Mrs. C. Huetler presiding. Repeating of motto and singing club songs opened the meeting. Ways and Means Chairman Mrs. B. Berman reported the rental of club rooms to the mothers of Channing High School basketball team for a banquet, tendered the coach and players; Presbyterian Sunday School, for a bazaar, and to the American Legion, recently formed here, for a banquet for members and ladies. A series of card parties are being held on Tuesday afternoon of each week, with an admission of 15 cents; prizes awarded, but no lunch served. This series of parties has helped to do away with committees and have been real enjoyable affairs, as well as successful. A drive is on for members and Mrs. George Carey, Membership Chairman, is having success in getting new members, as well as renewing old ones.

The evening of May 18, a card party will be



Susanne and Billie, Grandchildren of Superintendent and Mrs. W. F. Ingraham

given to all the members, and Mrs. Wm. Tuttle, Social Chairman, is planning an enjoyable evening for all.

Mrs. J. Kramer, Treasurer, reported \$47.36 on hand at end of April.

Mrs. A. Worthing, Sunshine Chairman, reported sending out 4 cards and making 35 calls.

The moving of Mr. and Mrs. J. Freess and family to Green Bay, the later part of this month, takes from our chapter a loyal member and worker.

After our business session, a social hour was enjoyed in card playing; prizes awarded to Mrs. A. Rasmussen and Mrs. W. Tuttle. A delicious lunch was served by the committee, Mrs. Hattie Rochelean, Mrs. A. Worthing and Mrs. L. Worthing.

With sincere regret, we note the passing of Mrs. J. Dinwoodie at Green Bay. Mrs. Dinwoodie was a former resident, and the members of the Channing Chapter extend to Mr. Dinwoodie and family deepest sympathy.

Ladd Chapter

Mrs. E. J. Coss, Historian

THE regular meeting of Ladd Chapter was held May 4, with President Mrs. Valesona presiding. The secretary and treasurer's reports were read and accepted. The relief chairman reported \$46.08 for relief work. After the business meeting, cards and bunco were enjoyed, with prizes in cards going to Mrs. Coss and Mrs. Kuhl, and in bunco to Mrs. Wolfe and Mrs. Jones. Delightful refreshments were served by Mrs. Taggart and Mrs. Ziel.

Portage Chapter

Mrs. F. P. Miller, Historian

PORTAGE CHAPTER held its regular meeting May 6, the president, Mrs. W. Washburn, presiding.

Sunshine chairmen reported 11 personal calls and 15 telephone calls; total, 26.

Mutual benefit chairmen reported 1 ton of coal sent out; also \$74.27 in seeds were given out to the unemployed and part-time employed.

Plans were made to give a card party in May, after the meeting. A program of readings and piano solos were given. A delicious lunch was served by the officers.

Janesville Chapter

Mrs. P. H. Tramblee, Historian

MRS. ELMER C. DIXTAD was installed as president of Janesville Chapter before a large representation of the club membership on April 5. A past president, Mrs. George J.

Ryan, was in general charge of the installation and entertainment that followed.

Mrs. Albert Hunter, who has been president for the past two years, was highly complimented on her successful administration by Mrs. Ryan, as were also the other officers. Flowers were presented to Mrs. Hunter and Mrs. Duxstad and ivy plants to the other retiring officers.

Officers for the new year are: Mrs. Fuxstad, president; Miss Blanch Hayes, first vice president; Mrs. Charles Gregory, second vice president; Mrs. C. L. Neave, recording secretary; Mrs. William McAuliffe, treasurer; Mrs. Herman Dallman, recording secretary; Mrs. Paul K. Tramblee, historian. Committee chairmen are: Mrs. Albert Hunter, welfare; Mrs. Herman Dallman, ways and means; Mrs. John Davey, program; Mrs. Willis Taylor, house and purchasing; Mrs. Belle Daggett, sunshine; Mrs. J. E. Hymers, social; Mrs. George J. Ryan, constitution and by-laws; Mrs. J. W. McCue, scholarship; Mrs. James Fox, membership; Mrs. Arthur Wohig, auditing; Mrs. Mort Kelleher, safety.

The chapter has a membership of 287 and is noted for the large amount of welfare work carried on among our railroad men and their families.

At the close of the business meeting cards were played and prizes won by Mes. McAuliffe, Davey and McDermott. Mrs. Hymers was chairman of the committee which served refreshments.

On April 4, Janesville Chapter sponsored a successful card party. Bunco, bridge, five hundred, and forty-five were played at twelve tables and prizes were awarded. Refreshments were served following the play.

The regular May business meeting was held on the 4th. Reports were read by secretary, treasurer and the various chairmen. The welfare chairman, Mrs. Hunter, reported twenty personal calls, fifty telephone calls and twenty families cared for during the month of April.

Mrs. Dagget, chairman of the sunshine committee, reported five personal calls, twenty telephone calls and eight cards sent.

Lewistown Chapter

Ellen A. Fuller, Historian

LEWISTOWN CHAPTER has had its regular activities of two social afternoon meetings and one evening business meeting each month. The business meeting is always followed by a card party and attended by our active and contributing members. Light refreshments are always served and prizes given.

A card party was given for raising funds, which netted the club \$37.25. The welfare committee reported seventeen telephone calls, four good cheer cards sent and fourteen personal calls on the sick. Ten dollars' worth of clothing and ten dollars for meal tickets. Nine dollars and ten cents for garden seeds distributed; five dollars and fifty cents for flowers for two funerals.

Although a number of our active members have moved away, several new members have joined us, and the interest in the club is always good.

April 28, Mr. Gillick and Mr. Buford visited our club rooms and remarked they were among the best on the system. They also complimented us on our good housekeeping; the credit for this is entirely due Mrs. Spring, our president, who takes great pride in keeping the beautiful rooms in "apple-pie" order.

Fullerton Ave. Chapter

Marie Nixon

AT THE April meeting of Fullerton Avenue Chapter, which was held the 9th, the retiring president, Mrs. Loderhose, turned the gavel over to our new president, Mrs. Borgeson. Following are the new officers elected:

President—Mrs. H. M. Borgeson.

1st Vice President—Mrs. J. H. Newman.

2nd Vice President—Mrs. E. F. Rummel.

Recording Secretary—Miss Alva McElwell.

Assistant Recording Secretary—Miss Eleanore Harter.

2nd Assistant Recording Secretary—Mrs. Lindberg.

Corresponding Secretary—Miss Mary Girard.
Treasurer—Miss Anna Nasheim.

Historian—Miss Mary Maney.

After the officers were installed we were entertained by several very excellent dancers.

The May meeting took place at 5:00 o'clock on Tuesday, the 9th. After a short business session a doll dance was given by pupils of the Hawthorne school.

Mr. Robert Ball, radio announcer for the Chicago Tribune station, dedicated his program of songs to our club on Monday, May 2nd. Our sewing circle, of which Mrs. H. A. Scandrett is chairman, had gathered in the club rooms and they were delightfully entertained by Mr. Ball's singing over the air. He spoke of the wonderful work the club was engaged in and trusted the women would find as much pleasure in listening to his singing as he found in dedicating the program to them. Everyone enjoyed the songs and we take this opportunity to again express our sincere thanks to Mr. Ball.

Miss Mary Maney, Historian, has been very ill the past month, and hope that she will be well enough to be with us at our next meeting.

The June meeting will be in the form of a picnic, which will take place at the home of Mrs. Grant Williams in Edgebrook, Ill.

Sioux City Chapter

Lillian Rose, Historian

THE first meeting of the new board was held April 12, in the home of our president, Mrs. E. A. Murphey, with our first vice-president, Mrs. John Carney, assisting. The appointive board members—

Ways and Means—Mrs. R. H. Embick.

Membership—Mrs. F. T. Buechler.

Scholarship—Mrs. Frank Mansfield.

Sunshine—Mrs. E. J. Cussens.

Constitution and By-laws—Mrs. R. L. Robson.

House and Purchasing—Mrs. Geo. Wean.

Entertainment—Mrs. Geo. Dilger.

Safety First—Mrs. Homer Snow.

Auditing—Mrs. L. A. Cline.

Social—Mrs. Albert Watier.

Telephone—Mrs. T. F. Calligan.

Welfare—Mrs. T. G. Oexler.

Publicity—Mrs. John McGrane.

The president called the meeting to order, the usual routine business was transacted, and monthly bills allowed. Several matters discussed which will later be presented to the chapter.

As a contribution to the evening's entertainment, each member brought a baby picture of herself, the guests attempting to identify them. Mrs. Mabel Landon had the largest correct list. Following this, an etymological contest was given, which severely taxed the vocabulary of those present. At the close of the evening, the hostesses served a dainty and toothsome repast.

The regular meeting and pot-luck supper of the club was held April 25. About 100 were present. Mrs. Homer Snow, Mrs. John Carney, Mrs. F. L. Paul and Mrs. Frank Mansfield were appointed leaders for the annual membership drive, which is to last 30 days. At that time the losers will entertain the winners. It is the earnest hope of the club members that each and everyone regularly employed by our road will help us at this critical time, by renewing their membership or joining the chapter. There has never been a time in the history of the organization when the real objects of the Association—Charity and Benevolence—have been given wider scope. The comfort and aid rendered in times of need and trouble have been most timely and far-reaching. It is the men and women with whom we work and labor, who come first to our assistance when extremity or destitution of any kind comes our way. And how little we know when any one of us may need the services

of the club, through some of its various channels and activities. Think it over, and send in your dues.

Mrs. Embick, of the Ways and Means, has started a "traveling basket of pastry," in which will be found something for you to buy and a purse in which to put whatever you as the recipient thinks it is worth. Then you repeat the process and send basket along to another. Every little helps.

Now is your chance to buy a chance on the lovely afghan the board crocheted during the winter.

By-by, everybody, and take another whiff of the lilacs and plums (blossoms) before they are gone, it will set you up like a nip of nectar.

Austin Chapter

B. M. Keck, Historian

THE first meeting of the new year with the new officers in charge was held in the club rooms on the 12th of April. A bountiful picnic supper was served to a large number of members and guests.

Interesting reports were read by the secretary, treasurer and chairmen of committees, giving a resume of the year's work.

Despite the generous contributions of many of the employees the past winter, the yearly dues, the money raised in various ways and other activities, and the donation of several hundred dollars from the General Governing Board, the funds of the treasury are reaching a low point due to the unusual amount of welfare work here and at other points on the division, taken care of by Austin Chapter.

Mrs. Van Dyke, president, emphasized the need for replenishing our treasury if the welfare work is to continue, and she urged the members to pay their dues and to support the two card parties that have been planned for the near future.

During the winter, fifteen families, or approximately fifty people, were on the list of those receiving constant help; \$700.00 in cash was expended for food and clothing and at least double that amount in value in used clothing; 329 tons of coal were distributed through the generosity of Milwaukee employees, to unemployed in Austin and at Madison, S. D. A great many letters of condolence and good cheer cards were sent during the year and our always good record of calls on the sick and sorrowing was surpassed.

The death of Mrs. Garnet Tuftee recently brought genuine sorrow to friends of the Chapter who had grown to greatly admire and love her unconquerable spirit during her long invalidism. Despite fifteen years of illness, most of the time bedridden and at times suffering greatly, her unflinching optimism and courage were something to impress all who came in contact with her. The sympathy of the Chapter is extended to Mr. Tuftee and daughter Margaret.

The evening program was greatly enjoyed. Miss Miriam Peterson played several selections and eight ladies of the Presbyterian church put on a play which was a riot from start to finish. The costumes and acting were splendid. Mrs. Leon Corneau, Mrs. Carl Voelker and Mrs. Charles Dillington of the cast are chapter members.

Bensenville Chapter

Estelle Newcomer, Historian

BENSENVILLE Chapter met Wednesday, May 4, for the regular monthly meeting. Mrs. Tanning, president, called the meeting to order and routine business was transacted. The relief chairman, Mrs. Bodenberger, reported \$58.95 spent for relief during the month.

Librarian, Mrs. Bartholmey, reported ten new books had been purchased and we have a total of 888 books. At the close of the business meeting cards were played. Mrs. D. Harmon received first prize in bridge and Mrs. Hugdahl in five hundred. Ice cream and cakes were served by the Social Committee.

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CLASSIFIED ADVERTISING

The use of these columns is FREE TO EMPLOYEES of the MILWAUKEE, who have personal property to exchange or sell. Your copy must reach the Editor not later than the 15th of the preceding month. Your name and department for which you work must be sent in on a separate slip.

For Sale—North half of a section of land 7 miles northeast of Flaxton, N. D.; also a lot in East Missoula, Montana. Write Box 266, Plummer, Idaho.

BOSTONS AT STUD—4 Toy Studs, all of champion blood lines. See them before breeding your female. Grown dogs and puppies always for sale. Blackhawk Kennels, 2426 12th St., Rock Island, Ill.

FOR SALE—5-Room Bungalow—New—Attractive. Built of the best of materials and workmanship. Upon inspection, you will find each room to be a model room by itself and unique in style. This is not a real estate home and is the best buy in Humboldt Park District. Your inspection is invited. 3257 South Lenox Street, Milwaukee, Wis.

SPORTSMEN—Fisherman John tells his secrets. Write now for a copy of his 1932 fishing calendar. "It shows when fish bite best," and is full of good fishing tips. 25c postpaid. Fisherman John, mail address, P. O. Box 276, St. Paul, Minn.

For Sale at a bargain price, 133 acres on small lake, 25 cultivated. 7-room house, barn, hay sheds, and other buildings; also 3-room house, 1/2 mile to good grade school, 5 miles Colville, Wash. Will trade for a smaller place near Tacoma, Wash., or sell at a very fair price. Write 7404 So. Park Ave., Tacoma, Wash.

HOUSEKEEPING COTTAGES on Pine Lake, Forest County, Wis. Good fishing, boating and bathing. Screened porches with drop curtains. Rental, \$25-\$15 per week, includes fuel for heating and cooking; ice and boat. Everything furnished but bed and table linens. Good running water in cottages. Mrs. C. W. Mitchell, 1546 S. 108th St., Milwaukee, Wis. Phone Mitchell 4823.

WANTED—Six-room house or bungalow to rent or buy. Near Milwaukee Road. Chicago to Libertyville. Give rent and particulars. Address J. T. Harvey, 2534 Eastwood Ave., Chicago, Ill.

FOR SALE—80 acres cutover land in Pine County, Minnesota, located 16 miles east of Sandstone on state aid road, one mile from store and oil station. Ideal dairy and farming locality. Will sell at a sacrifice. Write, Ray H. Hoffmann, 309 North 5th St., Austin, Minn.

SPEND YOUR VACATION among the pines at Muskalonge Lake, Heafford Junction, Wisconsin. Furnished log cabins including boat, ice, linens, \$15.00 per week. Best musky, bass and pike fishing. Peter Zeches, Bradlev, Wis.

FOR SALE—2 D. C., 16-inch, 110 volt oscillating fans; one new Graybar, one practically new Western Electric; \$12.00 each. Dan Feeley, 938 N. Homan Ave., Chicago, Ill.

WILL SHARE three-room dinette apartment or rent modern large front bedroom. Three blocks from Fullerton Avenue office, Chicago. Meals served if desired. Mrs. Mabel Bengston, 1204 Altgeld St., corner Racine Ave., 1st Apt., Chicago, Ill.

For Sale or Trade—I have a beautiful wooded lake lot 50x800 feet in depth, with a 50x150 ft. silver sand beach, located in Muskegon, Mich. 1 mile from Muskegon Lake and 2 miles from Duck Lake on the shores of Lake Michigan, 3 miles from the oil fields. Suitable for resort, summer home or business. 185 miles from Chicago. An ideal place for a permanent home. Will trade for any suitable place in Indiana. Address reply to R. A. Freitag, Room 700, Union Station, Chicago, Ill.

FOR SALE—Five acres irrigated orchard mature bearing apple trees, near Otis Orchards or Green Acres, Washington, about thirteen miles from center Spokane toward Coeur d'Alene, Idaho. No buildings; land suitable for country farm or city suburban home; near steam, electric and automobile roads. Write Apartment 1, 112 South East Avenue, Oak Park, Ill.

SPEND YOUR VACATION at Nocke Beach Resort near Crivitz, Wis., on the Superior Division of the Milwaukee road. Through trains from Chicago twice daily. Electric lighted furnished cottages, \$10 to \$30 per week. Ice, boat and electric service free with cottages. Absolutely safe sand beach for children. Store and home bakery in connection. Board furnished for those see Harry Erickson at Western Ave. Tower wanting it. Chicago Terminal men please for descriptive folder and information. Others write R. Maguire, 2128 N. 34th St., Milwaukee, Wis. (Engineer, Milwaukee Terminals).

For Sale—Select residential lot in Edison Park District, Chicago. All improvements in. One block from new 100-foot boulevard. Five blocks from suburban transportation. Twenty-five minutes to Loop. \$800.00 cash and mortgage for balance will handle. An excellent investment in a community that will grow by leaps and bounds with resumption of building activities. Address inquiries to Classified Department, Milwaukee Magazine, 869 Union Station, Chicago.

For Sale or Trade—Improved 160-acre farm 3 1/2 miles from county seat town on graveled road in Wisconsin. Approximately 90 acres in cultivation, abundance timber for fuel, running water near buildings, good 8-room house, nice yard and shade, large barn and other outbuildings. House has good soft cold water in kitchen. If interested, write C. S. Morton, Hopkinton, Ia.

Sporting News

The Milwaukee Bowling League came to a close for the season on April 11, 1932. Following is the standing of the individual bowlers, also games won and lost by each team.

It seems as though the Yard Office team consisted of the following bowlers: M. P. Notske, Doyle, Markey, H. Anderson and M. Medley. The Local Office takes the next high honors.

Team	W	L	Pins	Average	Pct.
Yard	28	13	31,472	749	.693
Local Freight	27	15	31,709	755	.638
Engineering Department	19	23	30,570	729	.463
Accounting Department	14	28	30,499	726	.333

No.	Name	Games	Pins	Aver.	18. Anderson, N.	18	2570	145
1.	Doyle	39	7313	188	19. Seivers	39	5604	144
2.	Villata	42	7313	174	20. Weeks	39	5397	138
3.	Omeara	6	1013	169	21. Wiegand	39	5396	138
4.	Notske	45	7541	168	22. Markey	39	5247	135
5.	Edwards	36	6048	168	23. Skacel	31	4375	133
6.	Brownell	15	2524	168	24. Medley	39	5075	130
7.	McLennau	15	2942	163	25. Mumford	30	3857	129
8.	Wittenberg	42	6818	162				
9.	Williams	33	5272	160	High ten frames—Doyle			260
10.	Laughon	9	1437	160	Second—Doyle			257
11.	Chapman	42	6643	158	High 30 frames—Doyle			640
12.	Wylie	36	6625	156	Second—Doyle			621
13.	Irwin	45	6991	155	High 10 frames—Accounting Dept.			896
14.	Anderson, R.	39	5898	151	Second—Yard			884
15.	Garvey	39	5891	151	High 30 frames—Yard			2632
16.	Anderson, G.	42	6178	147	Second—Local Freight			2524
17.	Smith	33	4831	146				

Fullerton Avenue Sports

THE Milwaukee Road Softball Team is continuing its winning ways. Since the start of the season, nine victims have fallen by the way-side, among them the Austin Ramblers and various picked teams who come with the intention of "getting" the Milwaukee Roaders.

Thompson & McKinnon, whose record was more than forty victories against one defeat, was the latest victim by a score of 15 to 9. The game was hard fought throughout with the lead

changing to the other team several times. An eighth inning bombardment of four runs by the Roaders gave them a substantial lead. Double plays in the eighth and ninth stopped the enemy.

On Friday, May 13, the Revising Bureau Soft Ball Team slaughtered a team from the Review Bureau by the close score of 29 to 20. The high light of the game was the fielding of Johnny Kane, the Art Shires of the losing team, who piled up eleven errors.

Why Railroad Men Get Gray Scene on a Shipping Platform

Truckman inspecting shipments:
That lot's too long and that too wide
So neither one will fit inside
My truck. That's far too heavy for my tires
And too much space that one requires.
A load of these won't weigh a ton;
Say, I don't do this work for fun.
Hold this one out; I know my game;
To handle it might mean a claim.
That one's too heavy for my floor;
I hauled it once, but nevermore.
Now here's a shipment that's just right,
The proper weight, the proper height,
And say, I guess I ain't in luck—
The lot completely fills my truck.
I'll take this one and would suggest
YOU HAVE THE RAILROAD HAUL THE REST.

Lest We Forget

SOUTH DAKOTA should not forget the magnificent work being done by the railroads in hauling livestock feed consigned to the Red Cross free of charge. This contribution to the general welfare, if expressed in dollars, would amount to a huge sum. The *Argus Leader* hopes that the railroads will some time or other tabulate the figures showing what the freight charges would have been at the regular rates. We understand that freight donations on the part of one railroad have already reached a total of approximately \$300,000. In giving credit for donations, the railroads merit important mention.—*Sioux Falls Argus Leader*.



BE THANKFUL THEY ARE GRADUATING IN A TOUGH YEAR!

A group of men who had finished school in the panic year of 1907 met at a class reunion in the boom year 1929. They were all men whose names make front-page news.

One thought kept recurring in their conversation. They were eternally thankful that they HAD graduated in a year when jobs were few and dollars were tight. They pitied the fellows who had missed the moulding lessons of their early struggles by graduating into a too soft and ready world!

So be not over-distressed. Be rather relieved that the 1932 graduate hits life exactly when he does.

And then give him—or her—this solid bit of encouragement. Give a HAMILTON.

The prices of Hamiltons have been reduced to meet 1932 requirements. It is one bit of honest value in these years when so few things seem to stay put. And there are cold, hard business men who even claim that the unerring accuracy of a Hamilton will lend something of its regularity to the mind and habits of its wearer!

★ ★ ★

Treat *yourself* to the new Hamilton 992 Elinvar. This improved railroad watch resists magnetism, is rust-proof and is not affected by temperature changes. A request addressed to Dept. R, Hamilton Watch Company, Lancaster, Penna., will bring you an explanatory booklet—"Elinvar In Your Watch."

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Watches pictured: Left (reading down) 992 ELINVAR RAILROAD MODEL NO. 7. 14K filled white gold and 10K filled natural yellow gold. WEBSTER. 17 jewels. 14K filled gold, \$47.50. PERRY. 17 jewels. 14K filled gold, \$47.50.

Right (reading down) PIPING ROCK. 19 jewels. 14K solid gold, \$115. MT. VERNON. 17 jewels. 14K filled gold, \$50. CHEVY CHASE "A." 17 jewels. 14K solid gold, \$60. VIRGINIA. 17 jewels. 14K solid gold, \$70. RONDEAU. 17 jewels. 14K solid gold, \$65. EDGEWOOD. 17 jewels. 14K filled gold, \$52.50.

The Hamilton Watch Company is Exclusive Licensee for Elinvar Hairsprings under U. S. Patents No. 1,313,291, dated August 19, 1919, and No. 1,454,473, dated May 8, 1923.



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This is one of a series of advertisements illustrating Industrial Chicago. We will be glad to send you a copy of this striking illustration with no advertising on the face...upon request.